

An Architectural Evaluation
done for the
Preservation Works! Program
of the
Architectural Conservancy of Ontario



December 2007



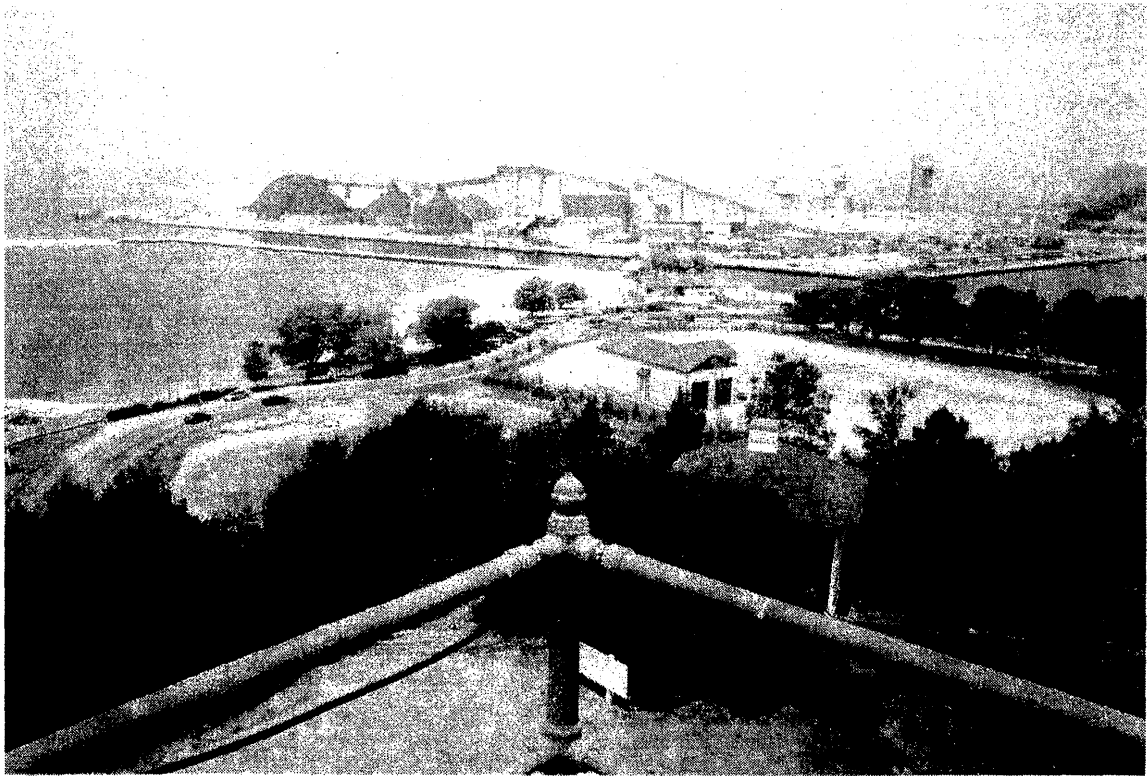
**THE
LIGHTHOUSE**
the “ I ” in

GODERICH
Canada's prettiest town

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**A COMMANDING VIEW
OF THE
GODERICH HARBOUR
FROM THE
TOP OF THE GODERICH LIGHTHOUSE**

INTRODUCTION

During the preparation of this report John Rutledge was interviewed by Carolyn Parks. Carolyn agreed to have her article used in this report. Carolyn's article is an excellent INTRODUCTION for this ACO "Preservation Works!" Report.

Reference – The following article written by Carolyn Parks was included as a "Special to the Signal Star" in the Wednesday 1 August 2007 issue of the Goderich Signal Star newspaper.

THE GODERICH LIGHTHOUSE - LONG MAY IT SHINE

by Carolyn Parks

Regardless of its salt which came later, Goderich would not be so large and prosperous but for its harbour. The deepest natural anchorage on the Canadian side of Lake Huron made it a natural for settlement, commerce and lake traffic.

And vital to that harbour and future development was the lighthouse - still standing after more than a century and a half, still a navigational guide to vessels. Global Positioning Systems do not emit a welcome light, a visible sign of safe harbour, as does a beacon on a hill.

Built in 1847 as the first Canadian coastal light on Lake Huron's shore, the Goderich lighthouse is an architectural anomaly. Blessed with a geographically prominent point on a bluff 45 metres (150 feet) above water level, there was no need to build a towering structure. At just over 10 metres (33 feet) in height, it is its square shape that differs from usual lighthouse construction of the day.

Why it is straight sided and square is not known, other than that was a conventional shape for stone structures in the mid 1800's.

The lighthouse tower was constructed of evenly coursed stone, clearly built by skilled stonemasons given its longevity. Unfortunately, the graceful residence that was attached to it did not fare so well. The dwelling was repaired in 1876, added to in 1880 and completely removed in 1914, leaving the lighthouse looking somewhat forlorn, regardless of the current park setting around it.

Entering the bottom of the tower, one is struck by a smell of "time" - not unpleasant but aged, historic, with many lingering memories. The climb up the narrow, turning stairway requires agility and patience. But it is well worth it to enjoy the spectacular view from the top.

On a clear day, over 30 km. of coastline can be seen. The panorama of lake, harbour, shore, beaches and all the activities around these is unparalleled. How wonderful that a vintage structure can still thrill a visitor with something as simple as beautiful sky and shoreline.

A peek inside a tall, narrow cupboard reveals unpainted stonework and mortar, still sound, still holding firm - history made visible, 160-year-old craftsmanship made real.

Regardless of its structural strength, this treasure requires maintenance and TLC. Preservation is high on the agenda of a group of citizens who have formed a committee to guarantee its future. Gordon Baker, Paul Carroll, Phil Gemeinhardt, Terrence Gilhuly, Jan Hawley, Ken Hunter, Heather Lyons, John Rutledge and Pam Stanley met recently to develop a plan of action and to visit the lighthouse.

In addition to considerable individual knowledge and experience, this group brings to the table a collective passion for marine heritage and vintage structures.

If it could speak, that lighthouse would undoubtedly respond with "Sweet!" Or perhaps a more historically correct "Bravo!" at their interest and caring.

Architect John Rutledge is contributing his time and expertise, under the auspices of the Preservation Works! Program of the Architectural Conservancy of Ontario, to prepare a detailed condition assessment of the lighthouse.

"It's not a building under threat—it's probably not about to fall down," reports Rutledge. "But it has been missing regular maintenance. Recent concerns have shed light on the fact that such maintenance can no longer be deferred."

Jan Hawley recalled a 2004 Goderich Marine Heritage weekend that included tours of the lighthouse.

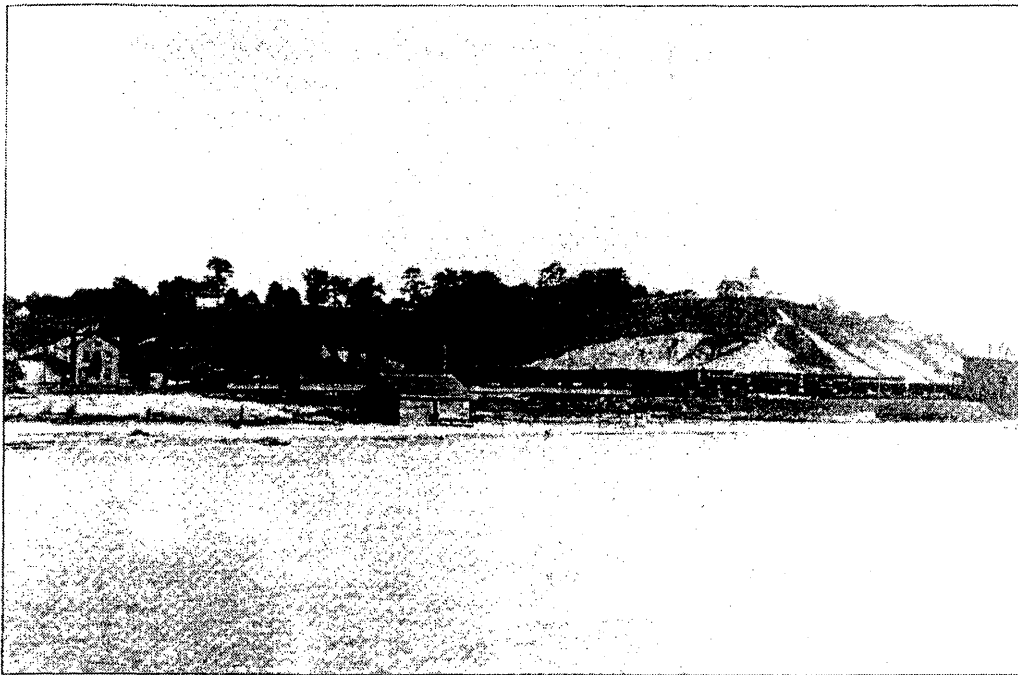
"The lighthouse was such a draw," says Hawley. "It had never been open to the public before and people flocked to it."

Peter Sturdy records in his 2003 book "The Hole in the Wall - An Informal History of the Goderich Harbour":

April 1, 1852, The Huron Signal -The lighthouse, a strong stone building, one of the best on the lakes

August 19, 1852, The Huron Signal - although (Goderich) has a magnificent lighthouse upon an eminence at the entrance to the harbour, they have but one visit per week from a steamboat, 'The Ruby'

Let's hope the 'eye from the shore' - and the 'i' in the Town of Goderich logo - long continues its watch. The Goderich lighthouse has earned its place as a gem in the crown of architecturally historic jewels in and around this town.



John Graham

A past photo taken by John Graham shows the presently well treed river bluff and wave cut cliff were at one time stripped of their tree cover.

1.0 HISTORICAL CONTEXT

1.1 “THE STONE TOWER ON THE BLUFF”

Reference – The following historical overview has been taken from the book entitled, **The Hole in the Wall, an Informal History of the Goderich Harbour** written by Peter Sturdy, published in 2003 by Dancam Press, Goderich & Forest, Ontario and Stan Brown Printers Limited, Owen Sound, Ontario ISBN: 0-9688046-1-6

THE STONE TOWER ON THE BLUFF

As much as we love our lighthouse and cherish it, a symbol of our maritime past, as it stands like a stark and single Grenadier against the less generous intentions of the lake, it must be admitted that when measured against other lights along our shore, it is plain and squat, dwarfed by such a soaring neighbor as Point Clark and lacking the carpenter's decorative arts displayed in the Kincardine light.

As modest as it might be the Goderich light has elicited good reviews over the years...

CENSUS OF THE TOWN OF GODERICH

.. The Light House, a strong Stone building, one of the best on the lakes...

Huron Signal – April 1, 1852

*American Letter... The Lake has not been of so much benefit to the people of Goderich as might be supposed, for although they have a magnificent Light house upon an eminence at the entrance to the harbor, they have but one visit per week from a Steamboat, the **Ruby** an American boat...*

Huron Signal – August 19, 1852

And it must be remembered that the Goderich lighthouse as it stands in 2002 is shorn of many of its previous adornments such the keeper's house and the cupola that once topped of the tower itself.

FIRST LIGHTHOUSE, 1ST EDITION

The present lighthouse is the second lighthouse to built in Goderich...

SIXTY-SIX YEARS AGO

William Swaffield's Recollections... Coming up the hill we would come to John McDonald's house around the bank towards the lighthouse, for there was a lighthouse where Mr. G.M. Elliot's [Bruce Sully's. 2002] house is now...

...Possibly the light recalled by William Swaffield was the first lighthouse but was more likely some type of range light.

FIRST LIGHTHOUSE, 2ND EDITION

The site of the present Goderich lighthouse was originally the location of the home of Major Samuel Strickland one of Goderich earliest and most famous settlers and the brother of the noted Canadian writers Susanna Moodie and Catherine Parr Trail.

1829 – Major Strickland sowed oats on his clearing at Lighthouse point and Dr. Dunlop sowed four acres with wheat at Harbour Park. These were the first crops raised in the Huron Tract. Dunlop's wheat turned out 40 bushels to the acre.

It was almost twenty years later that the lighthouse was constructed...

1847 – Lighthouse built by Mr. [Adam] McVicar, who afterwards superintended the stone work on the present Court House.

Star – July 28, 1927

1847 – Adam MacVicar builds Goderich Lighthouse. Adam MacVicar, a stone mason born in Edinburgh, Scotland worked with Alexander MacKenzie, another Scottish-born stone mason on the building of the Welland Canal in the Niagra Peninsula after the two men immigrated to Canada in the early 1800's. Adam MacVicar then moved to Goderich in hopes to build their new lighthouse. He helped build the new stone lighthouse in Goderich in 1847, which is still standing. Adam's son, James MacVicar, born in 1844 also became a stone mason. Their decendants did not continue to be stone masons, instead the later MacVicar's established and ran various merchantile businesses in Goderich. Adam MacVicar lived in a storey and a half house at 128 Hinks Street in Goderich. His relatives continued to live in the same house up until the 1970's. While Adam MacVicar and his family established themselves in Goderich, Adam's friend and fellow stone mason, Alexander MacKenzie went on to become Canada's second Prime Minister.

note – Information about Adam MacVicar and his family was summarized for this report from the book entitled "The Hole in the Wall" by Peter Sturdy.

1849 – Thomas Mercer Jones and his wife, Elizabeth Mary Jones sell the lighthouse and the land the lighthouse is built on to Her Majesty Queen Victoria for the sum of one hundred pounds.

The site of the Goderich light admired as it has been by native and tourist alike...

PRETTY GODERICH

From Picturesque Canada

...Perched on another projecting bluff, that by some special favor is yet preserved from the destruction of the elements, the Light-house looks almost sheer down on the harbor. It contains a fixed light, consisting of numerous lamps with silver reflectors, and sheds its welcome rays far over the dark waters. To the right, lies the harbor in the deep hallow or recess of the united waters of the river and lake have eaten out of the land...

From Outing published by the Wheelman Co., Boston, Mass...

The town is built upon a bold headland overlooking the lake. There is a small bay, the entrance of a river, and another bold headland, called "The Cape," on it opposite side, which shows finely from the town. Upon the brow of the headland is a reserved parade-ground, with the light-house. Here the bluff is almost a precipice, and the view is very fine, embracing many miles of coast, the bay, and the steep side and end of the opposite cape...

The location of the Goderich lighthouse, while choice in terms of its scenic sweep of the lake and shore and for navigational purposes, had always rested on a precarious setting. The zeal with the early settlers denuded the bank of all trees, left it open to extensive erosion, cutting the bank back towards the building itself.

And then there is the lake below...

TOWN COUNCIL

Report of the Road and Bridge Committee...and also that the attention of the Government be again directed to the dangerous situation of the light-house – report adopted.

Signal – June 4, 1867

1872 was the year of action to shore up the lighthouse, almost.

TENDERS FOR BREAKWATER – The Government advertised for tenders to protect the Lighthouse at the point. The bank in front of the Lighthouse is fast being washed away by the action of the waves and we are glad to see that steps are to be taken to prevent the lake from encroaching any further. Tenders will be received up to 8th March, and plans of the proposed work may be seen at the house of the lighthouse keeper.

Signal – February 23, 1872

1872 was the standard year of inaction built into all Government work, with the work getting started in 1873

LIGHTHOUSE BREAKWATER – We understand the contract for the construction of a breakwater for the protection of the lighthouse, has been awarded to a Brantford firm, Messrs. Squires & Co., for the sum of \$3,850.

Signal – May 14, 1873

BREAKWATER – The breakwater for the protection of the lighthouse is now completed and is a good substantial piece of work.

Signal – September 3, 1873

How substantial it was is uncertain since it had to be reconstructed a short four years later in 1877

THE LIGHTS

At the start, the Goderich light was clearly of marginal value to sailors. At times the light at Goderich must have seemed feeble indeed...

ASHORE – On Wednesday morning early, the Schooner **Regina**, of Kincardine, went ashore below the light house but floated off again unharmed. She was laden with corn from Chicago, consigned to Mr. W. Worden. Why will people burn the midnight oil, after the midnight hour, and mislead the poor mariner?

Signal – May 25, 1871

But as technology progressed, the Goderich lights were modernized too.

1877

NAVIGATION – The lights at the harbor were shown for the first time this season on Thursday night...No vessels have yet arrived...The new burners – Silber Patent – in the main light on the hill give a brilliant flame, and may be seen much further off than the light of last year.

Signal – April 25, 1877

1883

NEWS ABOUT HOME

LIGHTHOUSE IMPROVEMENTS – Mr. Henry Clucas has been instructed to place five panes of French plate glass, 61½ x 37 inches, and three-eighths of an inch thick, in the Goderich lighthouse. A new illuminating apparatus, with ten mammoth flat-wick burners, will arrive shortly from Montreal, and will give a light of an improved character. It is expected that the improvements will be effected by the opening of navigation, and Mr. G.N. McDonald, the affable lighthouse keeper, is exceedingly pleased with the prospect.

Huron Signal – March 16, 1883

1908

New lights for the lighthouse and range lights have arrived. The light for the lighthouse will be a dioptic illuminating apparatus in place of the present catoptic apparatus and the illuminant will be petroleum vapor under an incandescent mantle. The outer range light will also be a dioptic apparatus and the inner light a catoptic apparatus. It is said the inner light will be visible nine miles out in the lake.

Signal – September 10, 1908

1914

The old lighthouse, one of the landmarks of Goderich, which had for over 80 years shone forth its beacon light to guide mariners safely into port, is being remodelled. Under government supervision, Mr. B.C. Munnings has a gang of men working there pulling down the residential part, and the tower will be built five feet higher to accommodate a revolving flashlight, which the government decided to place there...It is stated that the work will take a couple of weeks or more. (A local deputation to Ottawa had recommended "it be made twenty feet higher, as sailors complained they could not see it in daytime.")

Really this work is being done as a result of the terrible storm of last November, when so many sailors lost their lives. It was said at the inquest, which followed, that the lights lighting or attempting to light the harbor were insufficient.

Signal – March 12, 1914

Tower raised, repairs and the installation of new lantern and a double-flash long-focus reflector for main light. Will be completed next year. Day labour.

Cost: \$799.80

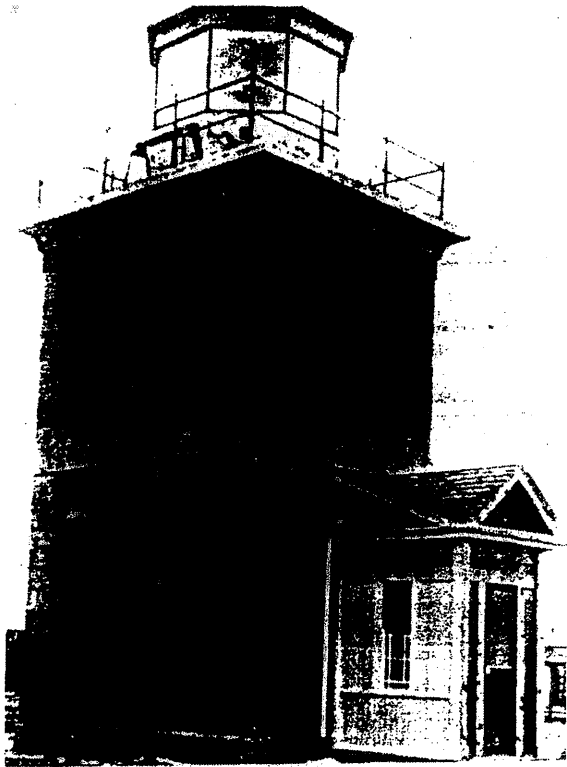
Provision and installation of a Piper headlight lantern for front range light...work by W. Robinson

Sessional Papers

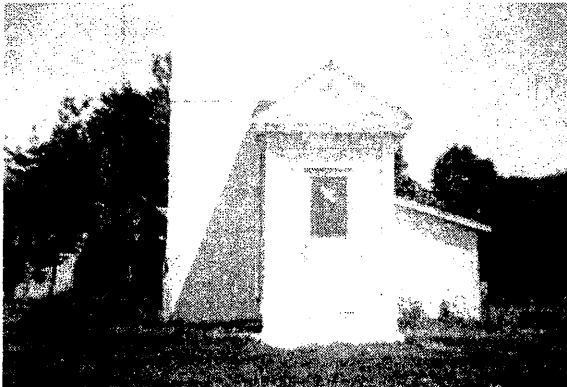
1925

The light was wired for electricity and the new power was used to turn "the huge mirrors that make the flash. Prior to this it was a stationary light using many oil lamps, each with its own reflector."

W.E. Elliot



View from the North



View from the West



Viewed from the South

A Small Italianate Styled Weather Porch, which has been demolished, protected the west entrance door to the Lighthouse for many years after the Lighthouse Keeper's House had been demolished

SOME STATISTICS

The Goderich Light is:

- 33 feet above the ground
- 150 feet above lake level
- flashes twice in 25 seconds, with intervals of 6 and 19 seconds
- in clear weather can be seen for about 21 miles

W.E. Elliot

THE KEEPER'S DUTIES

The lighthouse keeper's duties were more than just lighting a match to the wick or later in turning on the switch and watch the reflector in the main lighthouse go round. In fact the work of the Goderich lightkeeper involved several duties.

THE LIGHTHOUSE

The main duty was to ensure the proper functioning of the familiar light on the hill. This meant starting the light in the evening and putting it out in the morning depending on the visibility of the particular day. This in the days of oil, whale, and then petroleum, meant filling the lamps.

THE RANGE LIGHTS

There were several range lights, of which only two successors now survive because of the advances in electronic navigational aids and systems. Ships still enter the harbor safely by physically lining up the range lights.

Before the introduction of electricity, looking after the range lights on the north side meant a twice a day trip...

Lighthouse keeper Campbell is again making morning and evening trips to the end of the North pier

Signal – April 16, 1896

This trip was made more arduous in bitter weather, as evidence by the plight of Geo. MacDonald many years before.

IN THE WATER – *On Sunday two accidents occurred at the dock.*

Mr. Geo. McDonald, being unable to cross to the lights on the north pier on account of the storm, went around by Maitlandville [Saltford]. In crossing over the boom at Attrill's Point, one of the logs turned, precipitating him into the water, which was about 14 feet deep. Fortunately he managed to scramble out without trouble, after being thoroughly wet...

Signal – May 5, 1875

In order to eliminate some of the problems in reaching the lights on the north pier, the government moved to construct an elevated walkway that the keeper could service the range light in safety in turbulent weather.

HARBOR IMPROVEMENTS – Mr. Tomlinson, Lighthouse inspector, officially visited town on Monday, and after inspecting the harbor... He will also recommend the building of trestlework, to stand about 6 feet above the north pier, for the convenience of the lighthouse keeper in going out to light in stormy weather. A similar trestle work is to be erected in Kincardine.

Signal – January 24, 1877

This walk was completed the same year.

- Joseph Tomlinson, C.E. general superintendent of Lighthouses, was in town on Wednesday and Thursday last arranging for the building of an elevated walk along the North Pier, and other matters connected with the Lighthouse. He went up the lake on Saturday.

Signal – August 22, 1877

2003

In a legal transaction on the 29 August 2003, Her Majesty Queen Elizabeth II sells the Lighthouse and the land the Lighthouse is built on to The Corporation of the Town of Goderich for the sum of one dollar.

1.2 “BUILDING REPORT 90-195”

Reference note – the following has been summarized for this report from a BUILDING REPORT 90-195 titled LIGHTTOWER, GODERICH, ONTARIO done by Gordon Fulton circa 1990 for the Architectural History Branch of the FEDERAL HERITAGE BUILDINGS REVIEW OFFICE.

LIGHTTOWER, GODERICH, ONTARIO – Building Report 90-195

The Goderich lighthouse, an aid to navigation on Lake Huron, is located on an eminence in the southwest part of the town of Goderich high above the harbour entrance. This coastal light, established in 1847, was the first on the Canadian shores of Lake Huron. Originally built to guide schooners into the natural harbour at the mouth of the Maitland River, it now serves numerous international freighters and pleasure craft as well as the local fisheries. The lighthouse is to be retained “status quo” by the Canadian Coast Guard.

HISTORICAL ASSOCIATIONS

Thematic

A lighthouse for the Great Lakes was first authorized in 1803, when the House of Assembly of Upper Canada approved funding to undertake construction of such a structure. A tower was completed at Mississauga Point on Lake Ontario the following year. Only fifteen towers were built by the Canadian government on the Great Lakes in the years before the union of Upper and Lower Canada in 1841, and only on Lakes Erie, St. Clair, and Ontario. The Act of Union resulted in a newly organized Department of Public Works, which undertook responsibility for lighthouses above Montreal.

The lighthouse built by the Department of Public Works at Goderich in 1847 was the first Canadian light on Lake Huron. It was erected to protect and guide mariners near the mouth of the Maitland River, this particular shore of Lake Huron being exposed to particularly strong north-westerly gales. Eight years would pass before additional lights were built on Lake Huron. Construction of more lights was precipitated by the general increase of traffic on the lake following the opening of the Sault Ste. Marie canal in 1855. Between 1855 and 1859 Public Works erected six very tall tapered stone “imperial” towers on the shores of Lake Huron and Georgian Bay. Goderich light remains one of the most powerful lights on the Lakes.

Local Development

Construction of the Goderich tower directly aided the development of the town of Goderich as a significant centre for maritime and port-related industries on Lake Huron.

Landmark

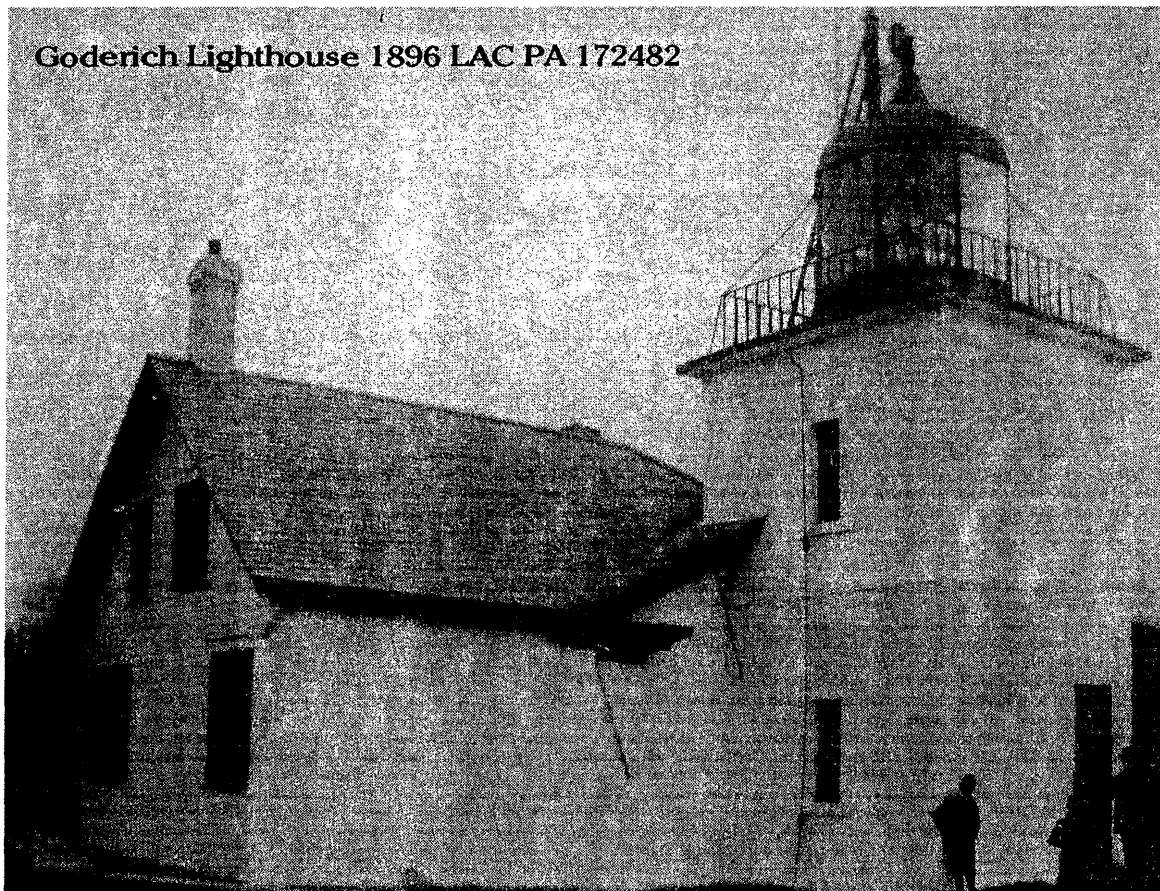
Goderich lighthouse is a well-known structure in the town of Goderich. It is prominently featured on the cover of the current tourist brochure, and is listed as one to the highlights of the town.



A GLIMPSE OF THE PAST

This photo dated 17 September 1901 is probably of a former lighthouse keeper named Robert Campbell. Mr. Campbell is shown standing in front of the CLASSICALLY STYLED lighthouse keeper's house. The original house and the original out buildings have been demolished

This photo taken in 1896 was provided by Hagit Hadaya



MORE GLIMPSES OF THE PAST

From this photo it is apparent that the Lighthouse Keeper's House was a separate structure from the tower structure of the Lighthouse.

This facilitated easy demolition of the house from the tower.

It is apparent from this photo that the Lighthouse Keeper had to go outside to get from the house into the tower and vice versa, as there is no evidence of an east doorway that would have internally connected the house and the tower.

This photo illustrates the tower's original railing configuration and the light's original "onion shaped" lantern, both have been replaced.

2.0 ARCHITECTURAL CONTEXT

Information received from the Canadian Coast Guard in 2001 revealed the following:

<i>Lighthouse</i>	<i>10.1 meters high</i>	<i>(about 33 feet)</i>
<i>Light above water</i>	<i>42.7 meters above chart datum</i>	<i>(about 140 feet)</i>
<i>Light from water's edge</i>	<i>140 meters</i>	<i>(about 460 feet)</i>

About the Goderich Lighthouse.

2.1 "BUILDING REPORT 90-195"

Reference note – the following has been summarized for this report from a BUILDING REPORT 90-195 titled LIGHTTOWER, GODERICH, ONTARIO done by Gordon Fulton circa 1990 for the Architectural History Branch of the FEDERAL HERITAGE BUILDINGS REVIEW OFFICE.

GODERICH LIGHTTOWER – Building Report 90-195

According to a building report prepared by the Federal Heritage Buildings Review Office (1991), the Goderich Lighthouse was established in 1847. This coastal light was the first on the Canadian Shores of Lake Huron. Built by the Department of Public Works it was erected to protect and guide mariners near the mouth of the Maitland River, which was prone to strong north-westerly gales. Eight years would pass before additional lights were built on Lake Huron. Construction of more lights was precipitated by the general increase of traffic on the lake following the opening of the Sault Ste. Marie canal in 1855. Between 1855 and 1859, Public Works erected six very tall tapered stone "Imperial" towers on the shores of Lake Huron and Georgian Bay. (Note: An example of an imperial light can be viewed at Point Clark a short drive north of Goderich). The Goderich light remains one of the most powerful lights on the Lakes.

Site

The Goderich lights station seems at one time to have had a number of outbuildings, if a view of Goderich harbour in 1865 is accurate. A dwelling attached to the tower, possibly erected with the tower in 1847, was repaired in 1876, added to in 1880 and removed about 1914, leaving the tower standing alone on the site for more than 75 years. In 1941-42 the town created a park around the tower.

Settings

The tower, set back at the end of a cul-da-sac, stands apart from but near a well-maintained and treed residential section of Goderich. Its manicured park lawns and small stature help it blend surprisingly well into the nearby residential neighborhood. The tower is most visible from the harbour and Lake Huron to the north and west, which it overlooks from the edge of a 45 metre-high cliff.

Designer

The Goderich light tower was designed by the Department of Public works and built at a cost of (pounds) 492.7.0.

Craftsmanship and Materials

The stonework for the Goderich tower was handled in a very neat and competent manner. The lighthouse has been maintained in accordance with departmental standards, and today appears in good condition, with only slight spalling of the masonry (this reference circa 1990).

Reference note – this BUILDING REPORT 90-195 does not make mention of Adam MacVicar who was the stone mason for the lighthouse. Adam MacVicar is referred to elsewhere in this report.

Architecture – Aesthetic Design

The short (6.1m – Base to Vane) almost square Goderich light tower was an anomalous design for Public Works (and for Public Works' successor, the Department of Marine and Fisheries) unlike almost all masonry towers built before and after, it was not tall, round or tapered. There was no need for a tower of great height at this site; the location chosen was about 45 meters above the water, on a natural eminence. But why the tower was built almost square and straight-sided is unknown (though, cylindrical lighthouses aside, this was a conventional shape for stone structures.)

The tower was built of evenly-coursed stone, with a string course below the gallery and another between the first and second storeys. Small narrow windows, one to each floor, are located on the seaward and landward façades. The window backmoulds have been described as a flattened Greek ovolo, typical of the 1840s. The stone lantern deck was replaced with a concrete deck and murette in 1914. This new deck was similar to the original, but had a slightly wider projection and introduced a cavetto (large cove moulding) to the cornice (around the top of the stone wall). The old lantern, possibly the original, was replaced during the 1914 upgrading of the tower and its lighting apparatus. The gallery railing was also replaced at this time.

While the general appearance of the tower proper has changed very little in the almost-century-and-a-half it has been standing, the removal of the its attached dwelling has significantly altered its prospect. The tower sans dwelling appears forlorn when compared to the original tower/dwelling. The subsequent removal of the tower's entry porch, added about 1914 when the dwelling was demolished, likewise contributes to the tower's current stark (plain) appearance.

ARCHITECTURE - Functional Design

Goderich lighthouse is part of a long tradition of stone light towers in Canada, this material having a demonstrated record of durability in Canada's harsh climate. Most of Canada's earliest extant light towers are built of stone, from Sambro Island, N.S. (1758), Canada's oldest standing tower, through the early 19th century towers at Ile-Verte, Que. (1806-09), Gibraltar Point, Ont. (1808), Nine Mile Point, Ont. (1833), and Cape Spear, Nfld. (1834-36). The use of stone at Goderich, therefore, was not innovative in 1847, but has proven to be a durable and functional material over the tower's lifespan. Inside is a wooden stairwell and landing.

Summary of References from BUILDING REPORT 90-195

1. Edward Bush, The Canadian Lighthouse, Occasional Papers in Archaeology and History No. 9 (Ottawa: Indian and Northern Affairs, 1974), pp. 71-73
2. John R. Stevens, "Goderich Lighthouse," N.H.S.S., Manuscript Report Number 94: Lighthouses of the Great Lakes, Ontario, 1965 pp.128, 130
3. The fixed white dioptic light was replaced by a flashing white catoptric light at the opening of navigation, 1914. Notice to Mariners, No. 9, 1914, para. 28.



**The South East Corner
of the
Goderich Lighthouse**



**The North West Corner
of the
Goderich Lighthouse**

3.0 TECHNICAL EVALUATION

3.1 CONDITION of the STRUCTURE

(a) General State of the Exterior

- (i) Although the exterior of the building is in need of a paint job, the exterior of the building is in reasonably good condition.
- (ii) Existing flaking, cracking, and delamination of the exterior paint is a sign of neglect and lack of regular maintenance over a long period of time. The poor condition of the existing paint job is not a sign of poor building condition, in this case.
- (iii) Visible surface cracking is generally due to layers and layers of paint and does not appear to originate from within the stone work.
- (iv) On the exterior of the north wall near the north east corner there is a thin vertical hairline crack that extends from ground upward to just over half the height of the stone wall. The crack appears to be through the surfaces of the various layers of existing paint. This crack shows no signs of having shifted at any time. Therefore the crack is stable and probably does not originate from within the stone work.
- (v) The existing red paint on the metal railings and the light's lantern atop the light is in much worse case due to its more extreme exposure to the weather. This raises a concern that the metal railings and metal lantern atop the structure are in more critical need of a proper repainting than the structure's exterior stone walls.
- (vi) Exterior surfaces of doors, door trim, and window trim although minimal are also in need of a proper repainting.

(b) Condition of Stone and Concrete Structure

- (i) The exterior dimensions of the almost square two storey stone tower are about twelve foot one and a half inches (12'-1½") in an east west direction and are about thirteen foot seven and a quarter inches (13'-7¼") in a north south direction.
- (ii) The exterior stone walls are between eighteen inches (1'-6") to twenty-four inches (2'-0") thick
- (iii) A poured concrete main floor, a poured concrete second floor, and a poured concrete roof deck laterally stabilize the structure.
- (iv) The exterior of the stone walls, the exterior of the stone's mortar joints, and the exterior surfaces of poured concrete over the structures life have been painted with many layers of white paint. Over the life of the lighthouse the exterior masonry and stone surfaces have been protected from weathering by these many layers of white paint.
- (v) Visually the stone walls and concrete work in this tower appear to be true, plumb, and sound indicating that when this structure was built in 1847 it was "built to last."

(c) **Condition of Exterior Metal Work**

- (i) The exterior railings and the light's lantern atop the tower are of greater concern due to their more extreme exposure to weathering.
- (ii) The connections of the railing assembly and the attachment of the verticals of the exterior railings to the roof deck should be periodically checked to ensure that they are secure and regularly repaired when needed in terms of safety for the occasions when people are outside on the roof deck, which is infrequent but is of concern regardless of frequency of use.
- (iii) The metal work on the light's lantern should be regularly checked and regularly repaired when needed to ensure that the Lighthouse's functioning light is adequately protected from exposure to the weather.
- (iv) At this time the metal work atop the Lighthouse is in greater need of a proper repainting than the stone base that supports the towers railings and the lantern's light.

(d) **General State of Interior**

- (i) The interior is in need of a good cleaning but is rarely seen by anyone therefore the condition of the interior is not critical at this time and is not a factor in ensuring the longevity of this structure.
- (ii) If at some time the interior of the building was going to be periodically open to the public, an interior paint job maybe in order but not until that time.

3.2 REPAINTING

1. Repainting and Repairing Exterior Metal Surfaces

- (a) Excessive layers of paint are also causing deterioration to the metal railings and metal lantern atop the Lighthouse. This deterioration is of a greater concern due to the exposure of the railings and lantern to harsher weather conditions. If repair work is not done, this deterioration will soon become severe and problematic to the function and housing of the light.
- (b) It is recommended that all existing paint be removed from these exterior metal surfaces. Paint removal from exterior metal surfaces can be aggressive as long as methods of paint removal do not mar, dent, pit, or actually remove any of the metal's original surface condition.
- (c) The same precautions, as outlined in item 3.2.2.(g) of this report, are to be observed when removing paint from exterior metal surfaces.
- (d) After paint is removed metal surfaces, metal assemblies, and their connections should be repaired and/or stabilized.
- (e) Metal railings and metal lantern should be primed and repainted.
- (f) The technical departments of paint manufacturer and paint supplier are to be consulted about the following:
 - (i) suitable paint removers and paint removal processes
 - (ii) preparation of existing metal surfaces after paint has been removed
 - (iii) suitable primer for exterior metal surfaces
 - (iv) suitable paint and numbers of coats recommended for exterior metal surfaces

2. Repainting and Repointing Exterior Masonry Surfaces

- (a) Over the life of the Lighthouse the exterior has been periodically painted. At this time an excessive build up of too many layers of paint is problematic to accepting another layer of paint in terms of adhesion and longevity of a coat of fresh paint over an excessive build up of too many existing layers of paint. This is true for the stone, mortar, concrete, wood, and metal exterior surfaces of the Lighthouse.
- (b) At this time the initial layers of paint will be “fused” integrally into the exterior surfaces of the stone, mortar, and concrete. Therefore a complete removal of all paint from the exterior masonry surfaces is no longer possible and is not recommended in order to preserve the exterior masonry surfaces.
- (c) The exact number and types of existing layers of paint should be identified. The existence of lead-based paint is probable and would be confirmed by this identification.
- (d) The existing outer layers of paint should be removed from the exterior masonry surfaces and the two initial layers of paint should remain on the exterior masonry surfaces.
- (e) Removal of existing outer layers of paint can be done aggressively through the use of chemicals and/or low pressure water spray, provided that the two initial layers of paint are not removed by any type of aggressive removal of the existing outer layers of paint.
- (f) The two initial layers of paint are not to be removed. They are to remain in place in order to ensure that the exterior surfaces of stone, mortar, and concrete remain insitu and protected.
- (g) Lead-based, toxic-based, and non-toxic-based paints are to be removed by methods that contain the paint above ground from leaching into the ground around the Lighthouse, that dispose of removed paint and chemical residue accordingly in relationship to the residue’s toxicity, and that the people who are doing the work are protected from any potential health risks during the paint removal and paint disposal processes.
- (h) After outer layers of paint have been removed and the residue properly disposed of, the stone work is to be inspected for any loose or crumbling mortar joints that are evident, through the remaining paint layers. Any loose and/or crumbling mortar joints are then to be properly repointed, by a qualified stone mason, using a soft lime based mortar that duplicates the characteristics of the original mortar. Cross-sectional profiles of the repainting work is to duplicate the cross-sectional profiles of the original mortar joints
Care is to be taken not to cover any stone surfaces that were not previously covered by a previous, original mortar joint.
- (i) As many layers of paint have protected the masonry work for many years, the original mortar joints will probably be in reasonably good condition. It is anticipated that less than twenty percent (20%) of the mortar joints will require repointing.

- (j) The technical departments of paint manufactures and paint suppliers are to be consulted to ensure that the chosen exterior primer and the chosen exterior paint are **breathable** and **compatible** with existing paints which are to remain.
- (k) After the type of paint has been chosen and before painting begins, the mortar dust, from repointing, that has accumulated on the masonry surfaces of the walls is to be cleaned off with soft bristle brushes or a very low pressure air spray, to remove only the mortar dust and not damage any surfaces. If existing painted masonry surfaces and re-pointed masonry surfaces are not cleaned before the primer is applied, the primer will not adequately or fully adhere to its substrata and will not perform its job over time.
- (l) The stone, mortar, and concrete work on the tower are to be re-painted with one coat of a **breathable primer** over the existing two initial layers of paint and over the re-pointed mortar joints. The **breathable primer** is to be compatible with the initial layers of paint. The term **breathable** refers to the ability of primer and paint to allow moisture and water vapour to migrate through the Lighthouse walls outward through the primer and the paint to the exterior. This is a naturally occurring cycle which if not allowed to occur will cause building materials to deteriorate by trapping moisture inside the walls. Trapping moisture inside these walls is one of load bearing masonry's and one of exterior paints worst enemies.
- (m) After the stone, mortar, and concrete has been primed, with one coat of **exterior breathable primer**, only one coat of **exterior breathable paint** is recommended at this time in order to minimize an inevitable re-occurrence of paint build-up when the building will need to be repainted in the future.
- (n) The use of **breathable primer** and continual use of **breathable exterior paint** will provide increased longevity to existing building material, minimize primer and paint deterioration, and minimize the frequency of having to repaint the exterior.
- (o) Currently, the general public expects everything to be perfect. This expectation can be detrimental to the conservation and preservation of old buildings. If a building's exterior is painted too many times resulting in an excessive build-up of layers of paint over time, materials can deteriorate due too much paint. A maintenance schedule of repainting a building's exterior every five (5) to ten (10) years will quickly lead to excessive paint build-up. A maintenance schedule of repainting this building's exterior every fifteen (15) to twenty (20) years is a maintenance cycle that will ensure increased longevity through good conservation and good stewardship practices.

3.3 WINDOWS

- (a) There are four small wood framed double hung windows in the stone tower. Two on the south side and two on the north side that shed natural sun light into the stone tower's interior.
- (b) Over time the interior and exterior surfaces of the wood frames of these four small double hung window are now coated with too many coats of paint. Replacement of these windows is recommended at this time.
- (c) The outer wood frames of these windows may have been integrally anchored into the stone walls as the tower was being built, and may not be able to be removed for replacement. Therefore the outer wood frames should have all of the paint removed from them inside and outside.
- (d) The wood double hung sashes that hold a piece of single glazing should be removed and replaced with new wood sashes and new single glazing.
- (e) Glass for the single glazed windows is recommended to be one of the following:
 - (i) recycled, reclaimed glass of the same vintage (circa 1847) as the original glass in the original sashes, panes can be cut to size from larger sheets of recycled, reclaimed glass
 - (ii) new glass to be:
 - Restover Clear Drawn Antique Glass**
2.5 millimetres to 3.0 millimetres thick and cut to size
manufactured and/or available at:
Hollander Glass Canada
3095 Universal Drive, Mississauga, Ontario L4X 2E2
905-625-7911 1-800-268-0467
 - note** – due to Hollander Glass Canada's company selling policies, not everyone can buy glass directly from Hollander, therefore a local supplier, who can buy directly from Hollander, may have to be found, in order to purchase specified glass.
 - note** – **Restover Clear Drawn Antique Glass** is new glass made using traditional glass making methods with bubbles, ripples, and imperfections similar to glass made in the early to mid 1800's
- (f) After the sashes have been replaced, the existing wood frames, which have had the paint removed from them, and the new sashes are to have their exterior surfaces painted with two coats of **solid coloured stain**, for increased longevity. Paint is not recommended for these exterior wood surfaces.

4.0 LIGHTHOUSE PARK

4.1 LIGHTHOUSE PARK

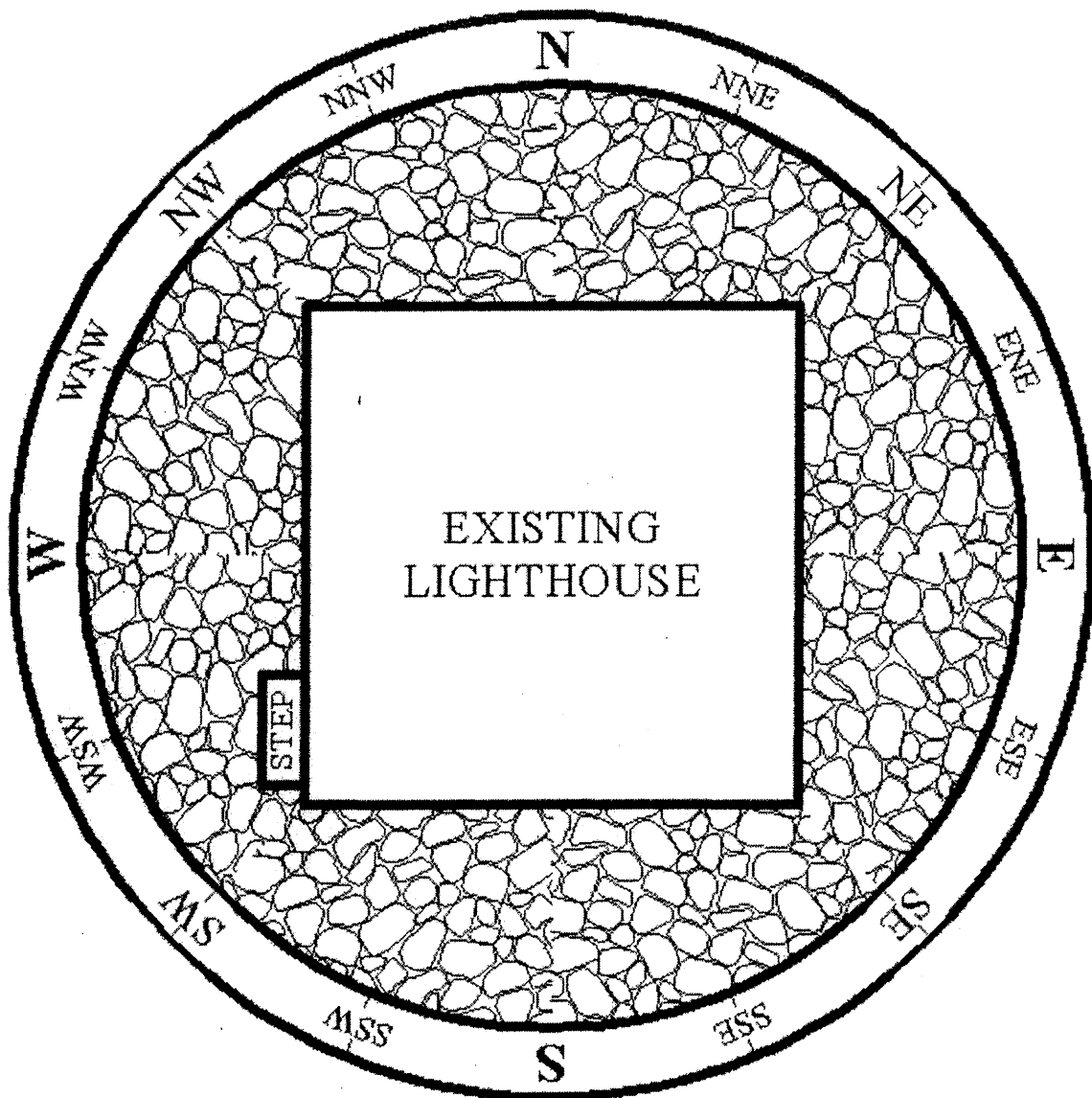
- (a) The well known lookout point around the Lighthouse has a commanding view of the mouth of the Maitland River, the Goderich Harbour, Goderich's three beaches, and the world famous sunsets over Lake Huron.
- (b) A popular spot with visitors and locals. This popular spot is usually referred to as "up by the Lighthouse", "where you can see the sunset twice", "over by the Lighthouse", "there's a great view by the Lighthouse", etc. Municipally it is actually called **Lighthouse Park** but is not widely referred to as **Lighthouse Park**. The Lighthouse's presence gives this park its distinctive character.
- (c) **Goderich's Ships "Chain Link Fencing"**
 - (i) Goderich's Waterfront and Lighthouse Park, has its own local version of "chain link fencing." Short black and white wood posts support swags of heavy links of steel chain from boats and lake freighters that sailed the Great Lakes. These fences made from heavy links of steel chain from boats and lake freighters are a local hallmark of where you are and an integral indication of the history of the Port of Goderich
 - (ii) There are two of these fences at Lighthouse Park. One curves around the cul-de-sac turn around circle at the end of Cobourg Street. This one is in good condition. The other runs in an east west direction closer to the Lighthouse. This one is in need of repair work
 - (iii) The ships "chain link fence" that is in need of repair separates the park into two lawns. As this fence needs repair, it is suggested that it be removed from its current location and be rebuilt as a ships "chain link fence" that would run along the west side of Cobourg Street, in a north south direction, north of the cul-de-sac turn around circle. This would give Lighthouse Park a more defined edge between Cobourg Street and the Park. By moving this fence, Lighthouse Park will have a more spacious green space around the Lighthouse instead of its present two smaller lawns
- (d) **The Residences around Lighthouse Park**
 - (i) Cobourg Street puts a pleasant distance between the houses to the east of Lighthouse Park and the Park's greenspace
 - (ii) Lighthouse Park and the house to the north of the Park are divided by an industrial chain link fence whose presence is welcomed as a verse in the poem entitled, "Good Fences Make Good Neighbours"
 - (iii) As the Lighthouse is close to the north end of Lighthouse Park it is suggested that a tree buffer along the north side of the Park be planted to give the view north a more park-like setting with a wall of trees running east west along the north end of the Park. This tree buffer would be beneficial year round if it were made of evergreen trees that would form a solid wall of green from the ground up



**Existing Site Conditions
around the West Door, South Lean-To,
and the existing garden around
The Goderich Lighthouse**

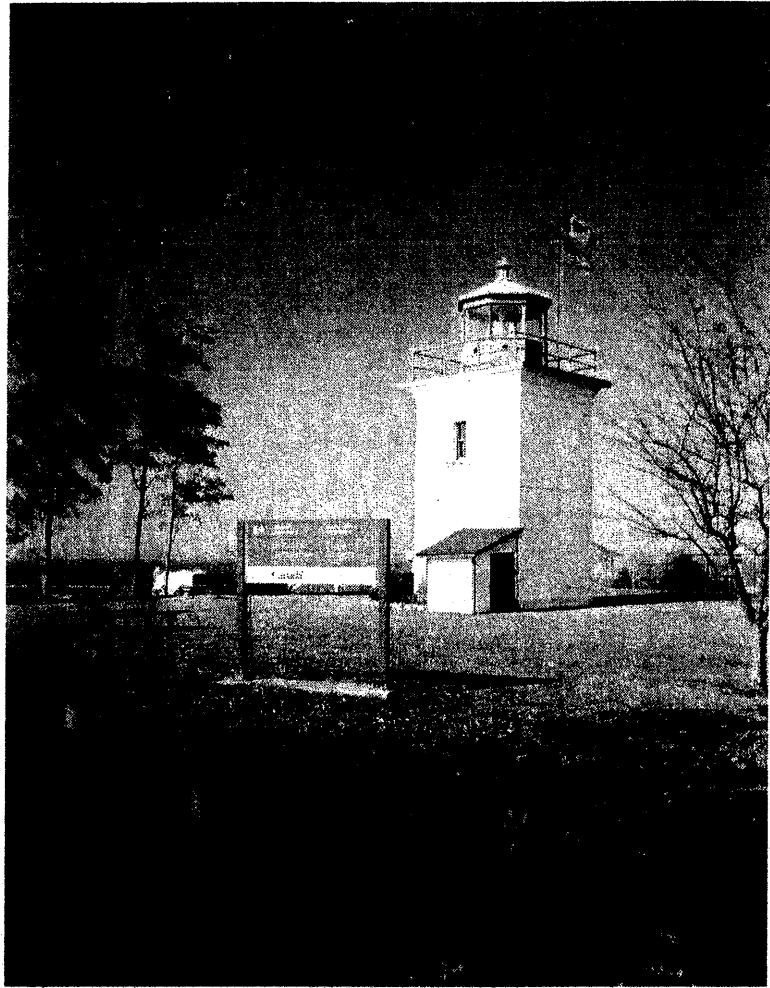
4.2 MARINER'S GARDEN

- (a) It is recommended that the existing concrete pad outside the west door and the small lean-to shed on the south side, both be removed. The step does not need to be that large and the small lean-to shed, which is not original, is no longer serving any purpose.
- (b) The existing shrubs and existing landscaping area that is ringed with stones could all be removed and replaced with a **Mariner's Garden**.
- (c) Refer to diagram on the next page for a suggested layout for a **Mariner's Garden** around the Lighthouse.
- (d) A compass ring could be poured concrete with its top flush with the top of the lawn around it, which would make lawn mowing easy around it.
- (e) Compass points, names and dates of ship wrecks, mariners symbols, historic dates, etc. representing Lake Huron navigation could be embossed into the top of the compass ring. This type of embossed concrete edging has been recently installed along Market Lane adjacent to the new downtown Kitchener market. The embossing used in the sidewalk edgings along Market Lane in Kitchener are images of fruits and vegetables representing those sold in the market.
- (f) The area between the compass ring and the Lighthouse could be dug up and covered with a landscaped fabric that will prevent weeds from growing up through it. This area could then be completely covered with various sizes of gravel, rocks, and boulders that have been weathered smooth from the shores of Lake Huron. This would be a low maintenance garden.
- (g) A few large pieces of driftwood, a few ships anchors, a piece of a ship wreck, etc. could be positioned on and into the rocked area around the Lighthouse inside the compass ring. Signage such as the existing blue and white Goderich Marine Heritage Walkway sign about the Lighthouse's history could be moved into this area. Signage that indicates this light is still operable and who runs it could also be located within the compass ring.



**SUGGESTED LAYOUT for a
MARINER'S GARDEN at LIGHTHOUSE PARK**

A poured concrete “compass ring” embossed with compass points and navigation symbols could be set flush into the ground. The area between the “compass ring” and the exterior walls of the Lighthouse could be completely surfaced with rocks and gravel. The area of rocks and gravel creates a space to display maritime artifacts such as ship’s anchors, parts of old ships, historical signage, didactic signage about Lake Huron, and large pieces of driftwood from the shores of Lake Huron. It may be possible for the artisans of the Celtic Festival to create a celtic themed standing stone as part of a Mariner’s Garden at Lighthouse Park.



5.0 CONCLUSIONS & RECOMMENDATIONS

Conclusions and Recommendations #One has the highest priority and should be executed first.

The following numbered Conclusions and Recommendations should be successively executed according to their numerical order in this report.

Conclusions and Recommendations #Seven has the lowest priority and should be executed last.

1. **Congratulations to the Town of Goderich**

- (a) It is concluded and recommended that the Town of Goderich are to be congratulated, as “Keeper of the Light” and owners of the Lighthouse, along with other authorities having jurisdiction, for ensuring constant and continued operation of one of the lighthouses that provide safety for those who navigate the waters of Lake Huron.
- (b) It is hoped that in the future the Town of Goderich and other authorities having jurisdiction will ensure constant and continued operation of Goderich’s Lighthouse to provide safety for those who navigate the waters of Lake Huron.

2. **Municipal, Provincial, and Federal Historic Designation**

(a) Apparently there are federal regulations about the Light at the top of the tower which may have nothing to do with the Lighthouse's actual building, therefore local **Municipal Heritage Designation** should be placed on the building in order to ensure its preservation.

(b) As the Goderich Lighthouse, built in 1847, was the first lighthouse built on the Canadian side of Lake Huron, Goderich's Heritage Committee and Goderich's Marine Heritage Committee are to prepare the following written material, for historical designation of the Goderich Lighthouse, as a "worthwhile landmark."

(i) **Description of Property**

(ii) **Statement of Cultural Heritage Value or Intent**

(iii) **Description of Heritage Attributes**

Criteria for these can be found in the "**Ontario Heritage Tool Kit**" provided by the Ministry of Culture of the Province of Ontario and in **Appendix #One** of this report.

(c) It is recommended that **MUNICIPAL HERITAGE DESIGNATION** be placed on **Goderich's Lighthouse** by the **Town of Goderich, Goderich's Heritage Committee, and Goderich's Marine Heritage Committee.**

(d) At present the Goderich Lighthouse is not municipally designated and is not provincially designated although it might have some sort of federal designation, protection, and/or regulation on it.

It is recommended that the **Goderich Marine Heritage Committee** contact Hagit Hadaya, 305 Metcalfe Street, Unit 501, Ottawa, Ontario K2P 1S1 613-232-5349 hhadaya@yahoo.com

to find out whether or not the Light and/or the Lighthouse building has any type of federal historical designation(s), federal protection(s), and/or federal regulation(s).

Depending on what is found out about federal historical designation(s), federal protection(s), and/or federal regulation(s), it is recommended that, in addition to local Municipal Heritage Designation, **Goderich's Heritage Committee and Goderich's Marine Heritage Committee** have

PROVINCIAL HERITAGE DESIGNATION and/or
FEDERAL HERITAGE DESIGNATION

placed on the **Goderich Lighthouse** in order to completely ensure **its place in history as the first lighthouse built on the Canadian side of Lake Huron.**

Refer to **Appendix #One** in this report for information about federal designation.

3. **Restoration Plan**

- (a) "It really needs a paint job"
- (b) **Old stone buildings are built from the bottom up. Restoration of old stone buildings is done from the top down.**
- (c) The repair work and paint job, recommended in this report, for the **exterior of the lantern's metal work and the railings metal work** at the **top** of the tower should be done **first**. It is recommended that this work be done first, as soon as possible, during the late spring, summer or early autumn of 2008.
- (d) The repair work and paint job recommended in this report, for the **exterior masonry work** on the tower should be done **second**. It is recommended that this work be done second, after the work at the top of the tower is done, during the late spring, summer, or early autumn of 2008. If this is not feasible the repair work and paint job for the exterior masonry could be done, no later than, during the late spring, summer, or early autumn of 2009.
- (e) **Financing the Restoration Plan**
 - (i) As the Town of Goderich is the owner of the Lighthouse, the Town should be contributing funds towards this restoration work.
 - (ii) Goderich's Heritage Committee and/or Goderich's Marine Heritage Committee may have to conduct a fundraising campaign to provide additional funds that would be added to the funds the Town should be contributing to the restoration of the Lighthouse.
 - (iii) If Goderich's Heritage Committee and/or Goderich's Marine Heritage Committee are unable to conduct a fundraising campaign, they are to find or establish a separate volunteer group who would raise money to provide additional funds that would be added to the funds the Town should be contributing to the restoration of the Lighthouse.

4. **Regular Maintenance**

- (a) Good stewardship through regular periodic maintenance programs economically spend funds incrementally over a long period of time instead of concentrating larger amounts of funds into "differed maintenance" projects that tax everyone's wallets during unplanned for periods.
- (b) It is recommended that the Town of Goderich plan for, budget for, and put in place an ongoing regular maintenance program for the "I" in the Town's logo.

5. **A Mariner's Garden**

- (a) It is hoped that Goderich's Marine Heritage Committee would take on the project of finalizing a design for a Mariner's Garden and construction of a Mariner's Garden around the base of the Lighthouse.

6. **Lighthouse Park**

- (a) It is hoped that the Town of Goderich will consider and favourably execute the alterations to Lighthouse Park that have been outlined in this report.

7. Past, Present, and Future

- (a) During the initial site visit for this report, one of the people in attendance said, “the Lighthouse should be restored to a functional useful thing.” The meaning of this expectation was and is confusing, as the Lighthouse has been “a functional useful thing” since 1847 and continues to be “a functional useful thing.”
- (b) During the preparation of this report a couple of people indicated their desire to have the Lighthouse keeper’s house, the small Italianate porch, and the outbuildings, that were originally part of the operation of this Lighthouse, be authentically reconstructed on site around the Lighthouse.
- (c) One person’s impression that a continuously operating lighthouse is not “a functional useful thing” to other peoples desire to authentically rebuild buildings that were demolished by the decisions of previous generations illustrates the current complexities of our society.
- (d) Unless, the following can be established:
 - (i) culturally significant reasons
 - (ii) historically significant reasons
 - (iii) sufficient funds to initially rebuild the buildings
 - (iv) a use that will financially sustain their re-creation and maintain their continued useauthentic re-creations of the original buildings around the Lighthouse that were part of its original operation will not be feasible.



A Steep Navigation

The Lighthouse's two storey interior contains a staircase from the main floor up to the second floor and a staircase from the second floor up to the roof top lantern. The interior stairways can be better described as stairways that are more like ladders or ladders that look like stairways either way these photos of Jan Hawley navigating the stairs show how steep they are. Actually these "ladder stairways" are easier to go up than to go down. If Jan had went down the stairs "backwards" facing them she would have had a much easier downward navigation.

APPENDIX # ONE

FEDERAL HISTORIC SIGNIFICANCE and FEDERAL DESIGNATION

Federal Historic Significance of the Lighthouse will be assessed on its ability to meet two or more of the following guidelines:

- does it illustrate a federally historic theme in maritime navigation
- is it an important engineering achievement related to its primary functions
- is it a superior or representative example of an architectural type
- is it federally symbolic of the Canadian maritime tradition

The following provides information regarding Federal Historic Significance:

Historic Sites and Monuments Board of Canada

CRITERIA, GENERAL GUIDELINES, and SPECIFIC GUIDELINES

The following application is to be used for Federal Historic Designation:

Historic Sites and Monuments Board of Canada

APPLICATION FOR DESIGNATION

Contacts

Canadian Inventory of Historic Buildings

Jules-Léger Building – Room 525
25 Eddy Street, Gatineau, Quebec K1A 0M5
tel 819-994-2867

Maria Savard and/or Marie-Claude Queenton

Historic Sites and Monuments Board of Canada

Jules-Léger Building – Fifth Floor
25 Eddy Street, Gatineau, Quebec K1A 0M5
tel 819-997-4059 fax 819-934-1115

web site <http://pc.gc.ca/hsmbc> email hsmbc-clmhc@pc.gc.ca

Ms. Queenton can be contacted via email marie-claude.queenton@pc.gc.ca
although she prefers to do business via telephone

APPENDIX # TWO

The following article, written by Carolyn Parks was submitted to the Goderich Signal Star newspaper about Hagit Hadaya's visit to Goderich on the 15 – 19 of November 2007

HARBOUR LIGHTS ASSESSED and GODERICH LIGHTHOUSE SHARES THE LIMELIGHT

Hagit Hadaya loves old things. "I'd like to hug my structures," she says with a smile.

Hadaya, an Architectural Historian and Heritage Consultant from Ottawa, was in Goderich recently to assess the harbour breakwall lights and their towers.

"Although the breakwalls are owned by Goderich," says Hadaya, "the lights fall under Fisheries and Ocean jurisdiction."

"An assessment of harbour lights over 40 years of age has been initiated by Fisheries & Oceans Canada," she says. "And a report will be compiled with regard to their heritage significance."

Hadaya and Jan Hawley of Goderich's Marine Heritage Committee were able to get up close and personal to the harbour lights, courtesy of a Canadian Coast Guard boat trip.

"CCG Search & Rescue Crew B expedited clearance for us within 24 hours," says Hawley, "Being able to get on the water greatly facilitated Hagit's inspection."

Hadaya's visit presented an opportunity for Heritage Goderich and Marine Heritage people to speak with her about Goderich's beloved lighthouse—itsself the object of proposed historic and heritage classification.

"The fact that the Federal Heritage Building Review Office designated the lighthouse as historically significant will auger well for its selection as a federal historic site and a heritage site municipally and provincially," states Hadaya.

"The criteria are similar," she goes on. "Assessment boards look at historical and architectural factors. I encouraged the committees to move forward with this."

"The Goderich lighthouse scores high on several counts," Hadaya goes on. "Its importance to the development of a major port at the beginning of Upper Canada's history and the fact that it's still standing and functioning after 160 years will not go unnoticed by the Historic Sites and Monument Board of Canada."

In addition to its function, site, craftsmanship and materials, the importance of the lighthouse to the Town of Goderich will be considered.

By the way, next time you're going by the town hall building, note that it's inscribed as the Port of Goderich. Always has been, always will be.

Fisherman, lake freighter captains, pleasure boaters, town residents and the many tourists who visit the lighthouse location would all agree the beacon on the hill has a place in the community that goes beyond looking pretty at the top of a huge bluff. Besides, what would happen to the Goderich town logo without the lighthouse? An ordinary "i" in the town's name just wouldn't cut it.

Building the case for historic and heritage designation for the Goderich lighthouse has been in the capable hands of architect John Rutledge for several months.

Under the auspices of the Preservation Works! Program of the Architectural Conservancy of Ontario—and for nothing more than a small honorarium and his love of vintage structures—Rutledge has compiled a meticulous and comprehensive document entitled "The Lighthouse—The "I" in Goderich" which presents history, assessment and recommendations for the light above the lake.

From prompt repair of exterior metal work of the lantern and railings atop the tower, removal and effective replacement of 1½ centuries of paint to the proposed Mariner's Garden around its base, the assessment report indicates that the Goderich lighthouse is in need of some TLC—historic designation notwithstanding.

With town council authorization and direction, the report will be a major supporting document to upcoming historic and heritage submissions and could form the basis for grant applications in the future.

"The architectural evaluation is a big first step," says Hawley. "A presentation will eventually be made to council about this valuable town asset and its designation." Such recognition will raise the profile of the Goderich lighthouse, locally and elsewhere—listing it more broadly as a tourist attraction on websites, in publicity material and in travel guides.

With stone walls and concrete that appear to be true, plumb and sound, this 1847 lighthouse was obviously built to last.

The Town of Goderich has seen to it that it has lasted, has continued to be a navigational guide for vessels on mighty Lake Huron—a body of water that is both beautiful and tempestuous.

Ensuring the perpetual vigil of this vital landmark will require the collective effort of volunteers, Goderich citizenry, town council, designating bodies and granting organizations.

Will it be worth it? You bet!

APPENDIX # THREE

The following was written by Jan Hawley, founder of the Goderich Marine Heritage Committee about the Lights on the Breakwalls in the Goderich Harbour which assist the Light on the Lighthouse.

STATEMENT of SIGNIFICANCE - PORT of GODERICH BREAKWALL LIGHTS

As a result of an inherent natural harbour, and the astute planning of founders, Tiger Dunlop and John Galt, the Port of Goderich was established. From the beginning of its Incorporation in 1827, life in Goderich evolved around the activity at the harbour front. Nearly two centuries later, it continues to play an integral part in the vitality of this community.

From a socio-economical standpoint, the Harbour provides the second largest employment base in our community with representation from the mining, storage, commercial fishing, recreational, and transportation sectors. Last year, close to 200 lake and ocean freighters travelled in and out of our harbour loading their hulls with salt and grains, eventually transporting their cargo to all ends of the world.

Sifto Salt, the largest working salt mine in the world, loads over 6 million tons of salt into vessels, who arrive from all parts of the Great Lakes. Furthermore, the storage capacity at Goderich Elevators is 120,000 metric tons, and the annual tonnage handled in and out is at least 300,000 tons—a major link in the grain industry chain for producers and consumers alike. The massive ocean freighters, or 'Salties', which carry their cargo through the St. Lawrence Seaway out to the ocean, transport white beans and grain to ports, as far away as Japan.

Every time a boat, large or small, enters or leaves the harbour, they must pass the beacons that stand sentry at the end of its breakwalls. Are they important to our waterfront? You bet! Just ask the Captains of the steel hull giants, who pilot their ships through the small gap, which marks the entrance to our harbour..... especially, when the westerlies rear their ugly head.

The Port of Goderich....a Harbour of Refuge, is the busiest and deepest seaport along the Canadian shore of Lake Huron, hosting hundreds of boats annually. The beacons that flash their signals to those entering the 'Hole in the Wall', have become a welcoming and essential 'Aid to Navigation'.

The harbour and the lights that guard its entrance are significant. Their preservation and purpose are as important today, as when they were established.

APPENDIX # FOUR

THE CURRENT STATE OF LIGHTHOUSES IN CANADA

For an overview about Lighthouses, federally, provincially, and municipally, across Canada refer to **Volume X, Number 3, 2007** of **HERITAGE**, the magazine of **The Heritage Canada Foundation**.

On page 26 of this issue, Mary Gazze's article entitled "**Lights Out for Canada's Lighthouses**" outlines British Columbia Senator Pat Carney's **Bill S-220** which proposes an Act to protect heritage lighthouses, which passed second reading in the House of Commons in Ottawa in June 2007.

Information about **Bill S-220** can be found at:
www.heritagecanada.org/eng/news/s220_brief.htm

Information about **The Heritage Canada Foundation** and **HERITAGE magazine** can be found at: www.heritagecanada.org heritagecanada@heritagecanada.org

APPENDIX # FIVE

EIGHT GUIDING PRINCIPLES IN THE CONSERVATION OF HISTORIC PROPERTIES

The following guiding principles are statements prepared by the Ontario Ministry of Culture, Tourism, and Recreation regarding the conservation of historic properties and are based on international charters which have been established over the century. These principles provide the basis for all decisions concerning good practice in architectural conservation around the world. Principles explain the “why” of every conservation activity and apply to all heritage properties and their surroundings.

1. **RESPECT FOR DOCUMENTARY EVIDENCE:**
Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings, and physical evidence.
2. **RESPECT FOR ORIGINAL LOCATION:**
Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Change in site diminishes heritage value considerably.
3. **RESPECT FOR HISTORIC MATERIALS:**
Repair / conserve – rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historic content of the resource.
4. **RESPECT FOR ORIGINAL FABRIC:**
Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
5. **RESPECT FOR THE BUILDING'S HISTORY**
Do not restore one period at the expense of another period. Do not destroy later additions to a building solely to restore to a single time period
6. **REVERSIBILITY:**
Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. e.g. When a new door opening is put into a stone wall, the original stones are rubbed, removed and stored, allowing for future restoration.
7. **LEGIBILITY:**
New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
8. **MAINTAINANCE:**
With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

APPENDIX # SIX

“PRESERVATION WORKS!”

Buying an Older Home? Restoring A Heritage Building? Concerned About A Threatened Structure?

Is it structurally sound? Do you need information on repair, upgrade, and restoration approaches? Interested in an architectural description and evaluation? Interested in its history? Contact the **Architectural Conservancy of Ontario ACO** for professional advice. For more than 30 years the ACO has been providing – for a very nominal fee – preliminary advice on a wide range of heritage conservation concerns.

We match clients with one of our **Preservation Works!** Professionals – conservation architects, engineers, landscape architects, archaeologists and historians – who will make a site visit to investigate, and deliver a brief but significant preliminary written report.

Preservation Works! is available to private residential and commercial property owners, museums, historical societies, government departments, municipal heritage committees, and citizens’ groups across Ontario.

A service fee is charged to pay for administration costs. In addition, the client reimburses the project consultant for any of his or her out-of-pocket expenses.

To request a **Preservation Works!** professional contact:

Architectural Conservancy of Ontario ACO

10 Adelaide Street East, Suite 204

Toronto, Ontario M5C 1J3 telephone 416-367-8075 fax 416-367-8630

For further information about the ACO’s programs, activities and events,

call 416-367-8075, email us at aco@on.aibn.com or visit us at www.hips.com/aco.

Before the ACO started the **Preservation Works! Program**, these evaluations were known as the ACO Advisory Board Reports. The objectives of the Advisory Board of the Architectural Conservancy of Ontario state, in part:

“The Board will respond to requests for appraisal from within the Conservancy and from outside... An appraisal should be duly undertaken by the Conservancy where it becomes aware of a significant property that is vulnerable.”

“The Board will appraise built structures, their environment, and places of natural beauty in Ontario. A structure will be appraised for its architectural significance, physical condition and its role, if any, as part of a group of structures, a streetscape, a larger area, or its place in history...”

“An appraisal will be general rather than exhaustive. A brief written report will be made which may include suggestive uses for the property, structural modifications and necessary repairs, but detailed recommendations respecting design or structure will not be given...”

The objective of the ACO Advisory Board Reports continues to be the objectives of the ACO Preservation Works! Reports.

Provision of cost estimates for projects are not included in the scope of work of these “Preservation Works!” reports.

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