Historic Lighthouses in Newfoundland and Labrador

Cabot Island Light, Bonavista

Deborah O'Rielly

Newfoundland Historic Trust

March 12, 2012

The light I have tended for 40 years

Is now to be run by a set of gears …

… And I wonder how – will the grass stay green?

Will the brass stay bright and the windows clean?

Edgar Guest, *The Lighthouse Keeper Wonders*

TABLE OF CONTENTS

Newfoundland Historic Trust
P.O. Box 2403, St. John's, Newfoundland and Labrador, Canada, A1C 6E7

Background

The Newfoundland Historic Trust (the Trust) is a non-profit advocacy organization established in 1966 with the mandate of preserving the built heritage of the province through advocacy, research and education. The Trust is membership-based and endeavours to raise awareness of historic buildings, landscapes and all forms of Newfoundland and Labrador cultural heritage. The Trust is governed by a volunteer board of directors, who inform the direction of the organization, and which is carried out through newsletters, special public cultural events, and bridging the community with knowledge of specific and general heritage issues through educational sessions, as well as unique special events for members and non-members.

In November 2011 the Newfoundland Historic Trust undertook a research project commissioned by the Department of Tourism, Culture and Recreation of Government of Newfoundland and Labrador. This research was initiated by government based on the findings of an earlier (2004) study commissioned by the now defunct Lighthouse Society of Newfoundland and Labrador, and undertaken by Tract Consulting Inc. and M5 Marketing Communications. The purpose of this research is to create a valuation matrix to determine the heritage value for each of fifteen lighthouses identified by government and not included in the 2004 Lighthouse Development Master Plan. The goal of this paper is to enable a plan to be established to help determine the future of historic lighthouses in Newfoundland and Labrador after they have been divested of by the Government of Canada.

The following lighthouse evaluations follow the lighthouse evaluation criteria created by Parks Canada specifically designed to address the special nature of lighthouses and their associated structures, as well as the landscapes on which they sit. The criteria listed here have been modified to more specifically reflect lighthouses in Newfoundland and Labrador.

The evaluations also follow the Standards and Guidelines for the Conservation of Historic Places in Canada, which describe fundamental and sound principles and practices that can safeguard historic places. These standards and guidelines have been formally adopted by governments across the country and can be considered the preeminent source for heritage conservation practices. The standards and guidelines is a key document in determining goals, standards and techniques that are appropriate for conserving the historic places in to the future.

The key criteria used for this evaluation of lighthouses in Newfoundland and Labrador are:

Historic Value - THEME
Reflecting an important theme in NL Maritime History
This criterion aims to situate and evaluate the lighthouse's importance in the history of the Newfoundland and Labrador lighthouse system. Many historical themes may be invoked, including Newfoundland's earliest lighthouses; expansion of the aids to navigation system; shipwrecks; lightkeeping and life-saving; and lighthouse legend and lore.

How well does the lighthouse reflect an important theme in NL maritime history?
1) It is an obscure example
2) It is a good example
3) It is a very good example
4) It is an excellent example

Historic Value - COMMUNITY
Illustration of the socio-economic development of the associated community
This criterion places particular value on those lighthouses and lightstations whose establishment are meaningfully associated with a significant event, movement or developmental phase in their associated communities. For the purposes of the criterion, an "associated community" is a clearly defined population centre or a community of users, such as mariners and industry. There may be more than one community to consider.

How well does the lighthouse (or lightstation) illustrate the socio-economic development of its associated community?
1) It is an obscure example
2) It is a good example
3) It is a very good example
4) It is an excellent example

Architectural Value - AESTHETICS
Aesthetic/Visual quality of the lighthouse in the context of its design type
This criterion evaluates a lighthouse's aesthetic / visual quality against others of a comparable design, and distinguishes the "excellent" and "very good" from other examples. Under this approach, even architecturally simple design types may produce "excellent" or "very good" examples if they have aesthetic or visual merit.

What is the aesthetic / visual quality of the lighthouse, in the context of its design type?
1) It is an obscure example
2) It is a good example
3) It is a very good example
4) It is an excellent example

Architectural Value - DESIGN
Quality of the design, structural innovation, craftsmanship, materials, optical or audible technologies, and/or functionality of the lighthouse.

This criterion assesses the actual execution of the design, with a focus on quality, as well as the building's suitability in relation to its primary functions. In other words, it aims to evaluate the overall success of the building program.

What is the quality of the design, structural innovation, craftsmanship, materials, optical or audible technologies, and/or functionality of the lighthouse?
1) Fair
2) Good
3) Very Good
4) Excellent

Community Value - VISUAL INFLUENCE
Visual influence on the present character of the area
This criterion assesses the visual influence of the lighthouse on its surrounding built and/or natural environment.

What is the visual influence of the building on the present character of the area with which it is associated?
1) It is a negative influence on the present character
2) It is compatible with the present character
3) It reinforces the present character
4) It establishes the present character

Community Value - IDENTITY
Identity with its associated community
This criterion is concerned with the lighthouse's present-day social importance, for example as a meeting place, as a tourist attraction or as an integral component of a community's maritime identity. An "associated community" is a clearly defined population centre or community of users, such as mariners and industry. There may be more than one community to consider.

What is the nature of the lighthouse's identity with its associated community?
1) It is not a recognized resource
2) It is valued by an associated community
3) It is a highly valued resource for an associated community
4) It is the symbol of an associated community

Glossary of Terms

Tower: the structure in which the light is housed.

Lantern: the top of the tower which holds the light.

Gallery: the bridge or supporting structure which goes around the outside upper part of the tower.

Daymark: the markings painted on the outside of the tower which can be seen by day; traditionally the red and white stripes.

Fresnel Lens: a glass lens invented in 1822 which makes use of prisms to increase the amount of light. Fresnel Lenses are classified by one of six orders based on their focal length. The largest (first-order) lens has a focal length of 920 mm (36 in) and an optical area 2590 mm (8.5 ft) high. The complete assembly is about 3.7 m (12 ft) tall and 1.8 m (6 ft) wide. The smallest (sixth-order) has a focal length of 150 mm (5.9 in) and an optical area 433 mm (17 in) high

TABLE 1

Evaluation of Select Historic Lighthouses

Name	Location	Historic Value - Theme	Historic Value - Community	Architectural Value - Aesthetic	Architectural Value - Design	Community Values - Visual Influence	Community Values - Identity	Total Overall Average
Heart's Content Light	Heart's Content	3	4	4	3	3	4	21
Bacalhao Island Light	Bacalhao island	3	3	4	4	3	3	20
Belle Island South End Upper Light	Strait of Belle Isle	4	2	3	4	4	2	19
Camp Islands Light	Battle Harbour	4	4	3	3	2	3	19
Double Island Light	Double Island	4	4	3	3	2	3	19
Gull Island Light	Cape John, NDB	3	3	3	3	3	2	17
Green Point Light	Bay Roberts	3	2	3	3	3	2	16
Manuel Island Light	Trinity Bay North	3	3	2	2	3	3	16
West Point Light	Francois	3	3	2	2	3	3	16
Random Head Harbour Light	Trinity Bay	2	2	3	3	3	2	15
Little Denier Island Light	Salvage	2	2	3	3	2	2	14
St. Jacques Head Light	Fortune Bay	2	2	3	3	2	2	14
Cabot Island Light	Wesleyville	2	2	2	3	2	2	13

Alternate Uses

In February 2012 the Department of Fisheries and Oceans (DFO) released a commissioned review intended to assist DFO in assessing proposals it is likely to receive for the transfer of its surplus lighthouses. The study can be found on their website: www.dfo-mpo.gc.ca/rp-bi/h-ph-eng-htm, titled *Alternate Use Study: Surplus Lighthouses, Canada*.

This review is intended to identify conditions and criteria under which proposed alternate uses are most likely.

The criteria are included here, as they are relevant to lighthouses in Newfoundland and Labrador and the ultimate disposal of federally-owned structures, such as those researched in this document, but also for lighthouses not yet singled out.

Criteria
The following information on criteria is taken from the DFO online report. In considering these criteria, it is important to note that relative importance may vary by circumstance; nonetheless certain criteria are clearly more important than others. The following were identified:

- **Accessibility** – How accessible is the lighthouse? Islands and similarly remote locations are by their nature less accessible and the potential for alternate public uses is clearly impacted by accessibility, although remoteness in and of itself need not be a negative – there are numerous examples of remote lighthouses, including those on islands, being successfully converted into boutique hotels, destination getaways and private residences. Accessibility also refers to whether the lighthouse itself is accessible – to DFO should operational areas remain, and also to the public – can people tour it, walk up to the light area, etc. The research shows that facilities that are physically accessible to the public are more successful as tourist establishments and on this basis **this criterion is rated as having High Importance for an alternate public use**.

- **Proximity** – This is related to accessibility and the issue of proximity. How close is the former lighthouse to major roadways, population centres and significantly cumulative attractions? There are numerous examples of successful conversions of lighthouses into alternate uses which promote public access such as museums, interpretive centres and other tourism related uses in part because they are close to other related facilities. On the other hand, facilities that lack proximity and cumulative attractions are less likely to be successful. While being close to population centres is desirable, it is not mandatory, particularly when dealing with transfers to OGD's for alternate uses such as parks. Also, for private divestitures, proximity to population centres may actually be a disincentive. On this basis **this criterion is rated as having Medium Importance for alternate public uses.**

- **Image/Profile/Symbolism** – What is the profile of the asset, both in its community and beyond, including its heritage profile? Certain lighthouses enjoy national, even international profiles. The research suggests facilities with higher profiles are more likely to be sought for transfer; indeed if a site has historical significance it will generally be far more attractive to the local community, non–profits and others. On this basis **this criterion is rated as having High Importance for both public and private alternate uses.**

- **Condition** – What is the condition of the asset, what is required to upgrade and maintain it and what are the associated costs? Assets that are in poor condition or which require significant recapitalization are less likely to be candidates for viable re-uses, unless the transferee has access to the funding needed for the recap. Significantly, the intent of DFO is to transfer lighthouses in their current condition – "as is and where is", and further that as a condition of sale, DFO will not warrant the condition or be responsible for future repairs. Due diligence is therefore highly recommended on the part of prospective purchasers. This same approach is used in the US, whereby prospective purchasers are required to accept any/all responsibility for the condition of the assets and needed future recapitalization and in accordance with heritage conservation and it is expected that proper due diligence will be conducted by prospective purchasers. Notwithstanding, the condition of a facility can significantly impact its attractiveness for disposal and also its market value. **This criterion is rated as having Medium Importance for alternate public uses.**

- **Revenue Potential** – What is the likelihood that the new owner can generate revenues, in order to cover both operating and recapitalizations costs? Museums for example typically charge an admission fee, similarly hotels and restaurants charge for the services they provide, and sites with excess lands or buildings may have the potential to generate revenues. Those former lighthouse assets which have the potential to generate significant revenues are more likely to be successful under certain re-uses than those with limited revenue sources although the importance of this criterion clearly depends upon the use contemplated. **This criterion is rated as having a relative Low Importance for alternate public uses.**

- **Ownership Model/Uses** – This refers to the ownership model and planned use of the lighthouse including defined roles, responsibilities, financial commitments, support from outside organizations (e.g., financial commitments, fund-raising, shared space, advertising, willingness to create an exhibit or other interpretive material, technical assistance, transportation, etc.). There are numerous successful ownership models. These range from long term leases and outright sales, as well as partnerships between municipalities and community groups. There are positive examples of all of the various ownership models. Each also has pros and cons which would need to be evaluated on a case by case basis. For example, transferring to a Community Group may ensure that those with experience, passion and vision are directly involved with the operation of the former lighthouse; however, these organizations typically have little/no direct access to funding. Key to this criterion is the need for a "champion" that is someone or some group who is committed to the project and willing and able to spend the time and resources needed. On this basis **this criterion is rated as having High (Highest) Importance for both public and private alternate uses.**

- **Complexity/Risk** – How complex or risky is a potential transfer? Simply stated, those assets which are viewed as being easier to transfer are more likely to be pursued than those which are more complex, have competing interests, multiples stakeholders, etc. There are examples where potential transfers have been scuttled due to their complexity/risk and the associated time and costs involved in the transfer. This criterion would also consider level of disruption. It is fair to say that all transfers will have elements of risk and complexity, although the extent of both will vary. On this basis **this criterion is rated as having a relative Low Importance for alternate public uses.**

- **Functionality, Flexibility and Quality of Space** – How useful and usable is the resultant space and how flexible is it for alternate uses? Assets which yield better quality and more functional space and/or space that is flexible for alternate uses would therefore be superior for potential transfer to those which are not. The lack of these features could be a problem for municipalities or non-profits, but a relatively minor issue for OGD's or private individuals who would focus more on their vision for the site as opposed to what is there now. On this basis **this criterion is rated as having a relative Low Importance for alternate public uses.**

- **Site Flexibility/Potential** – Does excess land exist that offers potential for alternate/future uses? Assets with excess lands would generally be regarded as being superior to those which do not, although again the importance of this criterion would depend upon the use(s) contemplated. **This criterion is rated as having Medium Importance for alternate public uses.**

- **Operational Efficiencies** – Would the acquisition of a former lighthouse yield operational efficiencies for the new owner? Operating multiple facilities in a single location, for example, could yield efficiencies. This is a relatively minor criterion which would apply in limited circumstances and on this basis **is rated as having Low Importance for alternate public uses.**

Given the numerous uses that can turn a divested lighthouse back into a living, operational site, the following are the most common alternate public uses as tourist or cultural/heritage related:

- Museums
- Interactive/interpretive centres
- Ecotourist related facilities (whale, bird, iceberg watching)
- Tourist accomodations
- Special event facilities
- Restaurants
- Gift shops

Lighthouses are also being converted as

- Research/education facilities with affiliation and management of post-secondary institution or board
- Private residences

Less commonly

- Retail commercial buildings
- Schools
- Kayak or boat launch sites
- Temporary or volunteer lightkeeper
- Conference or concert halls
- Art galleries

The DFO review offers examples of successful lighthouse adaptive reuses in Canada. A YouTube video search revealed the Norwegian strategy for the alternative use of lighthouses in that country (see

references for details), as well as many United States examples through its United States Lighthouse Society website. Countries everywhere are faced with this problem as more lights are destaffed. Many have come up with creative solutions that can be applied in Newfoundland and Labrador.

The sites researched in this document are unique among themselves. No one offers the same opportunities as the next, nor the same drawbacks and each should be assessed based on its own merits. Based on DFO's criteria, one can make some general assumptions using a scale of low, medium and high

(in Table 2 low = 1, medium = 2 and high = 3. The higher the number, the greater its adaptive reuse potential).

Based on the criteria there is one lighthouse which ranks high in its adaptive reuse potential, seven which rank medium, and five which rank low in their potential for adaptive reuse. In several instances the reasons for the low rankings has nothing to do with the site itself, or the heritage value of the particular lighthouse. Rather, many of them are located in extremely remote locations and are exceptionally difficult to access. They are also located on sites which are environmentally inhospitable, particularly the Belle Isle South End Upper light.

The lighthouses determined to have medium or high potential for adaptive reuse are as follows:

1. Bacalhao Island Light
2. Cabot Island Light
3. Camp Island Light
4. Double Island Light
5. Green Point Light
6. Manual Island Light
7. West Point Light

Those lighthouses determined to have low potential for adaptive reuse are:

1. Belle Isle South End Upper
2. Gull Island
3. Little Denier Island
4. Random Head
5. St. Jacques

TABLE 2

Adaptive Reuse Evaluation Criteria and their rankings for the selected lighthouses

Site	Accessibility	Proximity	Image/Profile /Symbolism	Condition	Revenue Potential	Ownership Model/Uses	Complexity/ Risk	Functionality, Flexibilty, Quaility of Space	Site Flexibility, Potential	Operational Efficiencies	Total Overall Score
Manuel Island Light	3	3	2	3			1	2	3		17
Double Island Light	2	3	2	3			2	2	2		16
Bacalhao Island Light	1	1	3	3			3	3	1		15
Camp Islands Lighthouse	3	2	2	3			1	2	2		15
Gull Island Light	3	3	2	3			1	1	2		15
Heart's Content Light	2	2	2	3			3	2	1		15
Random Head Harbour Light	3	2	1	3			2	2	2		15
Cabot Island Light	2	2	1	3			2	2	2		14
Belle Island South End Upper Light	2	2	2	3			2	1	1		13
Green Point Light	1	1	2	3			3	1	1		12
Little Denier Island Light	1	1	2	3			3	1	1		12
St. Jacques Head Light	1	1	2	3			3	1	1		12
West Point Light	1	1	2	3			3	1	1		12

Table 3

Combined Scores of Evaluated Lighthouses

Lighthouse	Location	Heritage Value Score	Alternate Use Potential	Total Overall Score
Bacalhao Island Light	Bacalhao Island	20	17	37
Belle Island South End Upper Light	Strait of Belle Isle	19	16	35
Heart's Content Light	Heart's Content	21	14	35
Camp Island Lighthouse	Battle Harbour	19	15	34
Double Island Light	Double Island	19	15	34
Gull Island Light	Cape St. John, NDB	17	15	32
Green Point Light	Bay Roberts	16	15	31
Cabot Island Light	Wesleville	13	15	28
Manuel Island Light	Trinity Bay North	16	12	28
West Point Light	Francois	16	12	28
Little Denier Island Light	Salvage	14	13	27
Random Head Harbour Light	Trinity Bay	15	12	27
St. Jacques Head Light	Fortune Bay	14	12	26

Historic Lighthouses in Newfoundland and Labrador

The system of lighthouses in Newfoundland and Labrador was established co-operatively by Great Britain, Newfoundland and Canada. In 1832, Newfoundland was granted representative government. The following year, the Board of Lighthouse Commissioners was formed, with instructions to establish a series of aids to navigation around those parts of the coast of Newfoundland that came under its jurisdiction.

Newfoundland was on the direct shipping route for vessels from Europe bound for North America. Hundreds of vessels had become victim to the rocky and fog shrouded shores off Cape Race and Cape Pine before the British Government established landfall lights there.

During the second half of the 19th century steam vessels increasingly used the northern route to enter the Gulf of St. Lawrence where there were no aids to navigation. By 1850 the British Admiralty and Quebec's Trinity House recognised the need for a system of aids to protect vessels entering the Gulf by the northern route. The Canadian Department Marine and Fisheries established lights at Point Amour, on the south coast of Labrador, and at the south end of Belle Isle. The lights went into operation in 1857 and 1858.

Newfoundland continued to add to its system of aids to navigation, establishing lights at harbours and islands around the shores of the Island and Labrador. By 1938, there were 230 major shore-based, attended light stations along the coast of Newfoundland and Labrador.

Aids to navigation have always been at the forefront of advances in technology. The lighting apparatus of the 19th century were highly sophisticated; the construction of lighthouses and installation of the lights called for extraordinary feats of engineering. Advances continued throughout the 20th century, with wireless communication and alternative sources of power and eventually, modern technologies.[1]

1.Department of Fisheries and Oceans Canada, Introduction - Aids to Navigation: Lighthouses of Newfoundland and Labrador, CD format

Bacalhao Island Light, Bacalhao Island

Located at the southern end of Bacalhao Island, one mile northwest of Herring Neck, New World Island, the Bacalhao Island Light stands on a rocky outcrop overlooking the waters of Notre Dame Bay.

Historic Value – Theme

Built in 1894, the Bacalhao Island Lighthouse illustrates the theme of an early navigational aid in Newfoundland when it was a British colony with a major industry centred on the fishery. Because Newfoundland was established by European interests as an industry rather than a settlement, focus was primarily on the safe transport of goods by sea.

The tower itself is built of prefabricated steel and iron. Though there are conflicting reports as who the manufacturer was, it was likely designed by J.T. Nevill, Inspector of Lighthouses for Newfoundland. The iron tower was originally intended for Western Bay, Conception Bay and It was manufactured in St. John's by the Victoria Iron Works; however, the name "Chance Bros. & Co. Lighthouse Engineers and Constructors. Birmingham. 1884" is affixed to the lighthouse door, which indicates that Chance Brothers supplied the light apparatus. The date suggests that the apparatus may have been used at a different site.

In 1961, a number of the large shipping companies with vessels navigating in the area of the island requested the installation of a fog alarm, which would be of benefit to their shipping as well as to the fishing boats out of Herring Neck. A fog alarm building and bachelor quarters were constructed in the early 1960s, and a fog alarm was installed. The station was staffed with four keepers on rotational shift.

In 1965 the old dwelling was reported to be in poor condition. It was sold the following year and removed from the site. The importance of the lighthouse illustrates a movement towards growing industrialization at the turn of the nineteenth century.

Keepers house with covered walkway to light; three people standing outside, 1921

Keepers: J. Kearley, Edward Hussey and Bennett Stuckley

Historic Value – Community

Situated in a relatively remote location, the Bacalhao Island lighthouse is accessibly by boat or helicopter and is about 1.5 hours from the Town of Twillingate. It was not considered a major light when it was built; it was intended to service a local region of fishermen. The light was automated in 1929. The original keeper's house was removed in 1966 and modern housing was installed 400m northeast of the light.

Architectural Value – Aesthetic

Aesthetically, the Bacalhao Island Lighthouse is a very good example of its design type. Constructed of riveted steel and iron, the aesthetic value of Bacalhao Island Light is pleasing. Built upon a substantial concrete base the tower is round, cylindrical and tapered. It has an attractive lantern capped by a prominent weathervane and the illusion of greater height is achieved by its spiraling red and white daymark. Quality of engineering and design is clear for these iron towers, of which only 26 are known to remain in Newfoundland, and just one elsewhere in Canada.

Architectural Value – Design

The quality of design and craftsmanship is evident. The tower was assembled out of rectangular sections fabricated at a foundry and assembled on site. Each section is bent inwards on a 90 degree angle along all edges and bolted to adjacent sections on the inside of the tower. White lead and caulking fill the small cracks of the exterior joints, allowing for expansion and contraction of the metal walls. The external faces are very smooth to help prevent water collection and rust. Frequent painting also helps prevent rust. The actual installation was likely done by Newfoundland boilermakers, resulting in towers which are straight, strong, well anchored and neatly seamed.

Community Value – Visual Influence

The lighthouse reinforces the present character of the Island, creating a visual landmark for sea traffic. Though all original support buildings have been removed from the site the original tower remains. A nearby boat landing, a storage building, a road leading to the original keepers house and a covered walkway from the dwelling to the tower have all been demolished. The original keeper's house was removed in 1966; there is modern housing located about 400m northeast. Other structures located here include an equipment building,

a helicopter pad, a winch house, a tramway, a storage shed, a communications tower, boardwalks and stairs.

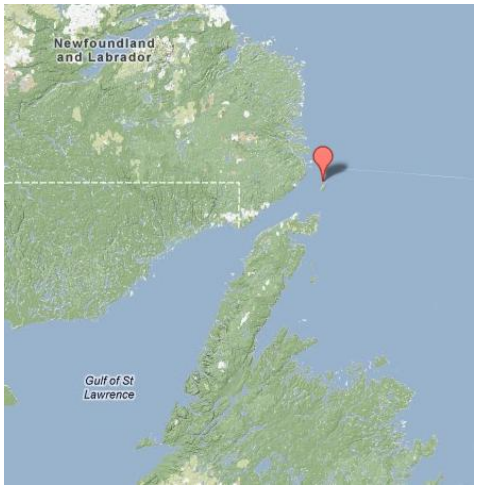
Community Value – Identity

Bacalhao Island is one of many islands in Notre Dame Bay and farther out than most. The area is known to have many protrusions and deeply indented inlets that should be navigated with local marine knowledge. A lighthouse is an appropriate landmark for the region and in keeping with its maritime character. It is not immediately associated with any one particular community but is integral with the maritime identity of the region.

Alternate Uses

Bacalhao Island Lighthouse, while difficult to access and in a relatively remote location, has several modern buildings which can be converted to useable space for any number of activities. If the issue of accessibility can be overcome Bacalhao Island has real potential.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.



Belle Isle South End Upper Light, Labrador

Belle Isle is a large island at the east entrance of the Strait of Belle Isle, the northern route to the Gulf of St. Lawrence. The island is 230 meters high near its south end. The island is made up of rocky hills, bare of trees.

Historic Value – Theme

The upper lighthouse at Belle Isle South was built in 1856 as part of a series of four lighthouses in the Strait of Belle Isle to mark the northern route to the Gulf of St. Lawrence. It was built 137 metres above sea level and represents one of the most ambitious undertakings of the Canada Board of Works. A steep road from the beach to the site was first built a year before, sometimes reaching a 40% gradient and the difficulties encountered during construction were enormous. The construction of the road took up much of the building season and to take advantage of a very short construction season government left a number of men and horses on the island to save time the following year. However, two supply ships bound for Belle Isle were lost at sea and had it not been for an unexpected visit from an inspection team the men would all have starved to death. By the time a supply ship arrived the horses had all died. The construction of the Belle Isle lighthouse is representative of the successful completion of a safety beacon in one of the most extreme and harsh locations in the province.

The narrow and treacherous Strait was difficult to travel and prior to this light most ships travelled a safer but longer route southeast around the island of Newfoundland. Steam vessels were better able to navigate the Strait and as their numbers increased, so did traffic. The establishment of the Belle Isle lights helped foster the development of this route as a viable shipping option.

The significance of the lighthouse can also be seen in the type of light installed in the tower. The importance of this beacon was illustrated in the original fixed light – it was a French dioptric apparatus of the first order, the highest class in the Dominion at that time, and had been installed only in Belle Isle and Cap des Rosiers lighthouse. Further, the light was installed by French mechanics who were brought to the site and who showed Canadian mechanics that were also present in order to learn from them.

Historic Value – Community

The establishment of the lighthouse signalled the first ever buildings on Belle Isle. The development of these buildings did not lead to further development and no community developed there. There are associated light structures at the northeast and southwest, and some small shacks erected by seasonal fishermen. The lighthouse did not mark a turning point in any existing community; rather it is significant as the only habitation on the island.

Architectural Value – Aesthetics

The construction of the Belle Isle lighthouse was begun in 1857, after the road to the site was finished. The grouping of buildings was intended to support the activities of the lightkeeper and his assistant, who lived at the site with their families. The dominant features are the dwelling with the attached light tower which are substantial in size and bulk. No other original buildings remain at the site – they have not survived the fierce weather, and one has been blown away. The lighthouse is built of incredibly strong materials but because it was built so high above sea level it is relatively short in stature.

The landscape is rocky, barren and treeless. The upper light, painted white with a red lantern stands out among the hills, providing a visual landmark, as its intended purpose.

The Belle Isle lighthouse is not a rare example of its type of construction, as many stone lighthouses were built during this period by Canadian authorities. It is a good solid example of the design and type of lighthouse construction for that time and location.

Architectural Value – Design

The Belle Isle lighthouse is a quality example of structural innovation and excellent craftsmanship for lighthouse construction. Hired by the Canada Public Works, the architect who designed the series of four lighthouses was Quebecer Charles Francois-Xavier Baby.

Because Belle Isle is comprised entirely of rock, the lack of trees caused the need for materials to be shipped to the location. Due to the difficulties of transporting cut stone to the site it was decided to access as many materials on the island as possible. The tower is built of rubblestone quarried nearby, with an exterior layer of two tiers of firebrick laid in cement

The 19m tower is a circular limestone structure, encased in fire brick and clad in white painted pine shingles. The round copper-roofed lantern and light were brought from France. The original light apparatus was a dioptric lens of the first order providing a fixed white light. However, after the structure was struck by lightning in 1875 causing considerable damage, a new apparatus was installed. The tower

was designed to be as fire-proof and draught-proof as possible; inside there are four flights of iron stairs leading to the lantern. All the floors are iron and access to each one is through a hatch approximately 1m x 0.5m.

The attached double dwelling, a one-and-a-half-story house with a gable roof, is built of stone, firebrick and shingles, with walls four feet thick. Though it is a double dwelling the two sides are not symmetrical. The side meant for the principal keeper is larger than the other; however only one side is currently being used. Because the walls are four feet thick the structure appears larger inside than it really is.

By 1958 the station was using generated electricity supplied by the Air Service Radio station, a major communication station on Belle Isle that was situated less than half a kilometer from the lighthouse. The light was converted to electric in 1960.

Community Value – Visual Influence

Though the adjacent buildings have changed since earliest construction, the lighthouse and tower remain the same. And, the types of buildings (sheds, outbuildings) in the vicinity have not changed. The tower establishes the maritime character of the area and the adjoined dwelling is compatible.

Community Value – Identity

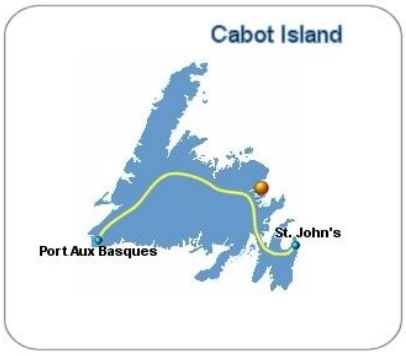
The Belle Isle South End Upper Lighthouse is easily recognizable as a lighthouse and is a prominent landmark. However, Belle Isle is geographically remote from the rest of Newfoundland and Labrador and there is no easy access to it. The light and dwelling are not well-known to the public and are not associated with any particular community.

Alternate Uses

In the case of Belle Isle South End Upper Light the remoteness and lack of accessibility are the primary determiners for a low score. It also scored low when it came to proximity to a nearby community and the flexibility of the site for adaptation. If the site was to be acquired by private individuals it may be given a higher score, depending on the ownership model proposed.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Cabot Island Light, Bonavista Bay



Cabot Islands are two low-lying islands about 6 miles southeast of Cape Freels, the western entrance of Bonavista Bay, in northeastern Newfoundland. The lighthouse is on the largest island. The nearest towns are Wesleyville and Newtown.

Historical Value – Theme

The Cabot Island Light was established at Cabot Islands in 1880, as part of the ongoing programme to provide aids to fishing and coastal vessels. J. T. Nevill, Inspector of Lighthouses for Newfoundland, recommended an iron tower with an attached dwelling for this site stating that no lighthouse had yet been erected in Newfoundland on such an exposed place. The tower was ordered from Britain, and Mr. Austin Oke supervised the erection of the tower and the fitting of the lantern and light mechanism. A wooden two-story double dwelling was built around the iron light tower, protecting it to some degree from the harsh weather, but it was removed in 1960.

The light represents a time in Newfoundland's history which saw an increase in shipping and a greater need for safer navigation throughout the coast. When the old house was removed it was replaced with a single-story bungalow that served as bachelors' quarters. The lighthouse was put on a four-person rotational shift system.

Photo circa 1900

Historical Value- Community

Located at least 10km from the nearest town the Cabot Island Light is not associated with any particular community. However, in its earliest days the double dwelling held two families who created a community of their own. The Keepers maintained the light while their wives assisted when they could, as well as keeping the household running smoothly and schooling their children on site.

Keepers: Edward Harding, John Sainsbury and James B. Gill.

Architectural Value – Aesthetics

The Cabot Island Light is a cast iron tower encased in an octagonal reinforced concrete form, painted with red and white horizontal bands. The dome of the lantern was painted white.

The original intermittent white light was a fourth-order dioptric lens which exhibited 22.5m above sea level and visible for 16 km. A fog alarm, previously used at Cape St. Francis, was installed at Cabot Island in 1921, housed in a white flat-roofed building. In 1950 when new fog alarm equipment was installed the light was fitted with an automatic burner fuelled with acetylene gas.

In 2001 a new, aluminum tower was installed with a red/white/red daymark. The new API APRB-252 light on the aluminum tower is active. Its light is obscured in some directions, as the new tower is shorter than the old tower; the new light is active.


1990

Architectural Value – Design

All other structures were demolished except for the tower and a battery station for the solar panel. The design is typical for its age, consisting of a simple tower with a moderate gallery and simple lantern with a white roof.

Community Value – Visual Influence

The Cabot Island Light is not associated with any one particular community and is located on a remote island accessible only by helicopter or by boat in light seas.

Community Value – Identity

The Cabot Island Light is visually appealing as a marine landmark, particularly on Cabot Island, which is a relatively flat, rocky island. The light stands out on its landscape.

Alternate Uses

Cabot Island Light is situated in a remote location, making accessibility challenging. There are no auxiliary buildings existing at this time, but there is potential for use as an ecological site and the addition of buildings would increase adaptive reuse options.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Camp Island Light, Battle Harbour

The Camp Islands are a group of granite islands and rocks lying in Niger Sound, 11km south of Battle Harbour, on the Atlantic coast of Labrador. The light is on the east side of the islands.

Historic Value – Theme

Camp Island was an active fishing station until the 1990s, and the first known light was established there in 1932. An original small, wooden unmanned tower was situated on Outer Small Island until a permanent tower was installed on a larger island to the northwest, next to a fog alarm. The 1959 standard plan concrete tower was part of a revitalization programme by the government of Canada following the union of Newfoundland with the country, as a means of upgrading the aids to navigation.

The tower's role as a coastal light makes it a comparatively late example of the general theme of lighthouses as aids to navigation as an essential component in water transportation. Because the tower marks the approach to Battle Harbour, 12 km to the north, the tower can also be associated with the important role played by the Atlantic fisheries in the greater economy.


1990

The tower's role in guiding vessels in their approach to Battle Harbour and its location beside a traditional summer fishing camp on Camp Island connects this building directly to the fishery, and particularly the Labrador fishery. The Labrador fishery is considered distinctive because of its associations with sealing, salt cod, and salmon, as well as its connection to the indigenous people from the area.


Aerial View 1990

Historic Value – Community

The continued use of Camp Island as a seasonal fishing community confirms the importance of the site. The lighthouse played a pivotal role when, in 1967, the Italian motor vessel *Giacinto Motta* collided with the *World Mermaid* in dense fog off the coast of Camp Island. The cause of the collision was deemed negligent navigation by both vessels. The crew and three passengers barely had time to make it to the lifeboats before the *Giacinto Motta* sank. After eight hours they reached Camp Island, where they were taken in and aided by the keepers. Principal keeper, Lancelot Bartlett and his assistants were commended by the Italian Government for their part in the rescue.

View of station, walkway and bridge, 1952

Camp Island Lighthouse is also valued for its association with nearby Battle Harbour and the relationship between the two communities. Camp Island is a summer fishing station with roots that date back to the 18th century. It was used by fishermen of the French Shore of Newfoundland and became a permanent settlement during the mid-1800s to the early 1900s, though the population was quite small. However, by 1960 the population had reverted once again to seasonal occupation.

Situated just 12km from Battle Harbour, Camp Island would have relied heavily on that company town for much of its supplies. Once a thriving community which serviced the Labrador fishery, a decline in the fishery, a fire in the 1930s and resettlement all contributed to the near abandonment of Battle Harbour; it is now owned by the Battle Harbour Historic Trust. The present lighthouse at Camp Island represents a later phase in the history of both Battle Harbour and the Labrador fisheries, a period after foreign company ownership, when the Labrador fisheries were already in serious decline.

Keepers: Alexander Vivian, Francis Fontaine, Lance Bartlett

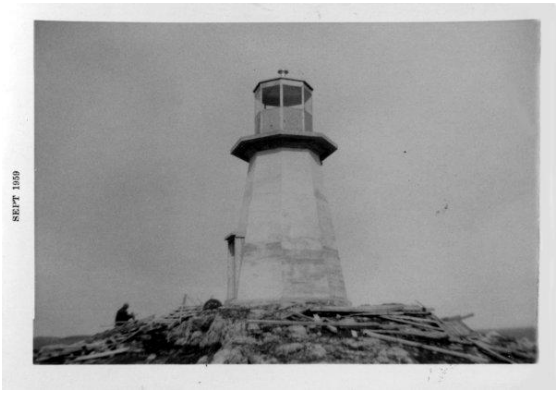
Architectural Value – Aesthetics

The 1959 Camp Island lighthouse is one of many examples of a common 20th-century departmental design formula for the building type: the freestanding reinforced concrete tapered octagonal tower topped with a prefabricated octagonal aluminium and glass lantern to house the light. This structure is small, standing 9.9m and represents federal lighthouse design in its simplest form. It lacks ornamentation or unnecessary decorative elements, which would have been impractical and seen only by the keeper.

Two dwellings and two utility buildings are rumored to have been disposed of to Cape Charles or Battle Harbour Historic Authorities and their presence at the site is unconfirmed.

Architectural Value – Design

The lighttower possesses a simple functional program: to carry the warning light safely and reliably at a sufficient height to warn ship traffic of the dangers posed by proximity to the coastline. The Cabot Island Lighthouse carries this task adequately. The interior is accessed by a single door and leads to a simple space containing a ladder to the two levels above – an intermediate floor and a platform level accessed via a trapdoor. The prefabricated lantern is accessed by a ladder and centres on the tower, enclosed in glazing with the exception of a door that gives access to the exterior gallery.



New light tower, person at left side, 1959

Community Value – Visual Influence

The lightstation retains its original character as a multi-building aid to navigation, focused on a lighttower perched on an island site on the approach to Battle Harbour. The tower stands as an isolated and visually unexpected element within the wider environmental setting, the lightstation complex being focused on its central structural element, the 1959 octagonal reinforced concrete lighttower located in the eastern, ocean-side portion of the site

Community Value – Identity

The lighttower is a readily recognizable structural element to the local fisher community, which has depended upon the light for navigational direction since its construction. It is also a landmark to anybody who may be travelling to Battle Harbour as they would see it on the journey. It is an active aid to navigation and is accessible only by helicopter or boat.

New dwelling, 1959

Alternate Uses

Camp Island and Double Island are both associated with Battle Harbour. Camp Island is still used as a fishing station and residents of Labrador are known to use the area. Double Island is much more remote, but holds great significance to Battle Harbour, and those who are involved with the Battle Harbour Historic Trust. Potential partnership opportunities may be created to ensure the long term conservation of both Camp Island and Double Island.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Double Island Light, Battle Harbour

Double Island is the outermost island in a group of islands on the Atlantic coast of Labrador, of which Great Caribou Island is the largest. Battle Harbour, which lies on the east end of Great Caribou Island, was a major centre for the Labrador fishery from the 18th century.

Historic Value – Theme

The Double Island Light was the first lighthouse in Labrador built by the Newfoundland government in 1905, which at the time was the most northerly lighthouse in the Atlantic region. It is valued as being significant for its age and location and its existence was due, in large part, to Sir Wilfred Grenfell, who considered nearby Battle Harbour the de facto capital of Labrador, and the centre of the Labrador fisheries.

The light is significant because it is representative of the growing industrialization of the area, focussed wholly on the economy of the sea.

Heritage Value – Community

Double Island Light is situated in close proximity to Battle Harbour and the two are fundamentally linked. The designation of Battle Harbour as a National Historic Site confirms the importance of its role as a major destination on the coast of Labrador, both historically and in modern times.

Distant view from offshore, ca. 1921

Battle Harbour is a summer fishing station which was formerly a permanent settlement located between Battle Island and Great Caribou Island, on which the Double Island Light is situated. The late-1800s saw John Slade & Co. of Poole, England operating a sealing station at Battle Harbour, eventually taken over by Baine Johnston & Co., and by mid-1900s Earle Freighting Services. The settlement grew with the importance of the Labrador fishery and by 1905

the area had strong business. This increase in traffic saw an urgent need for safe navigation, such as the Double Island Light provided.

The Double Island Light was among thirty eight cast iron or riveted steel lighthouses erected at the turn of the 20th-century. All were part of a system of coastal lighting begun in 1813 at Fort Amherst in St. John's and represent the theme of growing industrialization.

Architectural Value – Aesthetics

As part of the series of cast iron towers built during this period, the design was already a well-established style and type. It is visually compelling as a lighttower by virtue of its existence on the barren and remote landscape and provides reinforcement of its maritime safety purpose.

Architectural Value – Design

The Double Island Light is a straight, smooth cylindrical shaft with an attractive and well-proportioned lantern with a prominent weathervane. It has round-headed doors in its base, and the base projects slightly beyond the shaft, which, together with the concrete foundation, provides a good visual anchor. It has a distinctive daymark of black and white horizontal stripes.

Functionally, cast iron towers are particularly noted for their ease of erection on remote sites, their inexpensive cost to manufacture, a low maintenance requirement and long-term durability. This particular style was a well-established lighttower type by the 20th-century, made popular by J. T. Nevill, Inspector of Lighthouses in Newfoundland.

Because of this style type, cast iron towers demanded the skills of a boilermaker or mechanic for their installation, rather than a traditional builder. The ability to make neat, seamless joins often became the responsibility of a "mechanacian", who were boilermakers employed by the Department of Public Works.

The manufacturer is presumed to have been Chance Bros. of Birmingham, England because the name is stamped into the tower doors. They would have undertaken the design and casting, and shipped the pieces to Newfoundland for construction. Other specifics, such as height, diameter, and taper would have been the responsibility of the resident Commissionaires of Lighthouses in Newfoundland.


Aerial view, date unknown

Community Value – Visual Influence

The Double Island Light, now without its house, stands alone on its site. All other buildings have been demolished. Yet, it stands as a maritime beacon symbolizing trade and transport to and from Labrador.

Community Value – Identity

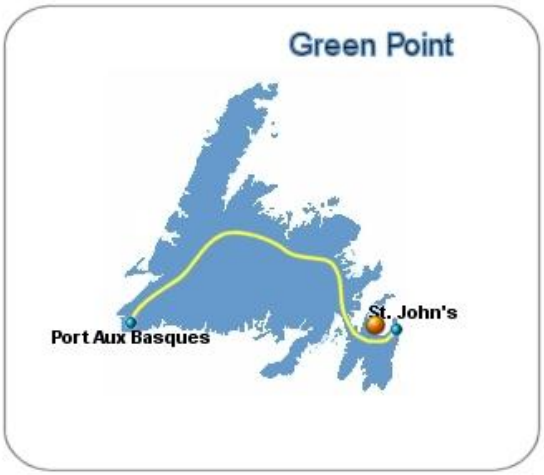
The Double Island Light holds cultural significance with its connection to Battle Harbour and the implications of having an aid to navigation for the express purpose of bringing ships to that community. It is only accessible by helicopter or boat.

Alternate Uses

Camp Island and Double Island are both associated with Battle Harbour. Camp Island is still used as a fishing station and residents of Labrador are known to use the area. Double Island is much more remote, but holds great significance to Battle Harbour, and those who are involved with the Battle Harbour Historic Trust. Potential partnership opportunities may be created to ensure the long term conservation of both Camp Island and Double Island.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Green Point Light, Bay Roberts



Bay Roberts Harbour lies between two headlands that project into Conception Bay. The Green Point Light is located on the eastern headland, accessible by a rough road (4WD recommended) leading 2.5 km from Hibb's Cove.

Historic Value – Theme

Green Point Light was established in 1883 as a response to the busy commercial activities in the Town of Bay Roberts. It is significant as a visual response to growing industrialization at that time. The light belongs to a class of lights that marked bays and harbours as "minor lights" to make local shipping and fishing safer.

It reflects the theme of navigational aids in Newfoundland when it was a British colony and had an economy almost entirely oriented towards the sea.

Historic Value – Community

The Green Point Light is situated on the tip of a narrow peninsula near a number of fishing outports, the closest being Hibb's Cove. The light represents the maritime economy of the region and a significant beacon for the safety of the fishers using it.

Keepers: Rd. Lear, James Petten, Graham Petten

Architectural Value – Aesthetics

The Green Point Light is a 9m cylindrical cast iron tower with a gallery and lantern with a triangular glazing and prominent cap. It has a red and white daymark. When it was first established it was a fully equipped lighthouse in which the keeper and his family lived. After 1931 when the dwelling was torn down, the light changed from kerosene to electric. It had a fixed white light lit by one Argand burner with a sixth order dioptric lens.

The light sits on the landscape at the edge of the water and is accessible to anybody who travels to the site. It was refurbished in 2010.

Architectural Value – Design

Of no significant aesthetic value, the design is similar to those built during the period. The tower was likely manufactured to the design of J. T. Nevill, Inspector of Lighthouses for Newfoundland. The cast iron design is very functional and has been noted for its ease of erection on remote sites, inexpensive costs, low maintenance and long term durability.

Dwelling (demolished 1930s) and attached tower, 1922

Community Value – Visual Influence

The Green Point Light is an appropriate structure in its maritime setting. Its appearance reinforces the character of the area. Some value is lost because the attached dwelling was demolished, leaving a single tower on the landscape. It serves as a landmark from the water.

Tower, date unknown

Community Value – Identity

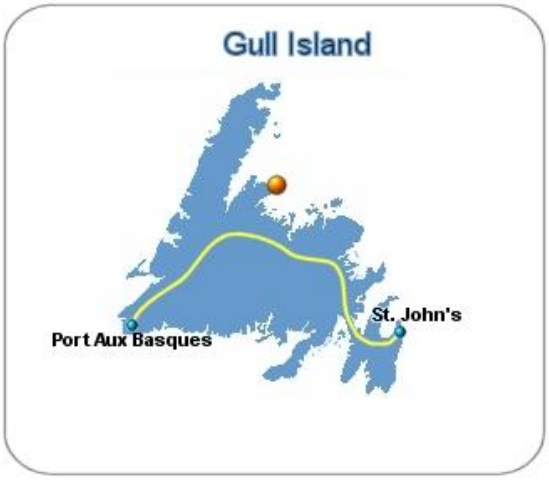
While not associated with any one particular community, the light tower is a visual landmark to the larger community of Bay Roberts, as well, and probably more importantly to those smaller outports in the general vicinity. It Is close to Hibb's Cove which has a complex of historic buildings comprising the Hibb's Cove Fishermen's Museum.

Alternate Uses

Green Point Light is accessible via a rugged gravel road, but it is one of two which can be reached this way. The tower stands alone at the site of the Green Point Light, but potential exists for additional infrastructure to make the site a tourist destination, or even in the hands of a private developer. This may also be a suitable place for a kayak landing site and so may be included in the ecotourism aspect of reuse.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Gull Island Light, Cape John, Notre Dame Bay



The Gull Island Light is located on Gull Island, a high barren rock in Cape John, Notre Dame Bay on the northern tip of the Baie Verte Peninsula.

Historic Value – Theme

A lighthouse was established in 1884 to aid the local fishery and in later years, freighters and coastal ferries. This came as a result of a shipwreck in which survivors perished on the island in 1883. The site is significant as the final resting place of the survivors of the *Queen of Swansea*, a ship containing mail and passengers headed to the mining settlement at Tilt Cove. It ran aground during a fierce winter storm on Dec. 6, 1867 and though 13 survivors made it to Gull Island, there was no shelter, wood or food there, and they succumbed a short time later. The following April Captain Mark Rowsell and his crew were becalmed there on their way home from a sealing trip when they came upon the tragedy. Captain Rowsell was to become the first light keeper for Gull Island seventeen years later.

Gull Island Light was built in the latter part of the 19th-century when the colonial government decided to promote fishery of the Grand Banks through a series of incentives. The construction of lights at various points along the Grand Banks, such as the one at Gull Island, coincided with the brief rise in the importance with the Bank Fishery. The Gull Island Light is valued for its contribution to the Bank Fishery and the safe navigation of fisheries vessels.

Historic Value – Community

Located 14km from Shoe Cove the Gull Island Light is significant as a community itself. Until the late 1970s three families lived on the island for nine months each year. Children were expected to board or stay with relatives on the mainland of Newfoundland to avail of school. During the harsh winter months, an unattended light remained in operation on the island.

Close up aerial view, 1985

In 1960 and 1961, two new residences, a duplex and a single dwelling, were built on the island for the keepers. At that time, two diesel generators were producing electricity for the station.

Keepers: Captain Mark Rowsell, William Purchase, George Morey, George Rideout Norman Welshman, Ephraim Whalen and Percy Winsor.

Architectural Value – Aesthetics

Close up of duplex dwelling, and covered walkway (both demolished) and lighttower, 1922

The original tower is a short cylindrical cast-iron tower, painted in vertical, red and white stripes, and a two-story keepers' duplex was constructed thirty-four metres (112 feet) away. The light has a focal plane of 160 metres (525 feet). A flat-roofed fog alarm building with an attached keeper's dwelling was added in 1916, but all houses have since been demolished**.** When it was constructed the Gull Island Light stood on the apex of Gull Island making it a highly visible landmark. The site is accessible by helicopter and boat in fair weather.

Architectural Value – Design

The Gull Island Light is a short, cylindrical cast-iron tower painted in vertical red and white stripes. Functionally, cast iron towers are particularly noted for their ease of erection on remote sites, their inexpensive cost to manufacture, a low maintenance requirement and long-term durability. This light, as with most of the cast iron lights in Newfoundland and Labrador, was likely designed by Inspector of Lighthouses, J.T. Nevill.

Because of this style type, cast iron towers demanded the skills of a boilermaker or mechanic for their installation, rather than a traditional builder. The ability to make neat, seamless joins often became the responsibility of a "mechanacian", who were boilermakers employed by the Department of Public Works.

Community Value – Visual Influence

Gull Island lies approximately 8 km from the peninsula that extends out between Notre Dame Bay and Confusion Bay. Its light is visible for 63 km and is used principally by the local fishing fleet, out of Shoe Cove and La Scie, and for cargo boats.

The lighttower sits on the apex of the site, standing high above the water and casting a focal plane of 160m.

Close up of light tower after fire, 1906

Community Value – Identity

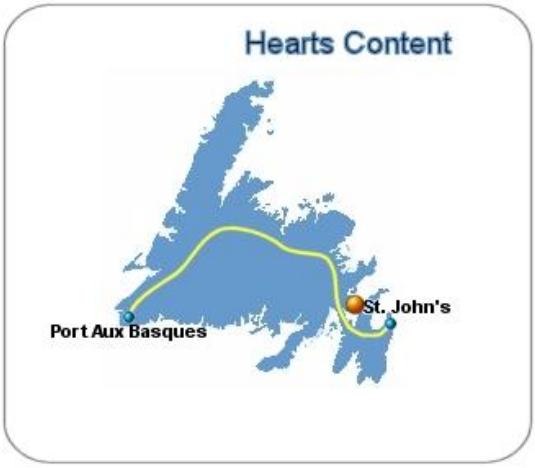
The Gull Island Light is not associated with any particular community. It is, by definition, a landmark as it is designed to be recognized at a great distance by ships. It is associated as a marker at the approach to Notre Dame Bay on a seasonal basis. Because it is in a remote location it does not serve as a landmark to any land-based community.

Alternate Uses

In the case of Gull Island the remoteness and lack of accessibility are the primary determiners for a low score. But it also scored low when it came to proximity to a nearby community and the flexibility of the site for adaptation. If this site was to be acquired by private individuals it may be given a higher score, depending on the ownership model proposed.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Heart's Content Light, Heart's Content



Located at the northern entrance to the harbor of Heart's Content, on the east side of Trinity Bay the Heart's Content Light is accessible by a short walk from town.

Historic Value - Theme

The Heart's Content Light was built in 1901 at a time when Newfoundland was a British Colony and had an economy almost totally oriented towards the sea. The prefabrication of cast-iron lighttowers at that time was symbolic of a growing trend of industrialization.

Additionally, the landing of the first Trans-Atlantic cable in Heart's Content in 1866 reinforced the marine industry, and at the turn of the twentieth century safe docking facilities for shipbuilding and newsprint were all facilitated by the Heart's Content Light.

Historic Value - Community

The Heart's Content Light is not specifically related to the development of the town. Indeed, Heart's Content was well-established by 1901. However, its growing trade and commerce via the sea emphasized the need for a lighthouse. Since Newfoundland had begun a system of installing lights along the coastline it was natural to investigate Heart's Content for suitability.

It was part of a coastal system J T Nevill, Inspector of Lighthouses in Newfoundland, was striving to put in place. In 1893 Nevill made a survey of Trinity Bay and selected Heart's Content as a site for a lighthouse. The tower was ordered and shipped to the town. However, the following year it was relocated at Random Head, Random Island (see assessment later in this report). A second lighthouse was established in Heart's Content 1901, which stands today.

Architectural Value – Aesthetics

The Heart's Content Light is a 9.1m cast iron tower with a narrow but relatively tall projecting base, balancing the visual height of its lantern. There is a round-headed door which gives access to the tower and which is exposed. The lantern cap is picturesque in its sculptural volume and prominent weathervane. The daymark is painted in red and white spiral stripes that extend all the way up to the lantern's murette.

Architectural Value – Design

The Heart's Content Light is among many other cast iron towers installed during the same period. A fully recognized type in international literature, cast iron towers are noted for their ease of erection on remote sites, inexpensive costs, low maintenance and durability. The tower was likely installed by a mechanician, manufactured in Britain and specially designed by Nevill.

Community Value – Visual Influence

The Heart's Content Light is an appropriate structure in its maritime setting and serves to enhance its setting. Acting as a landmark the bright red spiral stands out in the landscape. Additionally, cast iron lighthouses are particularly identified with Newfoundland and its British Colonial past.

The light is also of great community value because it is included inside the Heart's Content Registered Heritage District and it plays a significant role in the collective memories of the town. The same family kept the light throughout the time it was manned. The former dwelling had an attached, covered walkway which lead to the tower. The first keeper was Barzillai Budden, followed by Robert Piercey, Skipper John Warren, Hubert Warren and after his death his wife, who kept the job until automation in the 1960s.

Heart's Content Light, showing covered walkway to tower and woman in foreground wearing hat and coat (possibly Mrs. Hubert Warren?), date unknown

Community Value – Identity

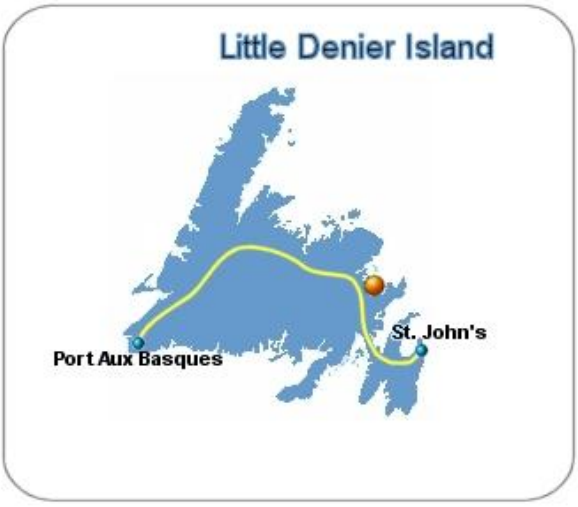
The Heart's Content Light holds value as a significant measure of the town's connection to the sea. Situated on Northern Point at the entrance to Heart's Content it was a marker that brought mariners home. It is also accessible via a road within the community making its connection to the town stronger. It continues to be a tangible link between residents of Heart's Content and their recent past.

.**Alternate Uses**

The Heart's Content Lighthouse is the only one which ranked high for adaptive reuse because it is easily accessible from the town, and is closely associated with the Town of Heart's Content. Further, the municipality and local heritage group are interested in acquiring the lighthouse for future redevelopment. There is an expression of interest already in place and given the town's appreciation for the light it seems reasonable that a plan for reuse would be received with great interest.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Little Denier Island Light, Salvage



Located on a high wooded island east of Salvage, the Little Denier Light sits off the tip of the Eastport peninsula. The area is essentially inaccessible and landing on the steep-sided island is extremely difficult.

Historic Value - Theme

As with many other cast iron lighthouses, the Little Denier Island Light is representative of the British Colonial interests at the time of its construction, 1888 and the marine economy which focussed almost entirely towards the sea.

It is also indicative of the growing industrial age, revealing the requirement for a lighted coastline for marine economic purposes.

light tower, enclosed walkway, dwelling and man standing in front of tower, circa 1925

Historic Value – Community

The Little Denier Island Light is located in a remote and difficult site. It has no real connection to any nearby town, though the closest would be Salvage

Keepers: Robert Oakley, Henry Squires, Robert Dyke

Architectural Value – Aesthetics

As in previous descriptions, the Little Denier Island Light follow the same formula for cast iron towers as many others of its era. Built in 1888 it is 9.1m in height, with a thick shaft and pronounced base. The lantern cap has a lively ball-shaped pinnacle with extra mouldings and a picturesque arrow weathervane. Its daymark is red and white vertical stripes. The dwelling house and outbuildings have all been demolished; the tower now stands alone.

Architectural Value – Design

The Little Denier Island Light follows the same formula for cast iron tower as many others of its period. Created in a style recognized internationally the lighttower was likely manufactured in England and brought to the site for installation. The cast iron materials were selected for their east of erection on remote sites, inexpensive manufacturing costs, low maintenance requirements and long-term durability. The craftsmanship can be attested by its long life in an extreme location with harsh weather.

The light is a 9 m in height and has a solar-powered lens. The light is active with a focal plane of 91 m (298 ft) and a white flash every 3 seconds and it is an active aid to navigation.

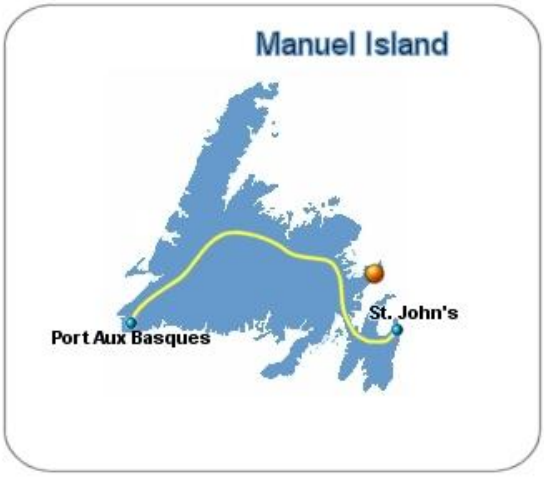
close up of dwelling and fence, part of tower visible at left of photo, circa 1925

Alternate Uses

In this instance the remoteness and lack of accessibility is the primary determiner for the low score. But it also scored low when it came to proximity to a nearby community and the flexibility of the site for adaptation. If this site was to be acquired by private individuals it may be given a higher score, depending on the ownership model proposed.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Manuel Island Light, Catalina



The Manuel Island Light is located on a small grassy island 0.5km off Courage's Point a small peninsula that juts into Catalina Harbour, Trinity Bay North.

Historic Value – Theme

The Manuel Island Light was established in 1918 to serve the needs of the local fishing community entering and clearing the harbour at Catalina.

The light also coincides with the establishment of nearby Port Union in 1916 as a modern union town created as a response against the merchant truck system which left fishermen powerless and destitute much of the time. The light at Catalina reveals the requirement for safe navigation of that stretch of coastline.

Historic Value – Community

The Manuel Island Light can be associated with the nearby town of Catalina. It was established to ensure safe marine navigation of fishermen from that town. Its name can be derived from the keepers who maintained the light. Though John Stickley was the first keeper until 1938, he was followed by John Manuel (until 1963) and then by Alexander Manuel.

Architectural Value – Aesthetics

The Manuel Island Light is a fixed red light installed in a round, white iron tower with eight glazed panels and a gallery. The original light operated on kerosene oil and it was the job of the keeper to light the lamp each evening and extinguish it each morning. The tower is 5 m high and painted white; the lantern roof is painted red. The light is active with a focal plane of 7 m; it has a red flash every 3 seconds.

Architectural Value – Design

The Manuel Island Light follows the design similar to other iron lighthouses designed by J. T. Nevill, Inspector of Lighthouses in Newfoundland. Its iron construction made it easy to install, easy to maintain, inexpensive to build and durable in the long term. The light is of simple design: a cone-shaped lantern cap tops eight glazed panes and is surrounded by a simple open gallery. An arched door gives access through the side of the tower.

Community Value – Visual Influence

The Manuel Island Light can be seen upon the approach to Catalina and Port Union. It is located in an area known for its wide sheltered harbour and deep water. Manuel Island is a landmark and serves to enhance its setting.

Community Value – Identity

The Manuel Island Light can be identified as a small beacon that signals the approach to Port Union and Catalina. Both communities are significant remnants of the past when a once-thriving union helped release the area's fishery from a repressive system and provided them with self-empowerment.

View from shore of island and tower, 1922

Alternate Uses

Manuel Island is accessible by boat or helicopter and located on a point of land in Catalina Harbour. It would be suitable for a kayak or boat landing site and may be suitable for day trips, some type of picnic venture or similar tourist opportunity. There are no existing buildings on site except for the tower, but the proximity to Catalina makes the site more accessible than many.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

Random Head Harbour Light, Motion Island, Trinity Bay East

Random Island lies at the head of Trinity Bay. It is connected to the mainland by a causeway. The lighthouse is situated close to East Random Head, on Motion Islands.

Historic Value – Theme

The Random Head Light illustrates the theme of navigational aids in Newfoundland when it was a British colony, and had an economy almost totally oriented towards the sea. By its prefabricated iron and steel construction the tower also illustrates the theme of growing industrialization around the turn of the twentieth century, with Britain acknowledged world leader in this respect.

The Random Island Light was originally intended for Heart's Content, but was installed in 1895 on the summit of the largest of Motion Islands.

Historic Value – Community

Associated most closely with the community of Random, Random Head Light was installed for regional and long distance shipping. It was part of a coastal system which J. T. Nevill put in place throughout his career.

Keepers: Henry Cooper (beginning of four generations of Coopers) and ending with Thomas Cooper, John Watton

Architectural Value – Aesthetics

The Random Head Light is very close in design to the tower at Heart's Content, with a well-proportioned, narrow and tall tower. It has a rounded lantern with a weathervane at the top. The lantern has round glazing above an open gallery. The daymark on this tower is a lively red and white checked pattern, which suits its purpose nicely. An exposed rounded-top door gives access to the tower.

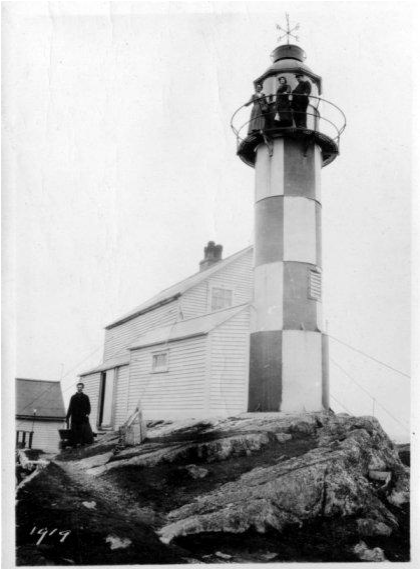
Tower before 1990

Architectural Value – Design

A fully recognized type in international lighthouse literature, the Random Head Light is a cast-iron tower similar to many others in Newfoundland designed by J. T. Nevill, Inspector of Lighthouses in Newfoundland. This lighthouse was manufactured by Victoria Iron Works in St. John's. The lighthouse and tower were constructed in 1894 less than 30m above sea level and stand 9.1m tall. The keepers dwelling was built on lower ground a short distance from the tower.

Community Value – Visual Influence

The Random Head Light has no direct associations with any community. However, it is significant for its visibility upon the approach to Random by mariners. It is on the summit of the largest island in the Motion Islands in a remote and sparsely populated section of Trinity Bay, only ruins remain of earlier buildings.



close up of light tower and dwelling behind. Woman standing near open door, man and woman on catwalk, 1919

Community Value – Identity

The Random Head Light is easily viewed as an aid to navigation. It fulfills this role well as it sits just 30m above the sea in a remote location. It is located in a difficult to access site where waves and wind batter the land. It is only possible to access by helicopter or by boat in very calm seas. In the early 1900s an 18m ladder was attached to the side of the cliff, enabling the keepers to cross from the island to a path on the cliff edge. The light became battery powered in the 1960s.

Alternate Uses

In this instance the remoteness and lack of accessibility is the primary determiners for the low score. But it also scored low when it came to proximity to a nearby community and the flexibility of the site for adaptation. If this site was to be acquired by private individuals it may be given a higher score, depending on the ownership model proposed.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

St. Jacques Head Light, Fortune

St. Jacques Island lies about half a kilometer offshore, and 4.5 km from Belleoram, on the south coast of Newfoundland. The light is situated on the south coast of the island.

Historic Value – Theme

Likely manufactured by Victoria Iron Works in St. John's, the St. Jacques Head Light was first lit in 1908 to serve the needs of the inshore and Grand Banks fisheries. The light also served freighters moving goods to and from centres dealing in forestry products.

St. Jacques Head Light is significant for its theme of navigational aid in Newfoundland when it was a British colony and well-known for its seafaring activities. By its iron construction it also illustrates the theme of growing industrialization around the turn of the twentieth century.

Historic Value – Community

St. Jacques Head Light is approximately 8km east of English Harbour West and is located in a remote area. It is not connected with any local development. Considered a minor light at its construction, it was intended to benefit a whole region in very small outports, many of which were resettled during that program in the 1960s.

Keepers: P. O'Burke, Joseph Penney, Eric Fiander

Aerial view of site, 1990

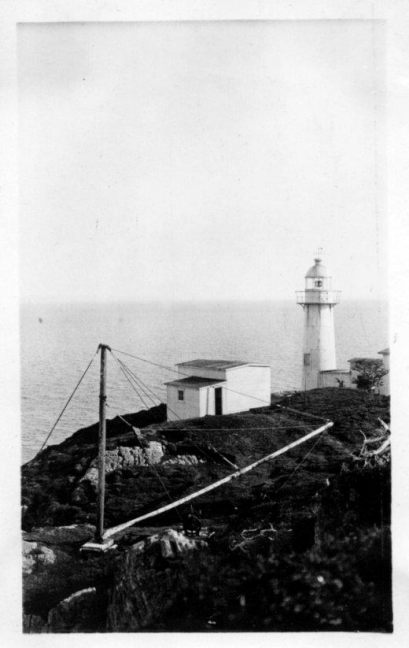
Architectural Value – Aesthetics

Built of cast iron, the St.Jacques Head Light is similar in structure as many other cast iron lights in Newfoundland for that era. It is representative of growing industrialization. The tower has an elegant taper which extends 10.4m and a well-proportioned lantern cap. It stands alone, without attached structures.

Architectural Value – Design

Because it is constructed of cast iron, the St. Jacques Head Light is similar to many others in Newfoundland; though no known examples exist in the rest of Canada. It was likely designed by J. T. Nevill, Inspector of Lighthouses in Newfoundland. Its iron construction made it easy to erect on a remote location, as well as its benefits with ease of maintenance, low cost and long-term durability. The tower installed at St. Jacques by bolting each rectangular section and filling the cracks with white lead

and caulking. The tower is externally bolted through a bottom flange to a ground level concrete foundation.



view looking seaward of light tower, building and spar and boom, 1923

Community Value – Visual Influence

The St. Jacques Head Light has auxiliary buildings in its proximity, but none are original. None of the existing buildings – dwelling, equipment building, helicopter pad, etc., are adjacent to the tower. Rather, they are in the general proximity. The buildings are visible from the water, though they are high up on the island. The original light was an occulting white light with a dioptric lens of the fourth order. It exhibited at a height of 40m above high water and was visible for 24km in fine weather.

Community Value – Identity

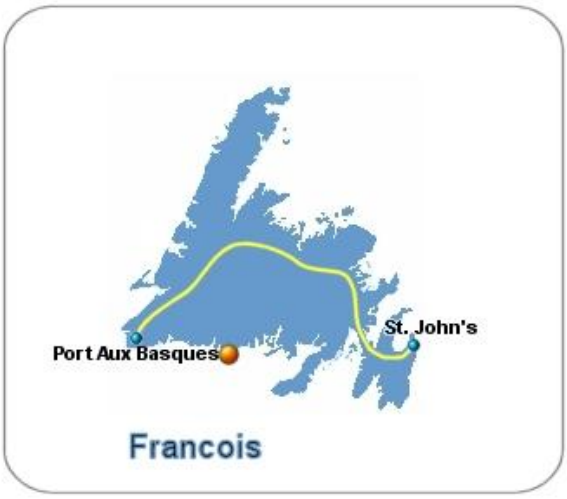
The St. Jacques Head Light is not immediately identified with a particular community, though it is associated with nearby St. Jacques. It is located on the Island situated a short distance from the mouth of the harbour at St. Jacques. It is accessible by private boat or helicopter and provides a presence in Fortune Bay.

Alternate Uses

In this instance the remoteness and lack of accessibility is the primary determiner for the low score. But it also scored low when it came to proximity to a nearby community and the flexibility of the site for adaptation. If this site was to be acquired by private individuals it may be given a higher score, depending on the ownership model proposed.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

West Point Light (Francois Bay Light), Francois



West Point is situated in Francois on the south coast of Newfoundland and bordered by a deep, steep walled fiord. Francois is accessible by ferry or private boat and West Point Light is accessible by boat, helicopter or long hike from the town.

Historic Value – Theme

The lighttower at West Point is of relatively late age, having been erected in 1958. A light was installed on an enclosed 4.25m high, square wooden tower with sloping sides. In 1966 the lighttower and engine house were replaced by a combination fog alarm and light tower. By its recent date and function as an entry light to the harbour, the West Point Light is a specialized example of two sub-themes: the federal government's responsibility to assist interprovincial and international trade by providing aids to navigation; and efforts to integrate Newfoundland into Canada after confederation.

Historic Value – Community

The deep sheltered anchorage of the harbour would have drawn mariners there from very early times. However, settlement can be traced back to 1820 when three families lived on the harbour. Over time more fishers were drawn to the ice-free harbour and abundant fishery. As the population grew so did the social necessities, such as church, school and commerce, particularly through trade. The West Point Light ironically illustrates the need for an aid to navigation at a time when the first post-war fishery collapsed yet it continues to serve the community, which is dependent on coastal shipping for supplies.

Original lighthouse with new skeletal tower at the right, date unknown

Architectural Value – Aesthetics

Because the West Point Light is located in a geographically limited area, the design chosen was simple. A frame structure combines with a square lighttower attached to a low service building. The West Point Light follows the federal government standard plan, 1956, for a combined lighthouse and fog alarm.
An aluminum tower was established in 2002 and the original light is now inactive.

Architectural Value – Design

A straightforward and uncomplicated plan, the wood-frame sheathed in clapboard West Point Light is austere and stark in design. The concrete foundation, flat base of the lantern and roof trim provide elements of horizontality, which offsets and contrasts with the verticality of the corner tower. Window and door frames are slender; the door opens to the tower's vestibule enclosing the stairs which lead up to the lantern. The lantern is a prefabricated polygonal aluminum and glass unit measuring 2m across and sits on a square platform with an open gallery.

Community Value – Visual Influence

The site was reportedly opened in 1929 and consisted of a fog alarm and staff residence to which the Canadian government added a lighttower in 1956. The present lightstation, made up of a lighttower and double staff residence dates to 1966 and required the demolition of earlier buildings. Additional auxiliary buildings and structures have since been removed. However, the spirit of the site as a visual landmark and as an aid to navigation remains. It is visible from the sea, sitting precariously on the western headlands at the entrance to Francois Harbour.

Ariel view, 1990

Community Value – Identity

The West Point Light fulfills an important role as a key landmark and building for the outport of Francois. The tower marks the entrance to the bay and is a visual guide to approaching vessels. This is key for a community which has no road access and is wholly dependent on ships for the delivery of goods and people. The fishery is still a key economic driver for the residents of Francois and the West Point Light is critical in the safe navigation back to Francois Harbour.

Alternate Uses

West Point Light is situated in a remote location on the south coast, near Francois. But Francois, itself, is a remote outport, with no access by road. The lighthouse site can be accessed by town only by hiking, but the opportunity to make a tourist destination exists if using hiking as the primary driver. The site could be used as a short term/ long term destination.

Descriptions and photographs in this document may not reflect the current inventory or status of structures at this site.

References

CD format:

1988-127, 133, 136, 173 (F) Lighthouses, Cape Pine, Gull Isl, Federal Heritage Buildings Review Office (FHBRO)

1988-127, 133, 136, 173 (F) Lighthouses, Cape Pine, Gull I (2), Federal Heritage Buildings Review Office (FHBRO)

1988-128, 129, 134, 135 (F) Four Newfoundland Lighthouses, Federal Heritage Buildings Review Office (FHBRO)

1988-128, 129, 134, 135 (F) Four Newfoundland Lighthouses, Federal Heritage Buildings Review Office (FHBRO)

1988-132 (F) Keeper's Dwelling, Upper and Lower Lights (3(2), Federal Heritage Buildings Review Office (FHBRO)

1988-132 (F) Keeper's Dwelling Upper and Lower Lights (3 bu), Federal Heritage Buildings Review Office (FHBRO)

1989 – 198 – 201, 208, 211 (F) 6 Newfoundland Lighthouses, Federal Heritage Buildings Review Office (FHBRO)

1989 – 198 (F) Green Point Lighttower, NL, Federal Heritage Buildings Review Office (FHBRO)

1989 – 199 (F) Hearts Lighttower, NL, Federal Heritage Buildings Review Office (FHBRO)

1990-145, 91-031, 32, 33, 34, 35 Six Cast Iron Lighthouses, Federal Heritage Buildings Review Office (FHBRO)

2006-017 (F) Lighttower, West Point Lightstation, Francois, Federal Heritage Buildings Review Office (FHBRO)

2006-017 (F) LIghttower, West Point Lightstation, Francois (2), Federal Heritage Buildings Review Office (FHBRO)

2006-035 (F) St. Jacques Lightstation Buildings, Fortune Bay, NL, Federal Heritage Buildings Review Office (FHBRO)

2007-082 (F) Lighttower, Camp Island Lightstation, Battle Ha, Federal Heritage Buildings Review Office (FHBRO)

Historic Photograph Collection, Lighthouses of Newfoundland and Labrador, Canadian Coast Guard Aids to Navigation, Fisheries and Oceans Canada, CD

Lighthouses of Newfoundland and Labrador, Canadian Coast Guard Aids to Navigation, Fisheries and Oceans Canada, CD

Encyclopedia of Newfoundland and Labrador, CD edition

Websites:
Heritage Lighthouses of Canada, Parks Canada <www.pc.gc.ca>

Alternate Use Study Surplus Lighthouses, Canada, Fisheries and Oceans Canada <www.dfo-mpo.gc.ca/rp-bi/h-ph-eng.htm#ch1.1>

Lighthouse Explorer from Lighthouse Digest Magazine <www.lhdigest.com>

Lighthouse Friends <www.lighthousefriends.com>

The United States Lighthouse Society <www.uslhs.org/index.php>

Alternative Use of Lighthouses in Norway: Obligations and Positive Effects of Heritage Emphasis, 17th Conference International Association of Marine Aids to Navigation and Lighthouse Authorities – IALA-ASM, YouTube video: <IALA20100327_02_ArveDIMMEN_Alternative Use of Lighthouses in Norway>

Email Correspondence
Paul Bowering, Department of Fisheries and Oceans, email dated December 20, 2011, January 4, 2012, January 6, 2012

Derek Baggs, Department of Fisheries and Oceans, email dated January 24 and 25, 2012