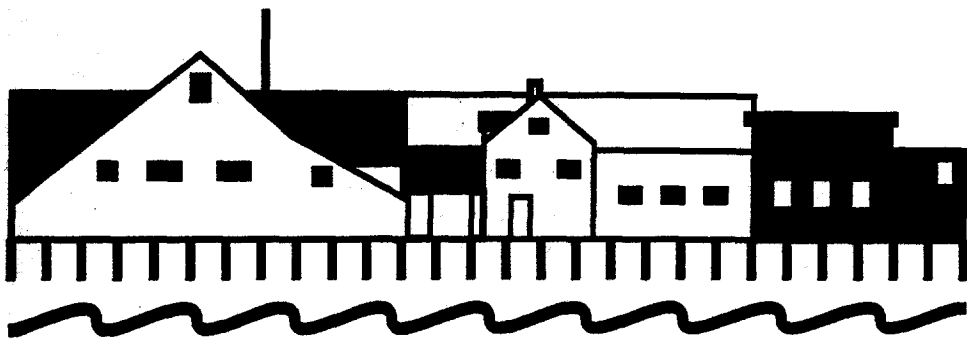


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A STRUCTURAL HISTORY
OF THE
GULF OF GEORGIA CANNERY
NATIONAL
HISTORIC SITE



Duncan Stacey, 1982

FC3814
G9
M37
1982

INTRODUCTION

Until the present the emphasis of historical research has been centered on the evolution of the processing and fishing technologies related to the site. Although this avenue of investigation is incomplete (especially in respect to herring technology 1939-82) a good basic overview is available and the author feels competent to produce a working paper on the historical development of the existing structures at the Gulf of Georgia. This temporary switch in research emphasis is necessitated by the knowledge that many of the site's structures are in danger of being removed, demolished, or irreparably altered due to local harbor construction by Small Craft Harbors. I don't pretend to be an architectural historian, but my understanding of the processing and fishing functions carried on within the site's buildings and structures offers insights into the hows and whys of the Gulf's structural changes in addition to identifying those changes. "Industry is dynamic; its monuments need to be studied with their use constantly in mind. The physical remains can be properly understood only by asking 'how' and 'why' as often as 'what'."¹

The existing structures at the Gulf can be divided into two basic groups by their function in the industrial process. The first group are structures involved in the actual processing of fish or fish products such as oil and meal. These structures are the main cannery/reduction building, the fresh fish house, the vitamin oil shed, and the fish oil tank platform. All these structures fall within the Parks Canada ownership zone.² The second group are structures not involved in the actual processing of fish or fish products but that provide storage and/or support functions to group one structures. Such structures are alleyways, front and rear docks, seine loft, gillnet

loft, soule meal sheds, drum shed, lead foundry, **watchman's** shed, fire equipment shed, and fish meal (cooling) warehouse. **The** drum shed, lead foundry, watchman's shed, fire **equipment** shed, and rear dock fall within the Parks Canada **ownership** zone, the alleyways and front dock into the letter of understanding zone, the seine loft into the agreement zone, and the soule meal sheds, **gillnet** loft, and fish meal (cooling) **warehouse** are under Small Craft Harbors' jurisdiction. ³

Due to the fact that major structural changes **occurred** to group one buildings while little if any **change** **occurred** to group two buildings and due to the fact that **group** one buildings all fall within Parks Canada ownership, the main section of this report **will** deal with group one structures. A brief **description** of the construction, function, and history of group two structures will, however, be found in the appendices, which are meant to be a working tool for department planners and interpreters who **may** need basic information about specific structures on the site.

PROCESSING STRUCTURES

Gulf of Georgia's existing (1982) processing structure¹ is made up of several parts. The main section, a frame building with a gabled roof, is 90 feet at its maximum width by 260 feet, with 9 foot walls. Twenty feet in from the wall it is 22 feet high, there is an 18 foot rise to the ridge, and it has a partial loft (originally a can loft). The south face of the building was built circa 1906 and is covered by a fish bin shelter. This 18' X 70' X 12' structure is comprised of three fish bins with eight foot walls and a roof section of composition roofing material.² The north addition built 1896-7 is a 70' X 60' gabled roof building and the southeast addition, or dryer building, is a combination of a 1948 40' X 85' one storey, gabled roof structure with 18 foot walls built on piles with a timber frame, asbestos siding and roofing and a 40' X 55' addition built in 1964 with 26' to 20' high flat roof with tar and gravel roofing. The whole structure is constructed on piles with 2 X 12 joists, 12 X 12 caps, 2" flooring, 8 X 10 posts, 2 X 8 rafters, 3 X 8" plates, and 1 X 6" roof strips.

Two other free standing buildings also exist: the vitamin oil refinery (or blending plant) built in 1940 and the ice/fresh fish (salmon) house built in 1943. The vitamin oil or blending plant³ is a 30' X 66' gabled roof frame building, set on piles with 100 feet of nine foot walk on two sides (part of this walk has been removed but the one along the south side still exists). This building is constructed of 12 X 12" caps, 2 X 12" joists, 2 X 6" frames, plank floors covered with shiplap and tongue and groove dropsiding over shiplap on the exterior walls, partitions and ceilings insulated

with sawdust shavings. The interior and exterior are painted and the roof is of-shingle construction. There are nine 10 X 14" double sash windows, lights, a 6 X 7 sliding batten door on square track and four 3' X 6' refrigerator doors. The function of this building was that of storage, refining, and blending of fish oils in the eight built-in tanks. The heavily insulated nature of this building is a result of its function. Fish oil must be kept cool to delay rancidity and to facilitate its refining. The ice house⁴ is a gabled roof frame building with 16 foot walls, 44 X 16' planking on its west side, 5 X 45' planking on the east side, and 5' to 12' X 27' planking at the front or south side, all set on piles. It has 12 X 12" caps, 3 X 12" joists, 3" decking, 2 X 6" frame, 1 X 6" drop siding, and shingle roof. There are also 10 X 40' set fish bins, an 18 X 28' double walled cold room (which caved in May 1982 due to piledriving activity), and storage in the 12 X 18' crusher (ice) room and 12 X 40' engine room. The function of this building was to supply ice to the company's fleet and as a trans-shipment and temporary holding and icing down area for fresh fish, mainly the salmon caught by the Gulf's local Fraser River gillnet fleet.

The original 1894 Gulf structure⁵ consisted of the existing main section (minus 50 feet which was added to its south end circa 1906) and a 59' X 133' frame structure 8'6" from the floor to wall plate with 17' rise to the ridge, which extended west of the original Gulf main section.⁶ The place where this gabled west wing, or gutting and fish receiving, structure connected to the main section is evident today in the broken roofline of the southwest side of the main

building. The maximum width of the main section was 71' as compared to its present maximum width of 90'.⁷ The original "L" shaped configuration is typical of early cannery structures of the West Coast. Such design was in direct response to the functional demands of the pre-1906 manual canning line where "machines" supplemented rather than replaced manual processes.⁸ Because the west wing functioned as a fish receiving shed and gutting shed it needed to be located far enough out into the river to enable vessels, fishboats and freighters, to load and discharge cargo at all stages of the tide and to allow fish offal from the gutting shed processes to be washed away by tidal action.

In 1396 or 1897 a 125' ~~wide~~⁹ (approximately) addition was constructed on the northeast corner of the main structure in response to the need to expand the original 1894 single canning line into a triple canning line.¹⁰ These extra lines fitted into the original structure, but they necessitated the addition of another boiler, extra retorts,¹¹ and more storage area for the finished product on the main floor. Empty cans were stored in the can loft or mezzanine area, but only a small number of the heavier filled cans could be kept there.

Around 1906 the main arm of the cannery structure was extended 50 feet southward.¹² This expansion was again in response to the demands of canning technology. With the introduction of the Iron Chink to the Gulf in 1906 the gutting shed or west wing was no longer needed for fish processing; a canning line employing an Iron Chink ran more efficiently in a straight line.¹³ Also, the earlier "deep water" requirements of canneries became less essential as time progressed and the windjammers with their deep draughts ceased to serve as carriers of cannery supplies and products.¹⁴

Between 1897 and 1911 approximately 50 feet was removed from the eastern end of the north addition,¹⁵ giving it its present (1982) dimensions. At present this shortening of the north addition can be accounted for only as a result of reconstruction of the **diking** system around the site¹⁶ and possible construction of a railroad spur line¹⁷ to the Gulf along the crest of this **diking** system¹⁸. After the shortening of the north addition most of its area was used as the China Eouse for the Gulf's Chinese contract cannery workers¹⁹ who were previously housed in a separate China **House** northwest of the main cannery complex..

30 major alterations occurred to the Gulf's structure after the early 1900's until 1927 and its acquisition by the Canadian Fishing Company.²⁰ In **that** year the west wing was physically separated from the main section by construction of a driveuay down the west wall of the main section.² The¹ isolation of the west wing from the main cannery and the fact that **its** original function as a gutting shed meant that it was in an exposed situation led to its destruction in an unusually vicious winter storm in 1932.²² Any gutting and frksh fish **holding** area experiences rapid structural deterioration due to the extensive use of fresh water in the gutting process, melt water from ice used in fish holding areas, and bacteria from fish and fish offal which accelerates dry rot, especially in wooden **struc**tures.²³ After the destruction of the western wing, a western dock or **platform** and fish holding bins were constructed between 1933 and 1937²⁴. The pilings for these structures **appear** to have been integrated into the construction of the seine loft **and** its wharf in 1939.²⁵

Renovation **of** the Gulf's original surviving main cannery structure and north addition in 1939/40 and construction of the

vitamin oil refinery in 1940,²⁶ the ice house in 1943,²⁷ the dryer room in 1948,²⁸ and its addition in 1964,²⁹ plus all post-1940 non-processing **structures** were erected in response to **demands** of processing technology (and **fishing** in the case of the **seine netloft**). Apart **from** the ice house, however, such demands arose not from **salmon** processing but **from** herring canning and reduction technologies.

The main **cannery reduction** structure was not only renovated in 1939.⁴⁰ but its southeast corner expanded 20 feet in 1942³⁰ to its **present maximum** width of 90 **feet**. This expansion was necessitated to house the original reduction plant's **machinery**. Also around 1940/41³¹ the **roofline** of the **north side of the** main structure was raised to its present **level to** accommodate an additional boiler. This expansion was minimal prior to 1948 because the "**new**" reduction **technology** was still a minor technique to **process** byproducts (oil and offal) of the dominant technology on the site, that of herring canning.

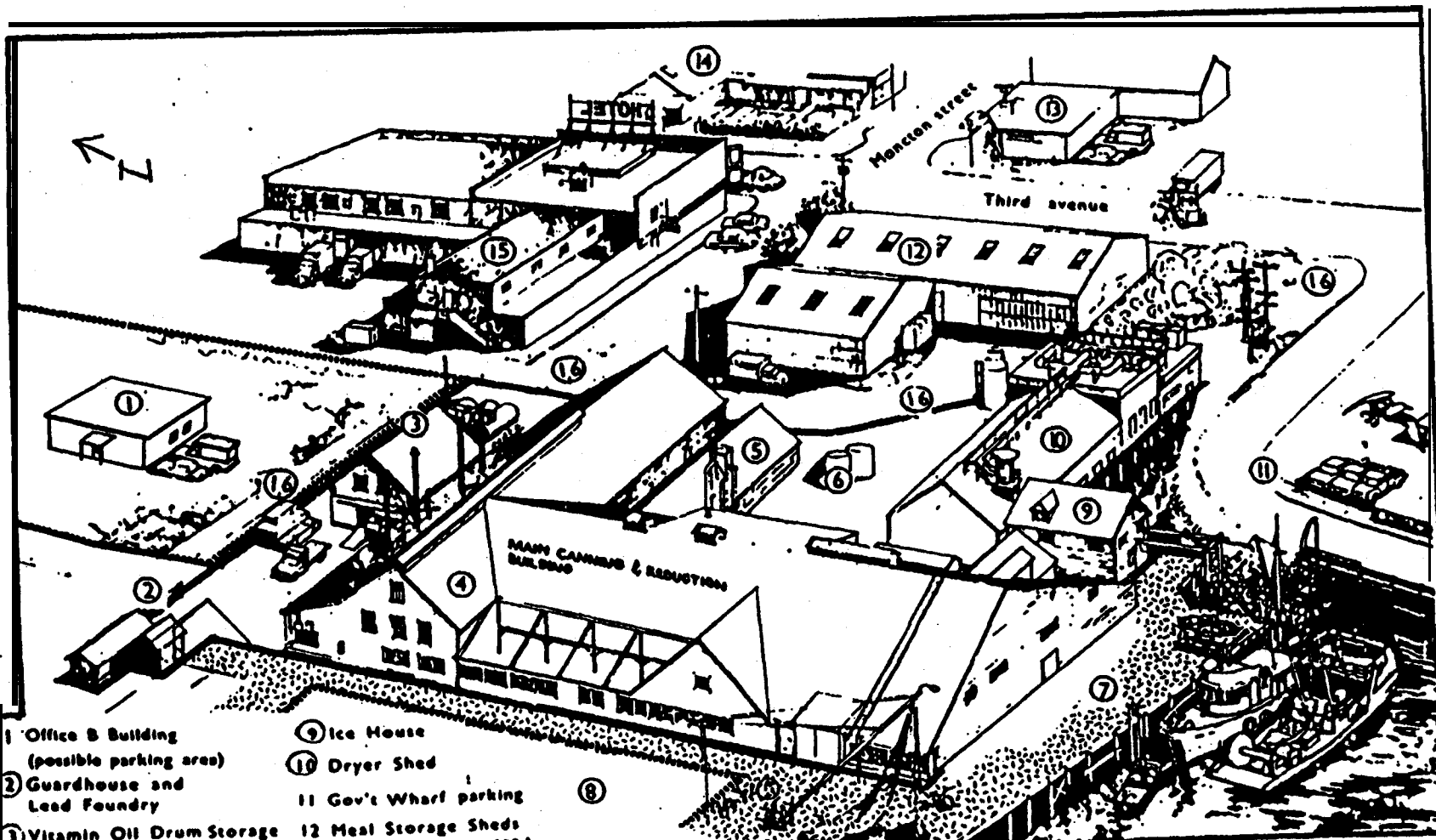
A fish oil tank storage platform was constructed in stages between 1940 and 1943³² in response to the **demands** created by these byproducts, however, specifically oil from both the herring **cannery** and reduction plant. This structure is presently (1982) a 50 X 55' planked area set on piles with 12 X 12" caps, 3 X 12" joists, and 3" decking³³ and lies on the eastern side of the main cannery building between the **vitamin oil plant** and the dryer room. Its northern end was built in 1940 to support four **tanks**,³⁴ its center in 1941 to facilitate four **more** tanks, and its southern end in 1943. This southern end originally held only one tank on its **western end** but at a later date two **more** tanks were added. **With** the exception of the two easterly (1940) tanks that belong to Parks Canada, the rest have been sold and **most** of them have been **removed**.

The closure of the herring cannery in 1948 due to a lack of markets coupled with the switch to strictly herring reduction technology and the resulting enlarged spacial requirement of this technology's machines (due to the larger size of reduction equipment and its demand for greater quantities of raw fish as compared to canning machinery) led to the construction of the dryer room and the external herring bins. The final structural additions to the main section occurred in 1956 when the east roofline was raised to its present level to accommodate the height of the evaporator unit³⁵ and in 1964 when the final extension was added to the dryer room. In the early 1970's a minor and final alteration was made to the Gulf's original cannery structure: a large sliding door was built into the southwest side of the building. Its function was to allow offal from the herring roe fishery as well as general cannery offal from other Canadian Fishing Company processing plants to be dumped by truck directly onto the reduction holding or receiving area.

Few internal structural changes to the remaining original salmon canning structure are evident. Here and there false walls have been erected to separate working areas and facilitate staff lunch and changing rooms. Parts of the original can loft have been removed to facilitate the reduction processes and its raw fish feed system. The boiler room, however, has been totally enclosed due to modern fire regulations; as this is a recent rather than historic area it is suggested that said structure should be removed. Such action will provide a traditional view of the boilers which in themselves are fine examples of industrial technology dating to 1923 and 1941.

Although this is only a working paper it is hoped that the evidence presented illustrates a basic theme--that structural changes

in industrial buildings are in many cases directly related to changes in processing technology. Investigating the "hows" and "whys" of processing technology as well as the "what" provides essential clues to structural changes of the buildings which house these machines and processes. If any conclusion can be drawn out of this approach it is that virtually 311 major structural change to the Gulf of Georgia has been in direct response to the demands of the state and type of processing technology at a given time. One major exception to this conclusion is the shortening of the north addition to accommodate the reconstruction of the diking system. As long as canning was the major technology (189k-1339) the structure of the building remained traditional because it was built to house such 3 process. Structural changes of this period were merely in response to duplication of canning lines and modernization of these lines. After 1939 major structural changes were to accommodate the "new" technology of the reduction process, whose machines are far longer and bigger than those of salmon and herring canning.



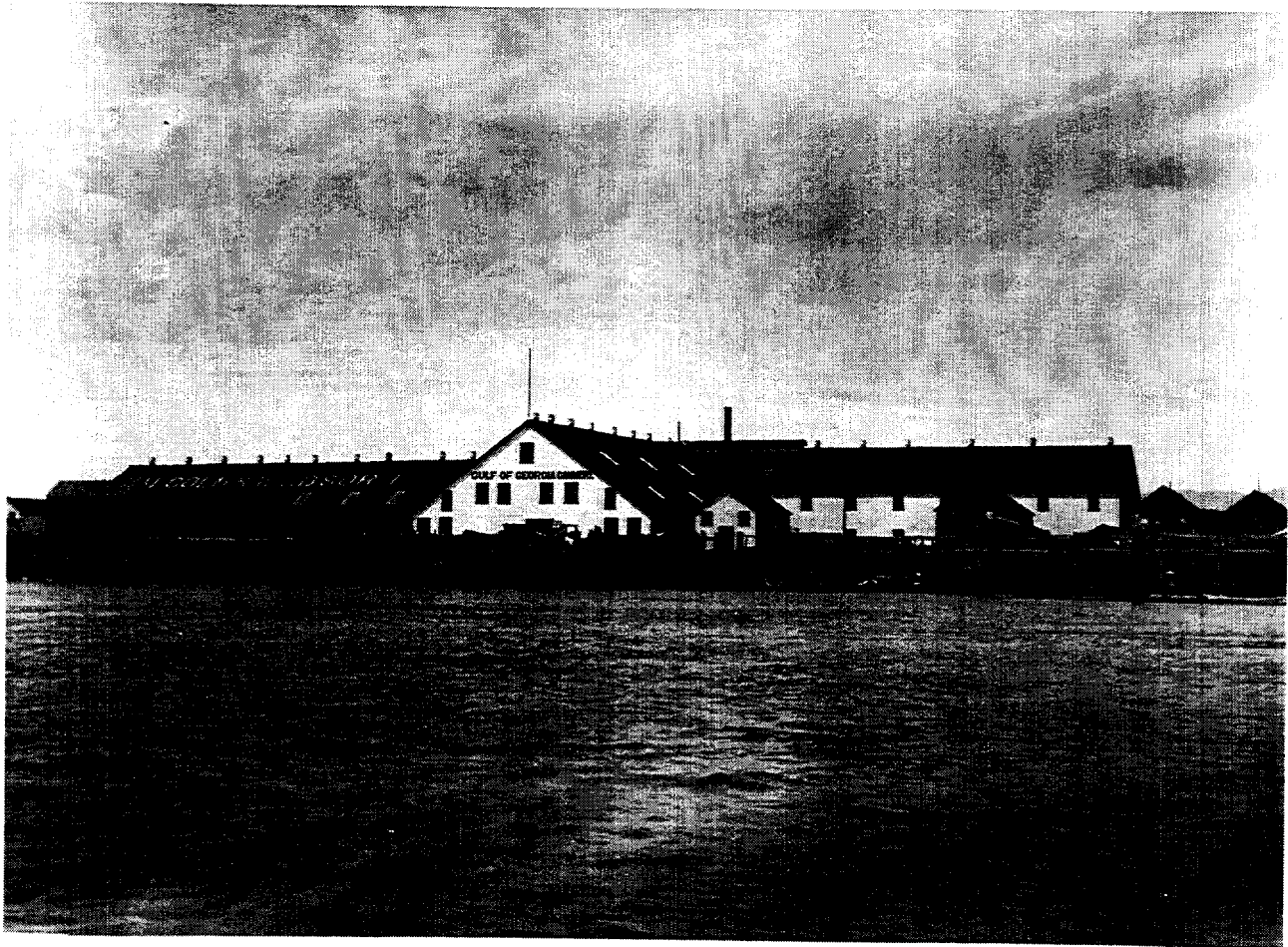
- 1 Office B Building
(possible parking area)
- 2 Guardhouse and
Lead Foundry
- 3 Vitamin Oil Drum Storage
(currently Cantisco storage)
- 4 Canning and Reduction
Building
(currently Cantisco storage)
- 5 Vitamin Oil Shed
- 6 Fish Oil Tanks
- 7 Wharf (joint agreement
for rehabilitation)
- 8 Cantisco Stone loft
- 9 Ice House
- 10 Dryer Shed
- 11 Gov't Wharf parking
- 12 Meal Storage Sheds
(demolition due 1988)
- 13 Commercial
- 14 Lumber Yard
- 15 Seaveston Hotel
- 16 Historic Dyke
(future public foot path)

GULF OF GEORGIA CANNERY PRECINCT



NORTH SIDE OF THE MAIN CANNERY BUILDING, JULY 1900.

PHOTO SOURCE: VANCOUVER CITY ARCHIVES:



SOUTH SIDE OF THE MAIN CANNERY BUILDING, WEST WING ON LEFT AND
NORTH ADDITION ON RIGHT, **CIRCA 1900.**

PHOTO SOURCE: VANCOUVER CITY ARCHIVES



EAST SIDE OF THE MAIN CANNERY BUILDING AFTER 1918 STEVESTON FIRE.

PHOTO SOURCE: HAROLD STEVES COLLECTION



NORTH SIDE OF THE MAIN **CANNERY** BUILDING, WEST WING ON RIGHT AND
NORTH ADDITION **ON** LEFT, 1926-1930.

PHOTO SOURCE: CANADIAN FISHING COMPANY APPRAISEMENT OF THE **GULF**
OF **GEORGIA** PLANT, **STEVESTON, B.C.**, 1926, 1928, 1930.



WEST SIDE OF THE MAIN CANNERY BUILDING, WEST WING ON RIGHT, 1926-30.

PHOTO SOURCE: CANADIAN FISHING COMPANY APPRAISEMENT OF THE GULF
OF GEORGIA PLANT, STEVESTON, B.C., 1926, 1928, 1930.



WEST SIDE OF MAIN CANNERY BUILDING; REMAINS OF WEST WING WHERE IT
JOINED **THE** MAIN CANNERY ON THE RIGHT, 1939.

PHOTO SOURCE: DICK JACK

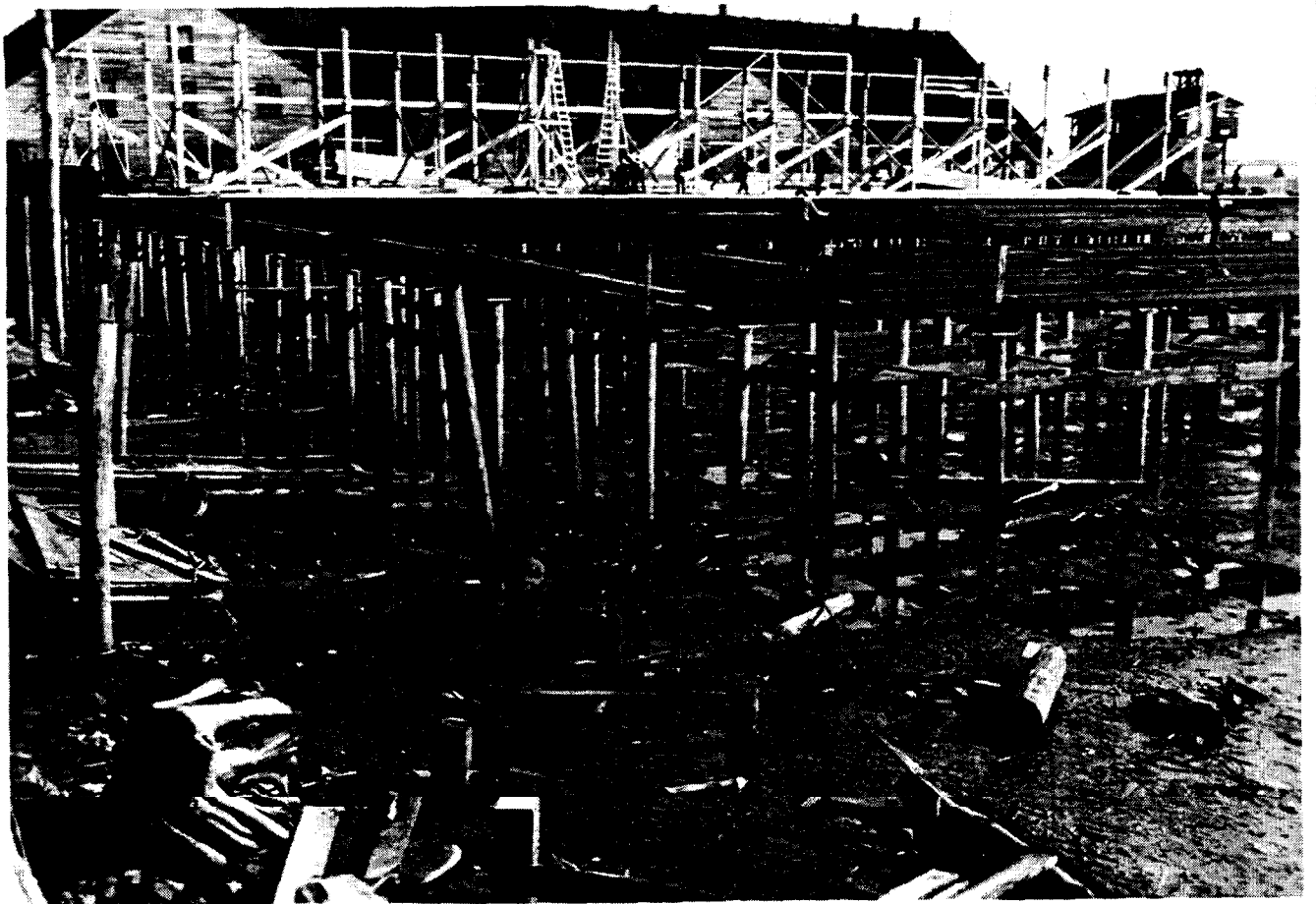


WEST SIDE OF THE MAIN CANNERY BUILDING. CIRCA 1906, ADDITION TO
THE FRONT OF THE CANNERY IS EVIDENT RIGHT OF THE BUTT OF THE WEST
WING, 1939.

PHOTO SOURCE: DICK JACK



Main driveway along west side of cannery building and east-west driveway on left side of both photos. February 1939.



WEST SIDE OF THE &IN **CANNERY** BUILDING, FISH BINS ON RIGHT, 1939.

PHOTO SOURCE: DICK JACK



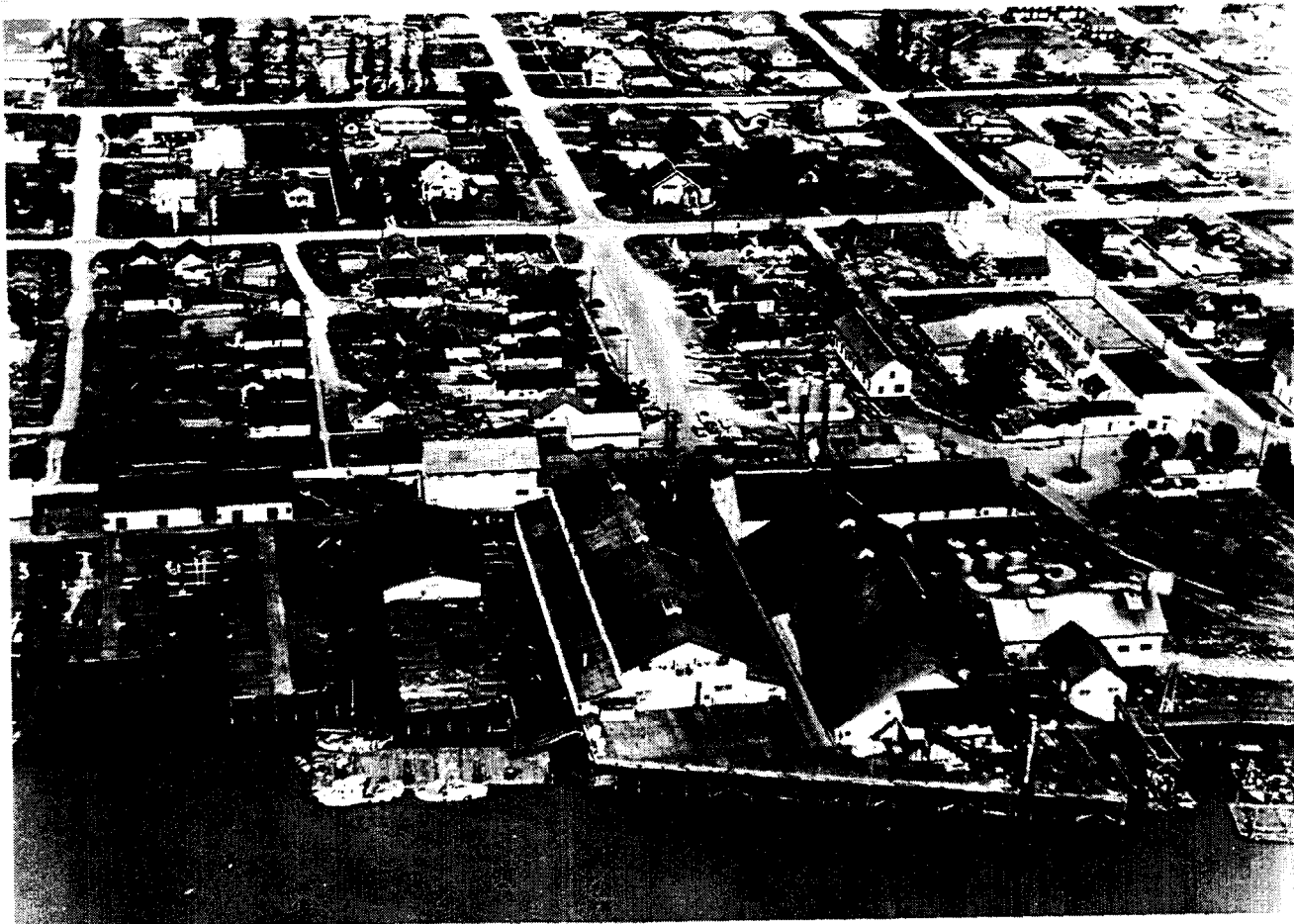
FRONT OF MAIN CANNERY BUILDING, 1939. FISH BINS ON RIGHT **REMOVED** IN
1939 TO ACCOMODATE THE CONSTRUCTION OF THE SEINE LOFT'S FRONT DOCK.

PHOTO SOURCE: DICK JACK



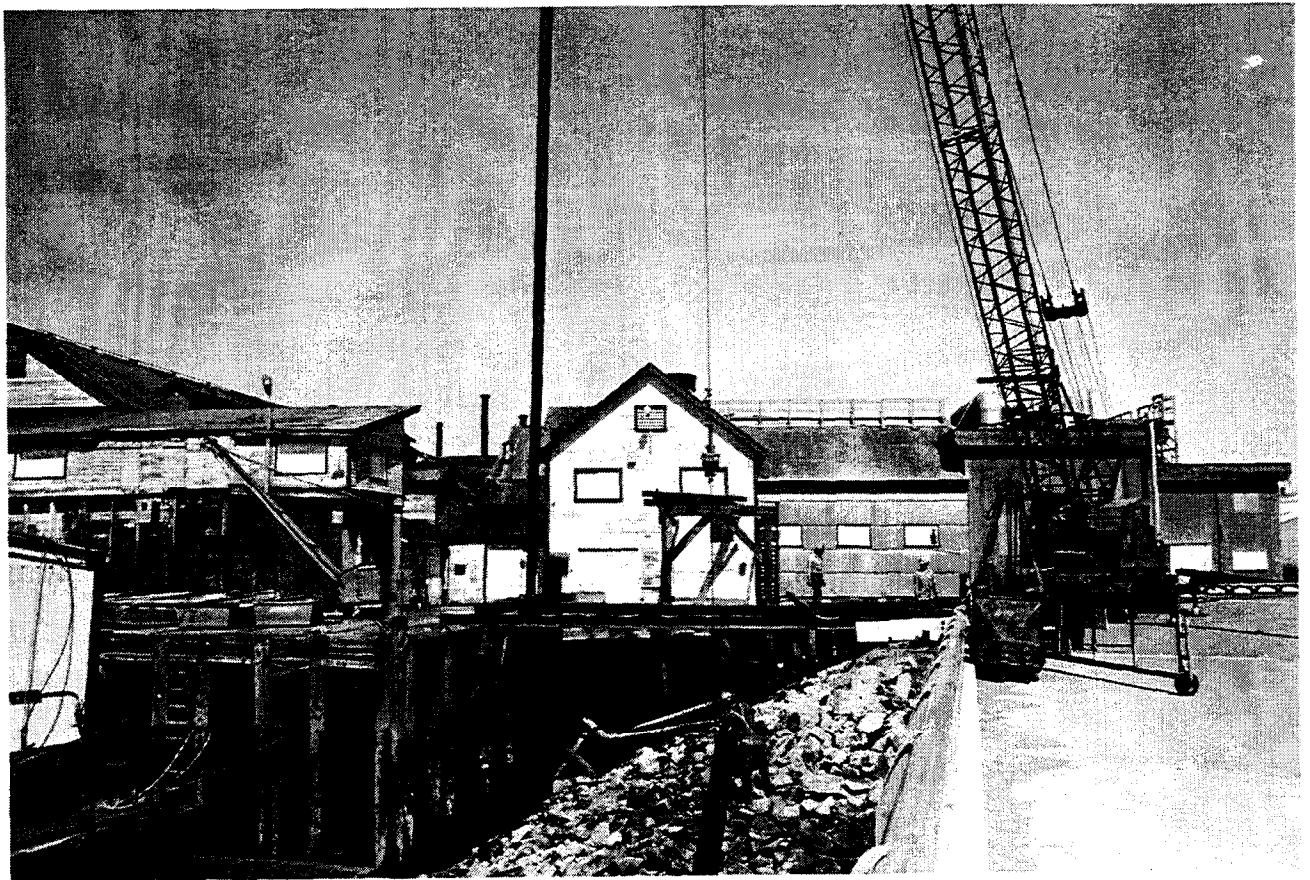
GULF OF GEORGIA AND SURROUNDING AREA, 1951-1964.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT



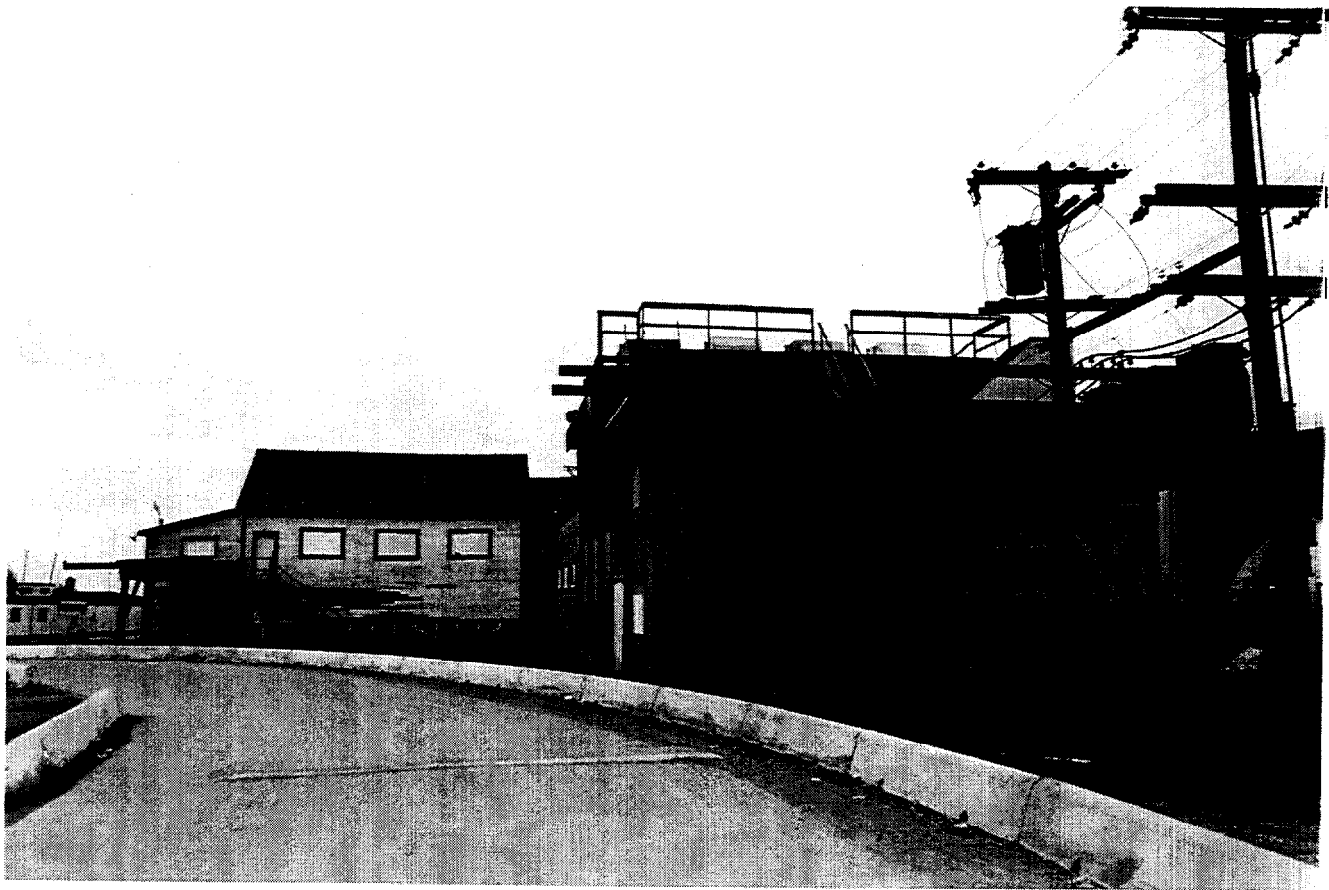
GULF OF GEORGIA'SITE; 1948-1951. DRIER ROOM ON RIGHT BUILT IN 1948.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT.



SOUTH SIDE OF DRIER ROOM IN BACK RIGHT WITH ICE HOUSE IN FRONT AND
SMALL CRAFT HARBORS PIER ON RIGHT, 1982.

PHOTO SOURCE: DUNCAN STACEY ,



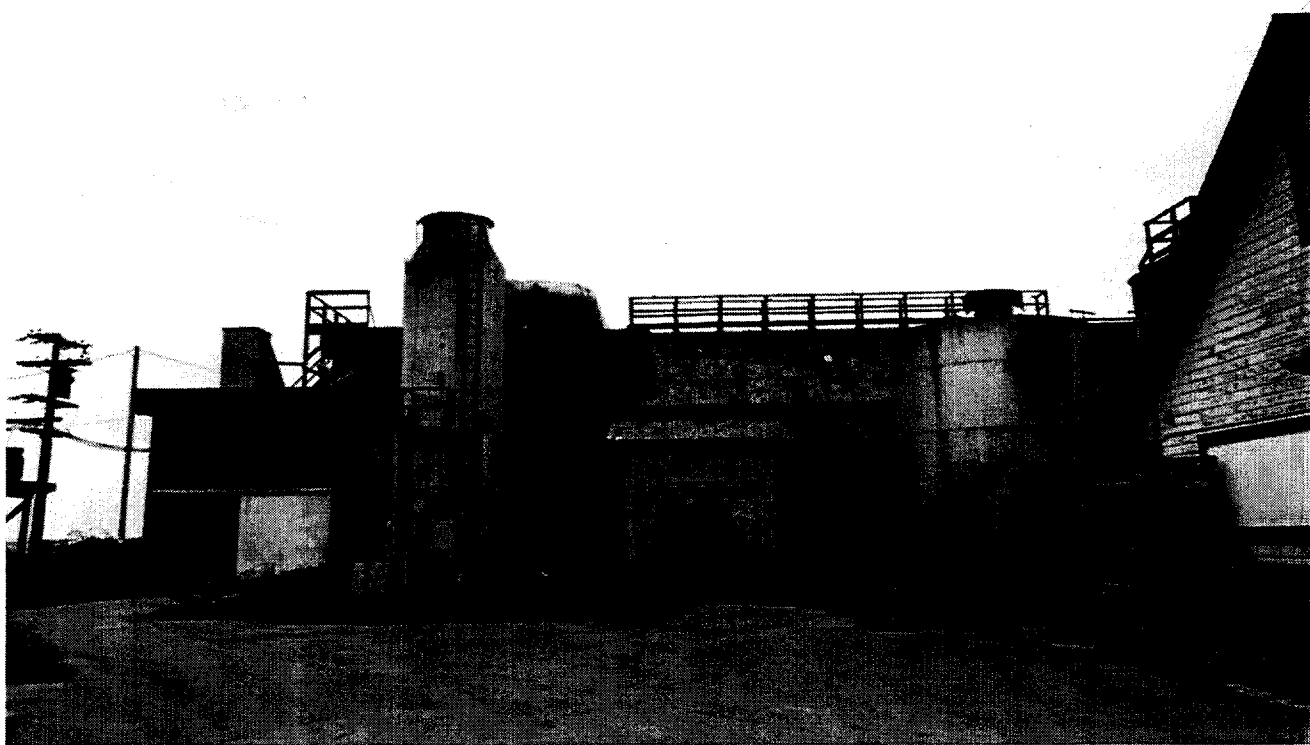
EAST SIDE OF DRIER ROOM ON RIGHT AND ICE HOUSE ON LEFT, 1982.

PHOTO SOURCE: DUNCAN STACEY



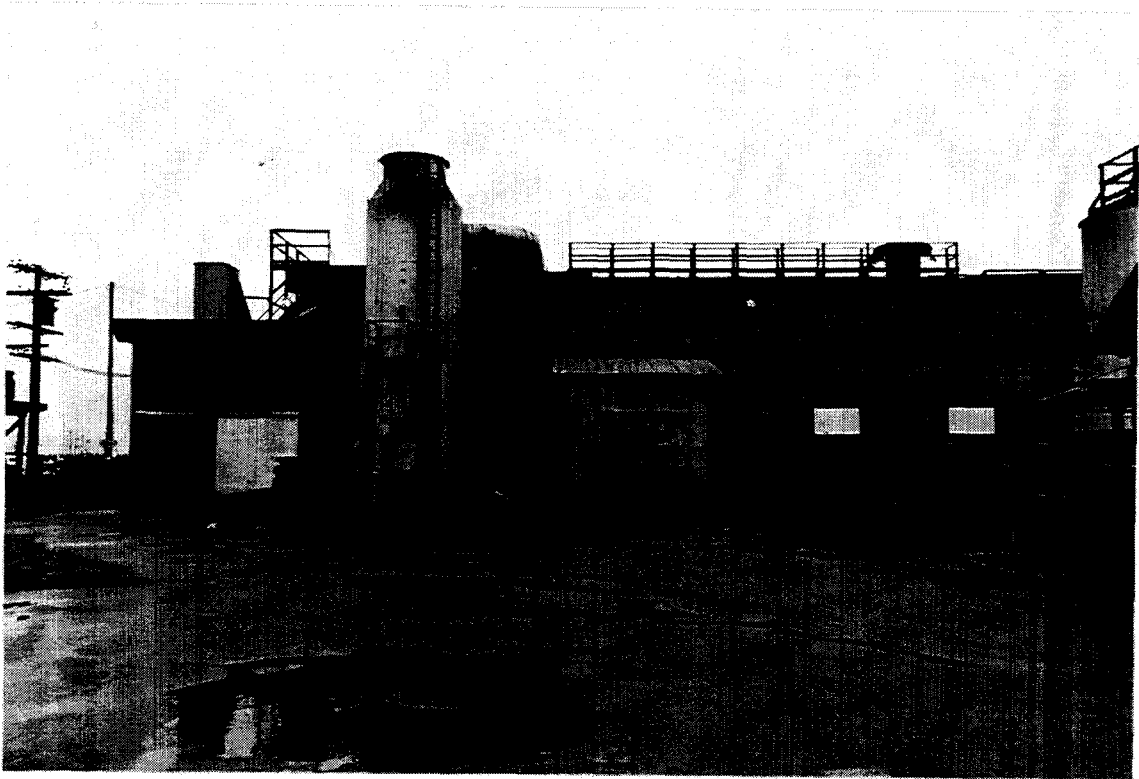
EASTERN SIDE OF GULF OF GEORGIA. LEFT TO RIGHT: DRIER ROOM, VITAMIN
OIL TANKS, VITAMIN OIL PLANT, NORTH ADDITION. NOTE. RAILWAY SPUR
ALONG TOP OF **DIKE** HAS BEEN REMOVED; IT AND THE DIKE WERE CONSTRUCTED
CIRCA 1906. 1980 PHOTO.

PHOTO SOURCE: DUNCAN STACEY



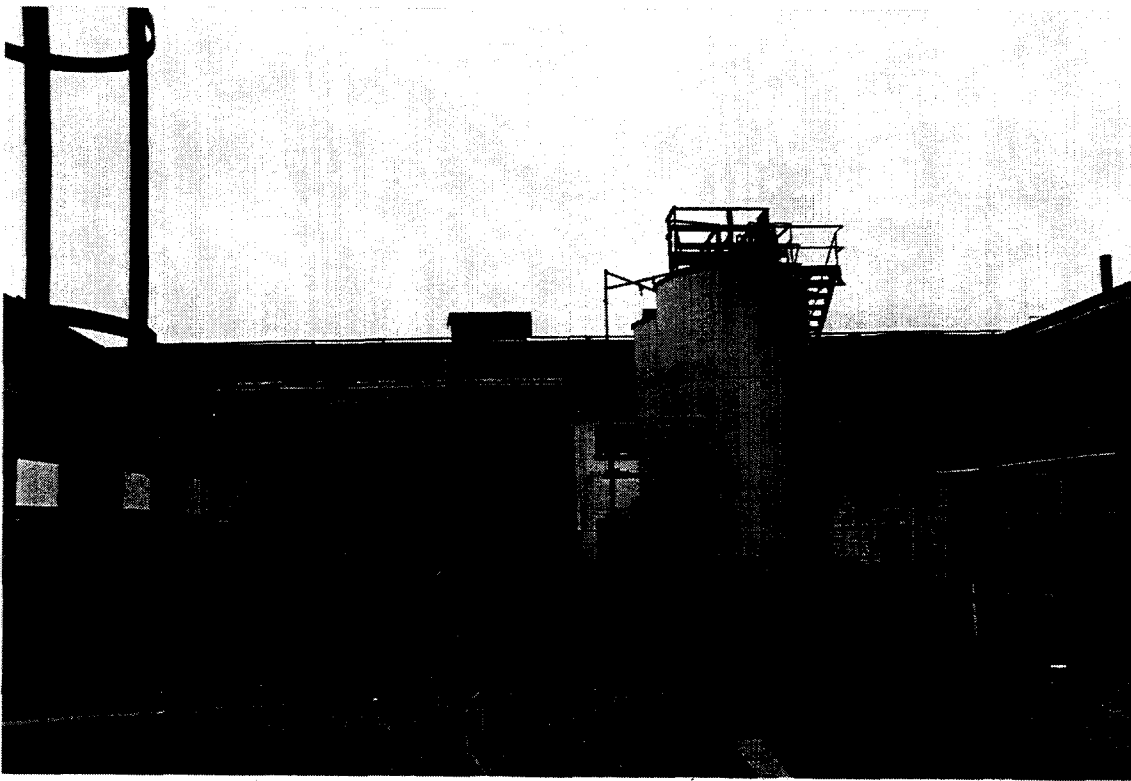
NORTH SIDE OF DRIER ROOM, 1982. ORIGINAL (1948) DRIER ROOM ON RIGHT
AND 1964 EXTENSION ON LEFT.

PHOTO SOURCE: DUNCAN STACEY



Dryer room and Peabody Odor Control Unit, called "Buster's **Stinkeroo**"
after its designer. January 1983.

Photo source: Duncan **Stacey**



Fish oil tank storage platform, main cannery in background, (white) **roofline** raised in 1956 to **accomodate** evaporator unit; dryer room on left, vitamin oil plant on right. Remaining tanks are Parks Canada **property**. January 1983.

Photo source: Duncan **Stacey**



VITAMIN OIL PLANT EAST SIDE, NORTH ADDITION ON RIGHT **AND** MAIN
SECTION OF ORIGINAL CANNERY IN BACKGROUND, 1982.

PHOTO SOURCE: DUNCAN STACEY



Vitamin oil plant with fish oil tanks (two acquired by Parks Canada).
January 1983.

Photo source: Duncan **Stacey**



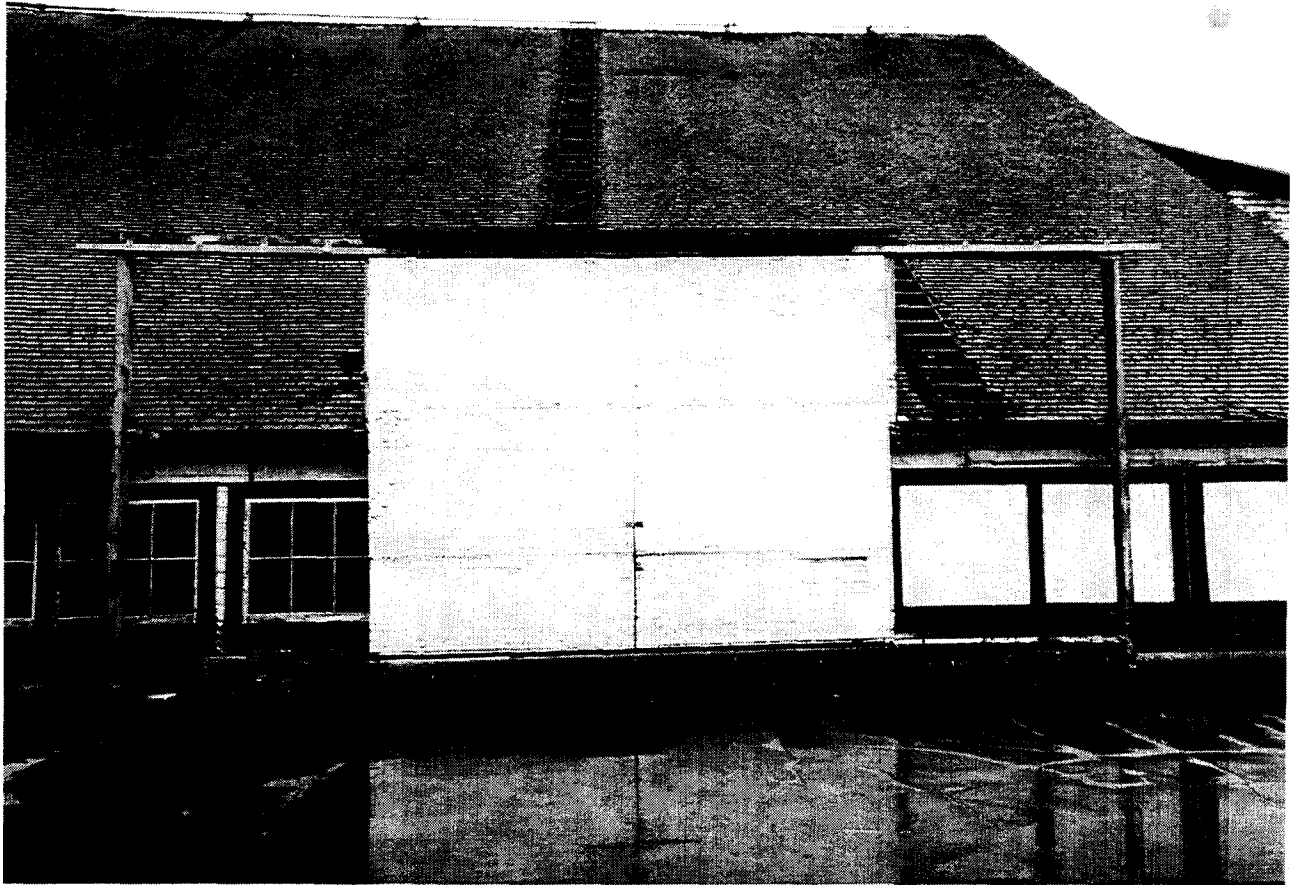
EASTERN SIDE OF NORTH ADDITION ON RIGHT; VITAMIN OIL PLANT ON LEFT.

PHOTO SOURCE: DUNCAN **STACEY**



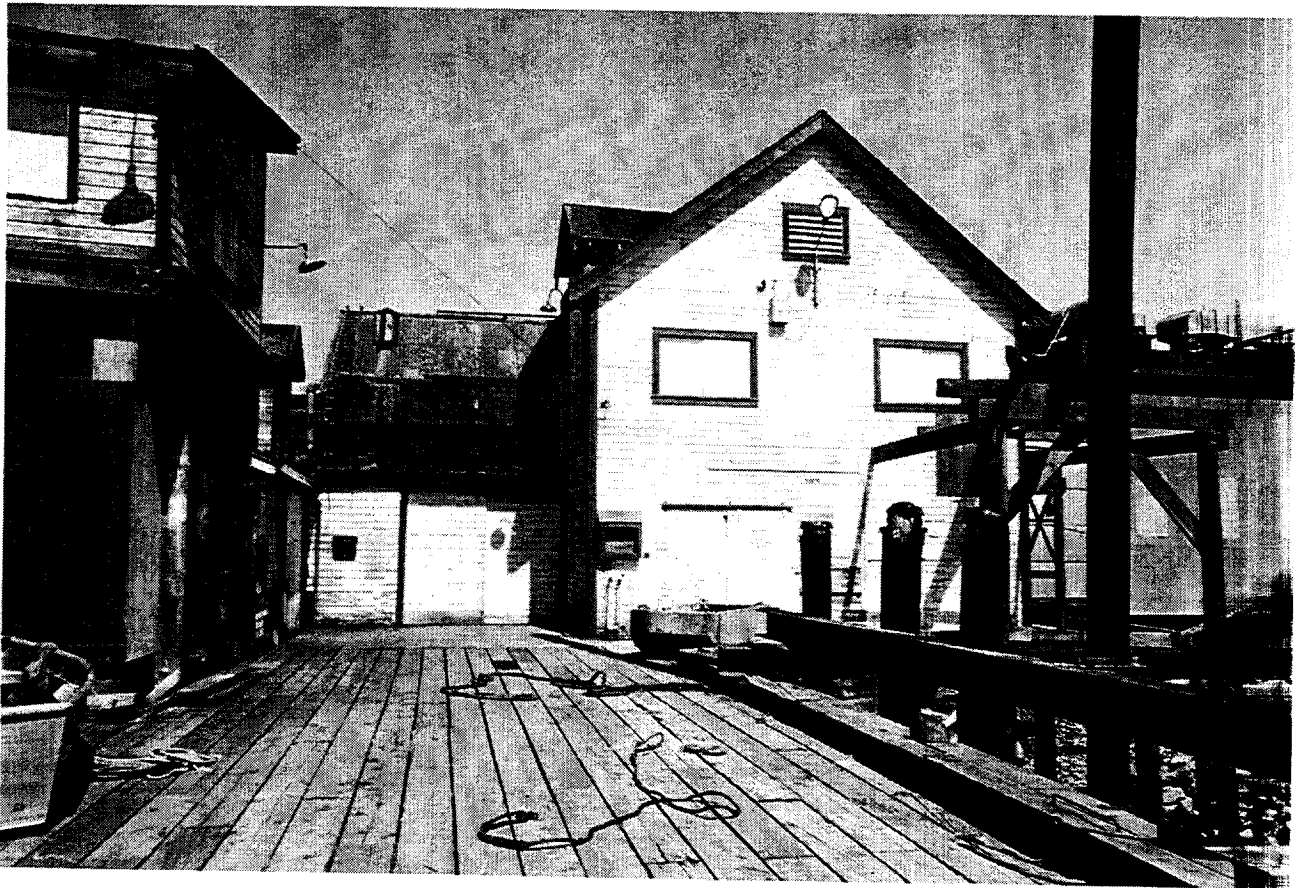
MAIN DRIVEWAY LOOKING NORTH FROM THE FRONT DOCK. WEST SIDE OF MAIN
CANNERY BUILDING ON THE RIGHT AND SEINE LOFT ON LEFT. NOTE CEMENT
SURFACE OF SEINE LOFT'S DOCK COMPARED TO PLANKED SURFACES' OF CANNERY
FRONT DOCK. 1982 PHOTO.

PHOTO SOURCE: DUNCAN STACEY



Sliding door, in southwest corner of the main cannery structure, **built** in the early **1970's** to facilitate trucks unloading cannery offal at the feed end of the reduction plant. **If** the **1927** canning line is installed, this door should be removed and the **roofline** returned to its original level, as the interior of the southwest corner housed the **1906-1930** fish house or gutting area for the salmon canning line.

Photo source: Duncan **Stacey**



ICE HOUSE AND HERRING BINS ON LEFT, DRIER ROOM EXTENSION ON RIGHT,
1982.

PHOTO SOURCE: DUNCAN STA'CEY



SOUTHEAST CORNER OF SITE; LEFT TO RIGHT: FRONT DOCK, **HERRING BINS,**
MAIN CANNERY BUILDING, ICE HOUSE.

PHOTO SOURCE: DUNCAN STACEY



SOUTHWEST CORNER OF MAIN CANNERY, **1982**. **LEFT** TO RIGHT: MAIN CANNERY BUILDINGS, HERRING BINS, AND FRONT DOCK. ON THE FAR RIGHT IS **CAMP 50**, A FLOATING FISH CAMP.

PHOTO SOURCE: DUNCAN STACEY



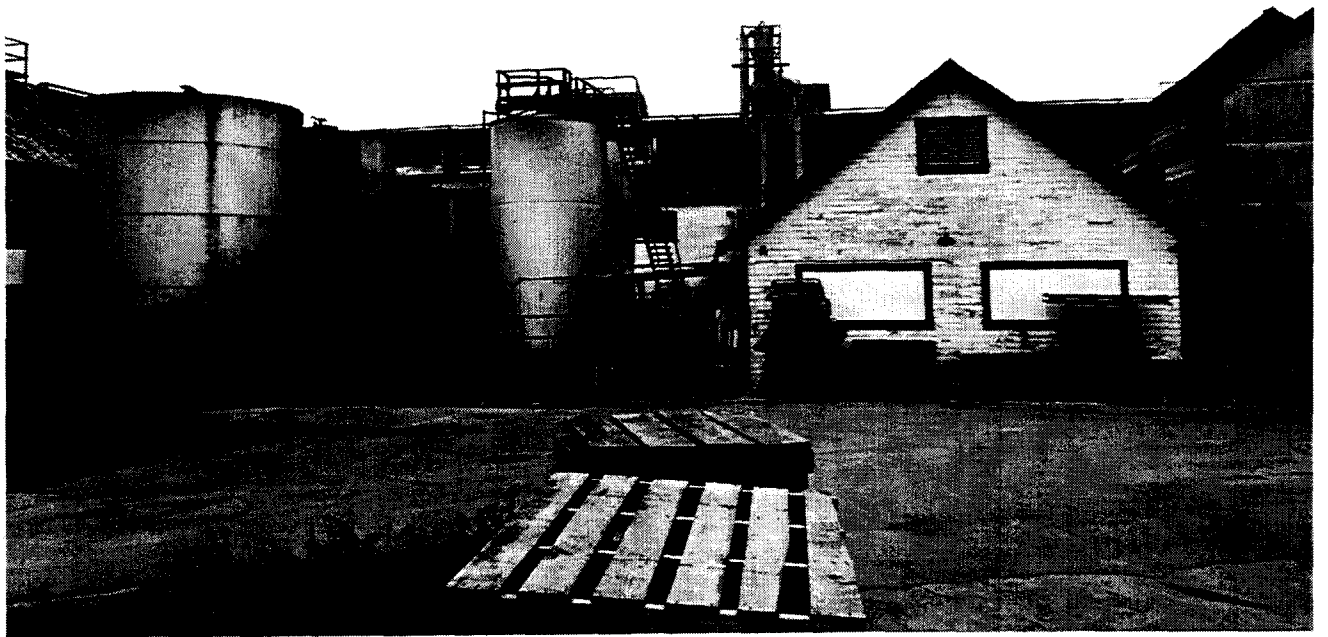
SOUTH SIDE OF MAIN **CANNERY** BUILDING, 1982. HERRING BINS WITH ORIGINAL (CIRCA 1906) SOUTH FACE IN BACK.

PHOTO SOURCE: DUNCAN STA-CEY



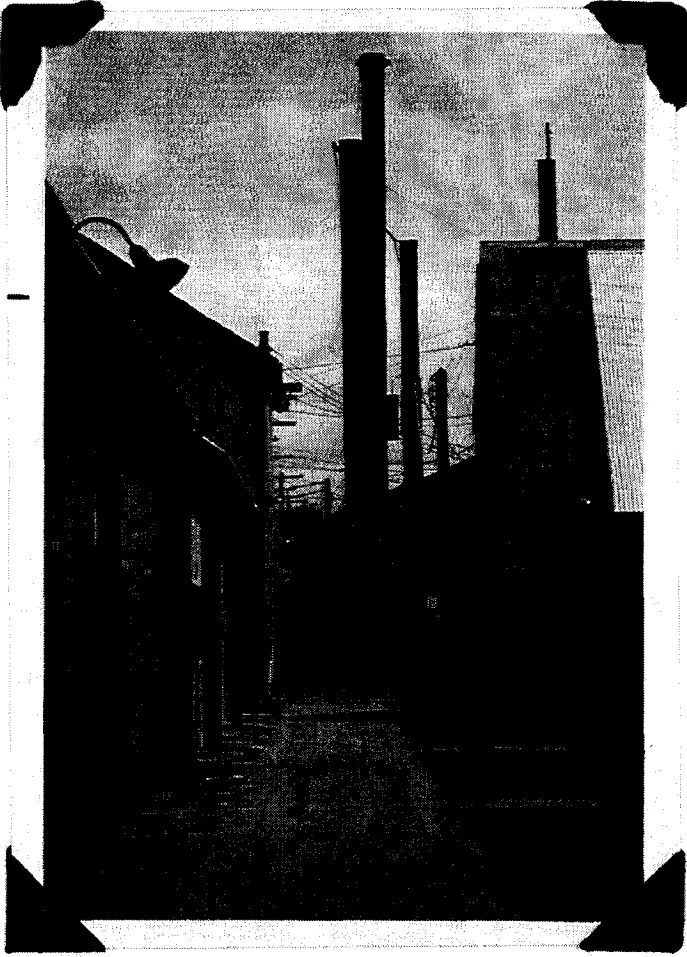
NORTHWEST CORNER OF MAIN CANNERY BUILDING, DRUM SHED ON LEFT, 1982.

PHOTO SOURCE: DUNCAN **STACEY**



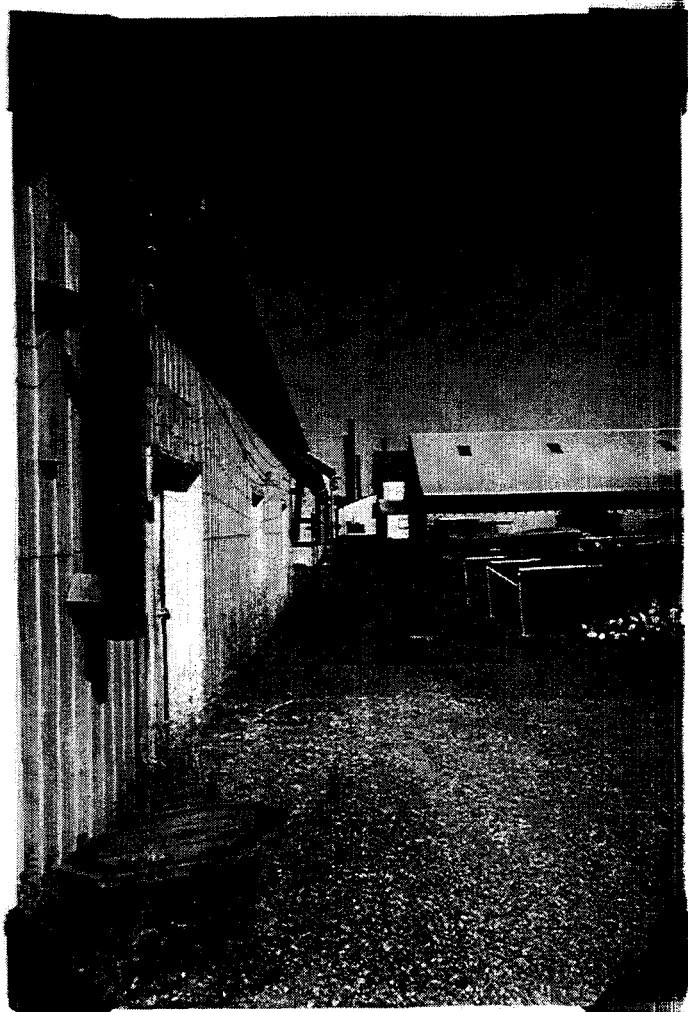
VITAMIN OIL WHARF AND TANKS ON LEFT; VITAMIN OIL PLANT ON RIGHT.
ORIGINAL MAIN CANNERY STRUCTURE IN BACKGROUND, DRIER ROOM ON FAR
LEFT AND NORTH ADDITION ON FAR RIGHT. 1976

PHOTO SOURCE: DUNCAN STACEY



Traditional view of east-west
driveway, circa 1978.

East-west driveway after land-
fill, 1982.



APPENDICES

The purpose of these appendices is to provide basic information about the existing "group **two**" structures at Gulf of Georgia, those not involved in the actual processing of fish or fish products. Appendix #1 deals with the front dock, Appendix **#2** deals with the alleyways, and Appendix **#3** is about support buildings such as netlofts, storage warehouses, the guard shed, and the lead foundry.

APPENDIX #1

GULF OF GEORGIA'S FRONT WHARF, 1894-1982

The Gulf of Georgia's front wharf is located along the southern end of the National Historic Site. Between its original construction in 1894 and about 1906¹ it ran parallel² to the entire south face of the building, with an unstaggered width estimated to be 20 to 30 feet. It functioned as a fresh fish receiving wharf, as a loading and unloading area for cannery supplies and filled cans, and as a boat storage and bluestone tank holding area. Circa 1906 and definitely by 1911 the front wharf was extended further out into the river (southward) and changed its frontage angle from parallel to the entire south face to a slightly southwest angle further out into the river at its western (**downriver**) end. This alteration was made necessary by the addition of fifty feet to the south face of the main section of the site and a cluster of buildings attached to the south face of the west wing between 1894 and 1911. Unlike the 1894 configuration, this new front wharf was not an equal width in its whole length as the southwest corner had a deep indentation giving the new wharf a staggered configuration.⁴

Between the early 1900's and the mid-1920's there is no apparent change in the front wharf's configuration or location.⁵ Major renovation⁶ and construction⁷ did occur, however, with the 1927 purchase of the Gulf by the Canadian Fishing Company.⁸ Various entries in the 1927 Daily Journal prove that the front wharf was recapped, piled, **corbaled**,⁹ fendered,¹⁰ **joisted**, and decked.¹¹ On the front wharf¹² a new structure, the fish bins,¹³ was constructed costing \$1,092.52.¹⁴ As no plans have been located for the 1927-1935 period the configuration of the front wharf during this time is unknown.

In 1932 much of the Gulf's front dock fell into the river with the west wing during a bad winter storm.¹⁵ It also appears that the

The Gulf has two existing driveways. **The main** one runs **north-** south between the west side of the main cannery building and the **east** side of the seine loft. This main driveway provides direct access from the foot of Fourth Avenue to the front dock. Today (1982) it enables vehicle traffic (trucks, cars, and forklifts) to load **or** unload nets and supplies on the front dock and it provides access between the seine loft's southern entrance and the cannery building's main vehicular entrance which faces Fourth Avenue. Since its original construction in 1927 it has enabled supplies of ice from **Home** Plant in **Vancouver** to be delivered to the icehouse and fresh fish to be picked up from the front dock storage areas by truck for delivery to other locations.

The other driveway joins the main driveway at the northwest **corner of** the main cannery building and runs west between the **north side** of the seine loft and the south side of **the gillnet** loft. The function of this second driveway since its construction in 1939/40 has been to provide direct vehicular access to net racks, docks, marine grids, and storage sheds west or downriver of the seine loft. It also provides direct access to the north end of the seine loft and the **gillnet** loft.

North and south accesses are essential to the maintenance of the **seine** loft as a viable economic operation because they allow easy movement to and from seine gear storage areas in and outside the Gulf of Georgia property. Due to the type of work being conducted in the seine loft it is often feasible to utilize only one of the two main doors at a given time as nets being **moved** **or** worked on may block the use of one **or** the other exits. This is especially true when vessels are loading or unloading their seines. The continued activity of the **seine loft** is desirable for the site to provide continuation of the traditional fishing environment. The seine loft and its related activities are the last major fishing function remaining on the site (apart from a one-man blending operation in the vitamin oil area of the main cannery building).

fish bins were destroyed by the storm as new ones were constructed in 1935 at a cost of **\$1,914.74**.¹⁶ Such expenditure during the great depression would have been economically justified only by the destruction of the 1927 fish bins.¹⁷ **Some** wharf construction would necessarily have accompanied the 1935 fish bin construction southwest of the main cannery building.¹⁸ The configuration of this wharf and the fish bins are evident in the 1937 and 1938 Gulf plans and in the **1939** photo collection of Dick Jack.¹⁹

The front wharf's final major construction and reconstruction period occurred between 1939 and **1944**. In conjunction with the **1939** construction of the seine loft, the seine loft's part of the front wharf was built integrating the pilings which held the fish bins.²⁰ In 1942 the **"old"** section of the front dock along the south face of the cannery building was reconstructed and enlarged to the south to facilitate the marine leg unloading system and to the east to allow for vehicular²¹ access to the **"new"** ice storage and fresh fish building constructed in **1943**.²² In **1944** the seine loft portion of the front wharf was extended south to line up with the south face of the cannery's front wharf face. No change is evident in the configuration **or** construction of the front wharf from **1944** to today (1982) although in front of the seine loft the traditional wooden decking was replaced with smooth cement in the late **1970's**²³ to facilitate seine net loading and unloading.

During 1939/40 the introduction of herring canning and reduction processing technologies at the site led to the construction of the seine loft, net racks, **gillnet** loft, and the reconstruction of the main cannery building. At this time the east-west driveway between the seine loft and the **gillnet** loft was constructed and it is possible that the main driveway was reconstructed.

The Gulf of Georgia net loft facilities were constructed for the following reason: "to attract capable fishermen to our operation we must be prepared to offer them better facilities for the care and storage of their gear and to provide safe mooring of their boats . . . In other sections of the river we provide no facilities whatever, and as a result competitors with idle plants offering the necessary service are able to gain or hold the better **fishermen.**"⁸

The east-west driveway between the seine loft (built in 1939) and the **gillnet** loft (built in 1940) was constructed early in 1939 in conjunction with the seine loft. Pilings for this driveway, the seine loft, and the western **netracks** were driven prior to **March 1939.**⁹

Materials for the east-west driveway were as follows¹⁰:

Jan 14. 1939

Gulf of Georgia Cannery

Material for Driveway along new bldg.

26	pcs.	12 x 12 - 12'	- S1S #1	Con.	Caps
35	"	4 x 12 - 22'	- SIE	"	Joists
35	"	4 x 12 - 32'	- SIE	"	"
250	"	4 x 12" - 12'	- SISIE	"	xxxx Deck
500	lin. ft.	8 x 8 - 20' to 30'		Rough	- GUARD

2	pcs.	1 x 10 - 22'	S4S - #1	Corn.
2	pcs.	1 x 10 - 20'	"	"
4	"	1x10-18'	"	"
8	"	1 x 6 - 32'	"	"
6	"	1 x 2 - 18'	"	"
200	lineal	2 x 8 -	SISIE	"
2	pcs.	1 x 6 - 14'	S4S	"
4	"	1 x 4 - 10'	"	"
2	"	1 x 12 - 22'	"	"

Templates **for** Trusses, rafters, etc. Also for "straight edges."

Construction Characteristics and Material of the Front Dock, 1940
to 1982²⁴

South of Main Building, a 50' to 58' wharf, constructed on piles.
240'

Piling: 40 Fender piles av. 35"

16 Mooring piles av. 40'

5 Bollards

Timber Construction: 8040'

lin. ft. caps av. 10x12"

7818 lin. ft. 2X12" joists

16,836' 2" plank decking

1609' rail

104 lin ft. 1X4" guard stop

34407' lumber, av. per M



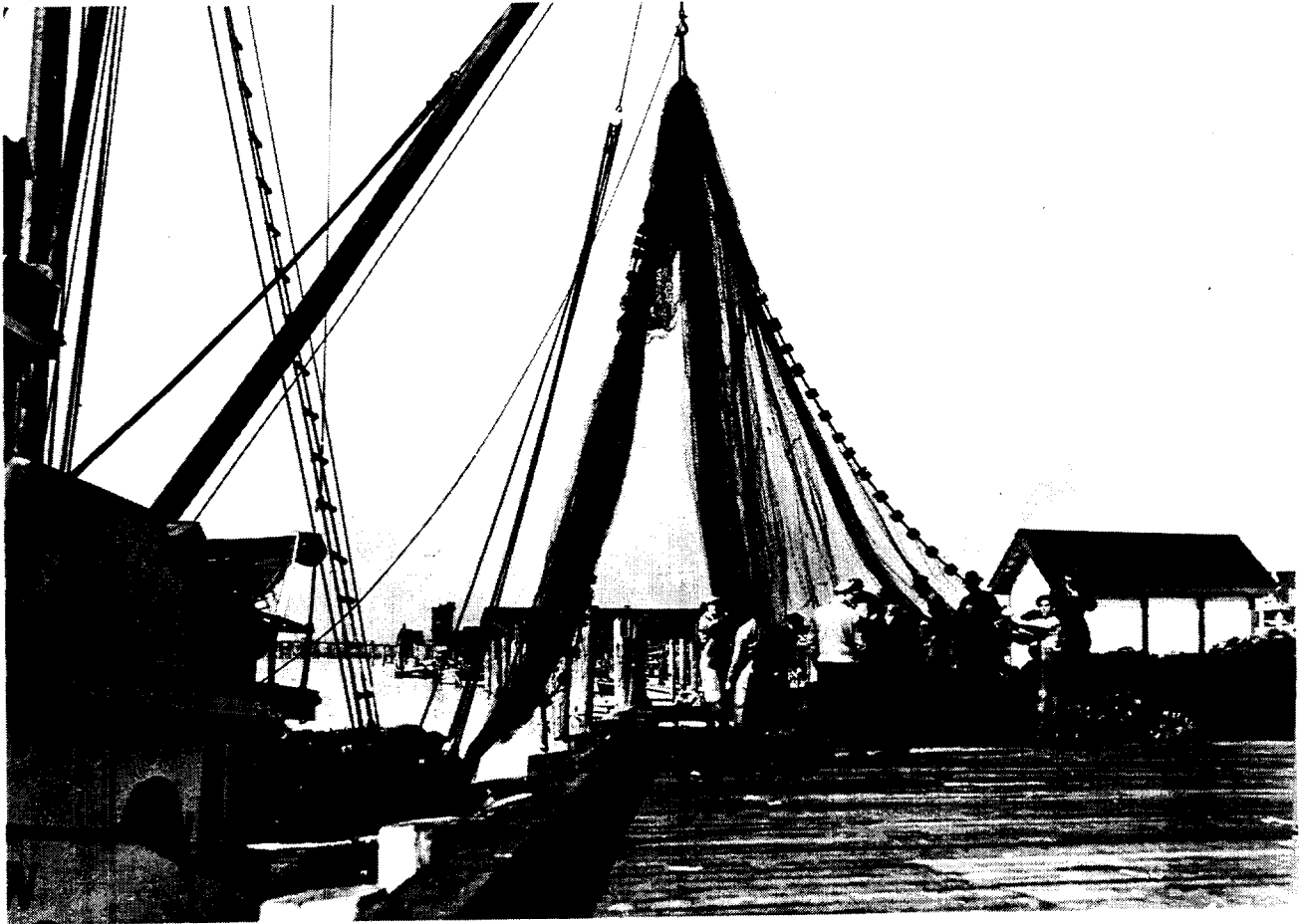
FRONT DOCK OF THE MAIN CANNERY, 1900.

PHOTO SOURCE: PUBLIC ARCHIVES OF CANADA



FRONT DOCK OF GULF OF GEORGIA, 1939. NOTE- STORAGE OF DEAD SKIFF'S
ON THIS DOCK AND FISH BINS IN THE BACKGROUND.

PHOTO SOURCE: DICK JACK



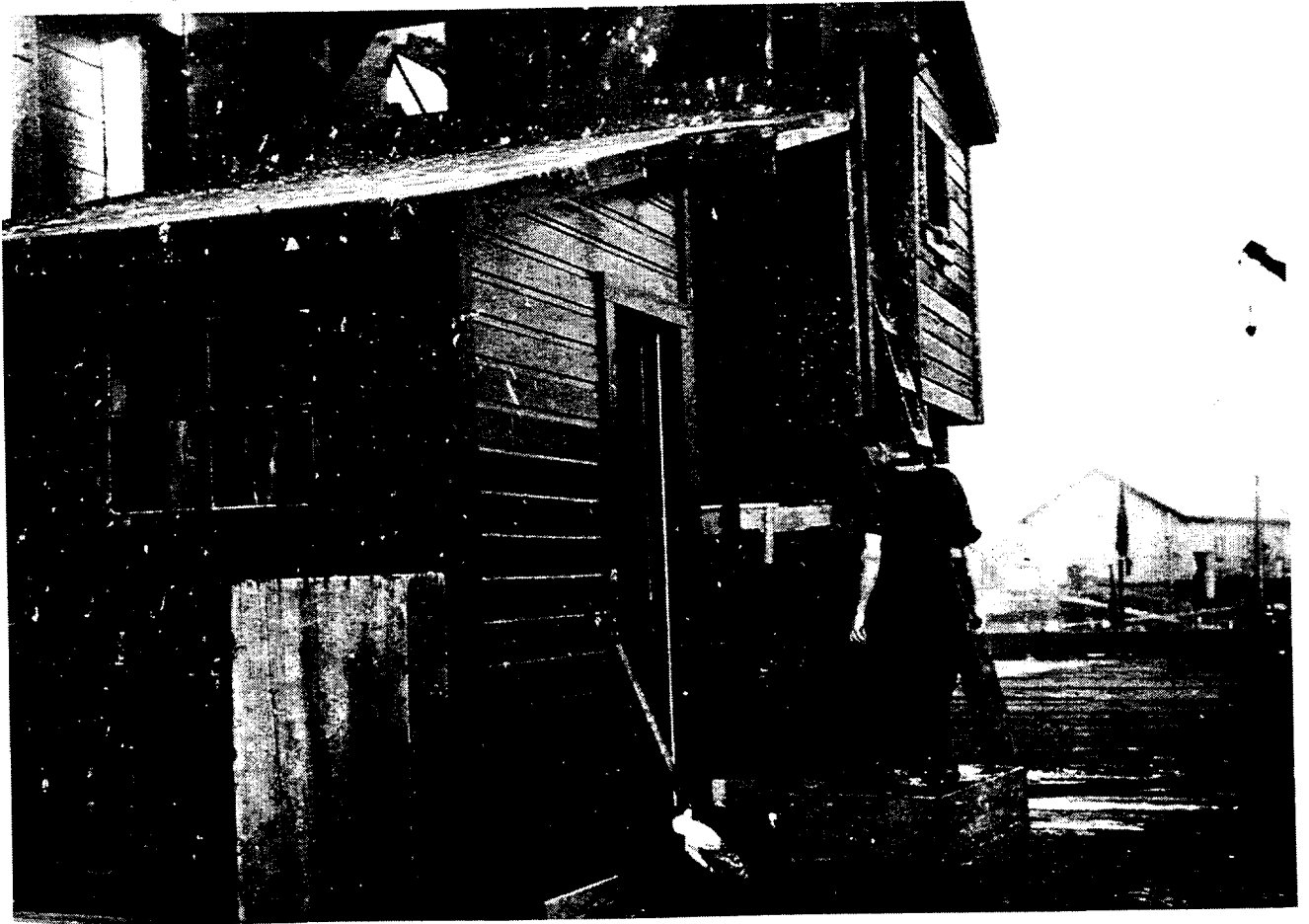
SOUTHWEST CORNER OF THE SEINE LOFT WHARF, 1940's. SEINE LOFT CREW
FLEETING NET ONTO THE DOCK.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT



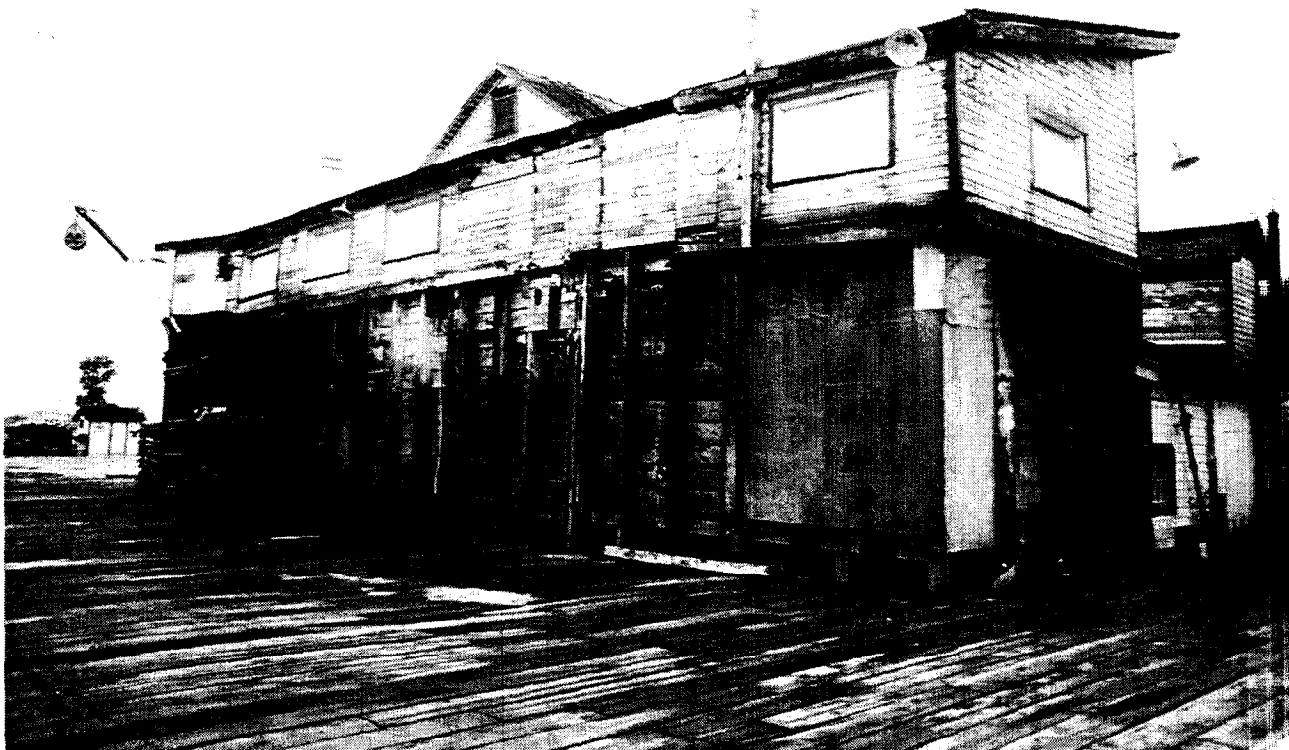
SEINE LOFT CREW WORKING ON THE FRONT DOCK, SOUTHWEST **CORNER** OF THE
MAIN CANNERY BUILDING. NOTE. THE HERRING BINS ON THE RIGHT, **1949.**

PHOTO SOURCE: **CANADIAN** FISHING COMPANY HOME PLANT



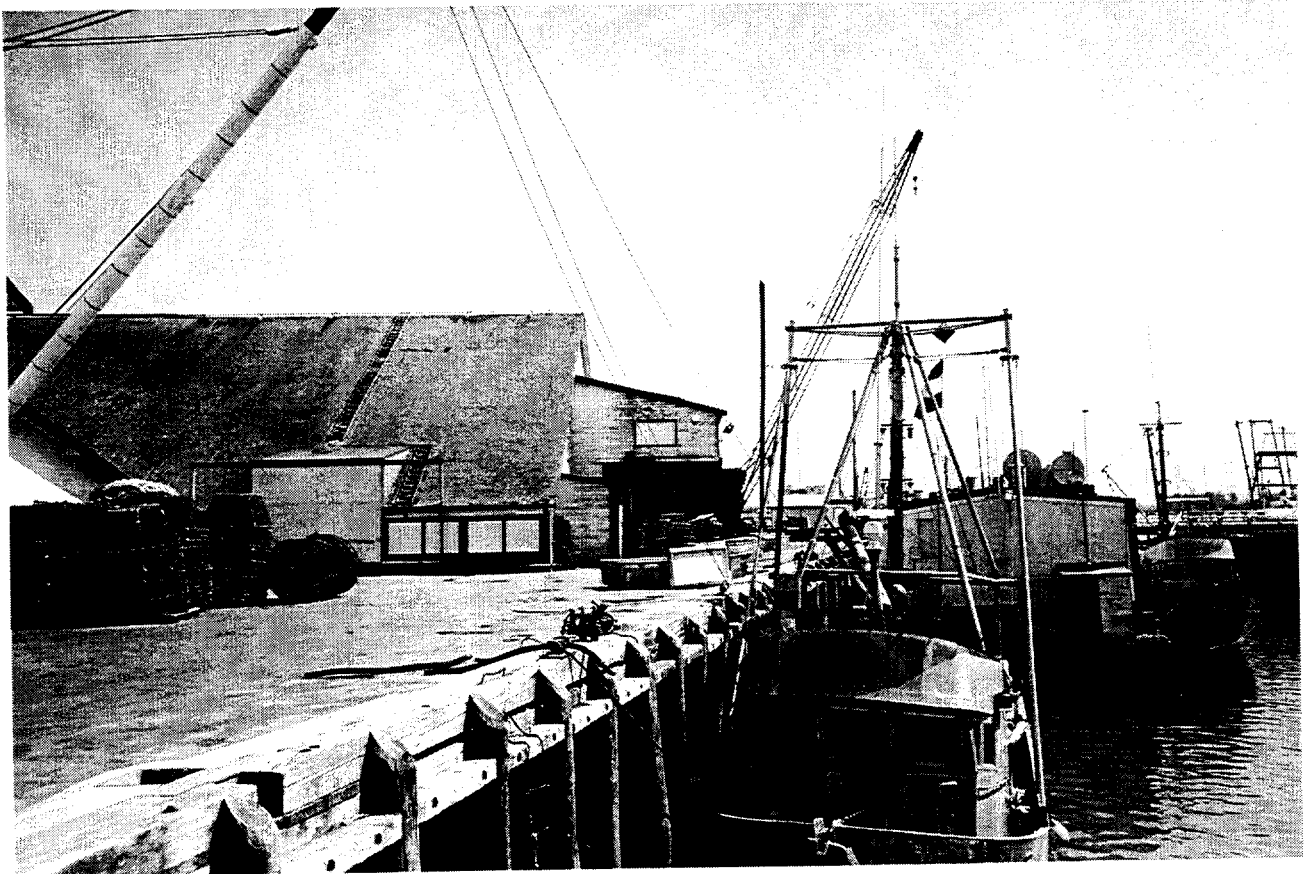
FRONT DOCK, CIRCA 1950. WEIGH SCALE HOUSE AND SALTING SHED REMOVED
IN LATE 1970's. EXTERNAL HERRING BINS TOP LEFT.

PHOTO SOURCE: DICK ISAACSON, PACIFIC BIOLOGICAL STATION, NANAIMO, B.C.



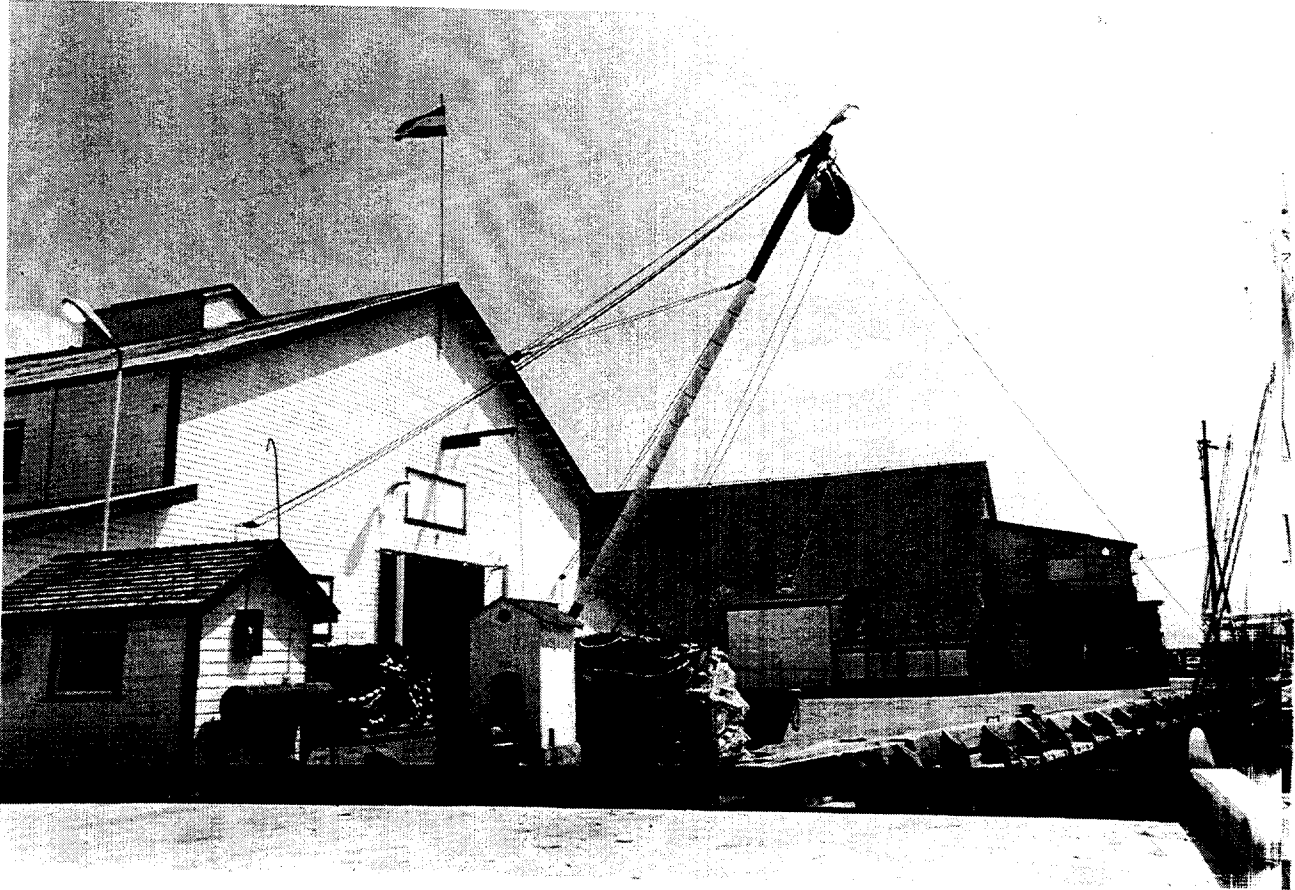
SOUTHEAST AREA OF FRONT DOCK, 1982. NOTE SEINE LOFT BOOM ON LEFT.

PHOTO SOURCE: DUNCAN STA'CEY



FRONT DOCK, GULF OF GEORGIA-, 1982.

PHOTO SOURCE: **DUNCAN STACEY**



FRONT DOCK OF SEINE LOFT WITH **CANNERY** BUILDING IN THE BACKGROUND',
1982

PHOTO SOURCE: DUNCAN **STACEY**



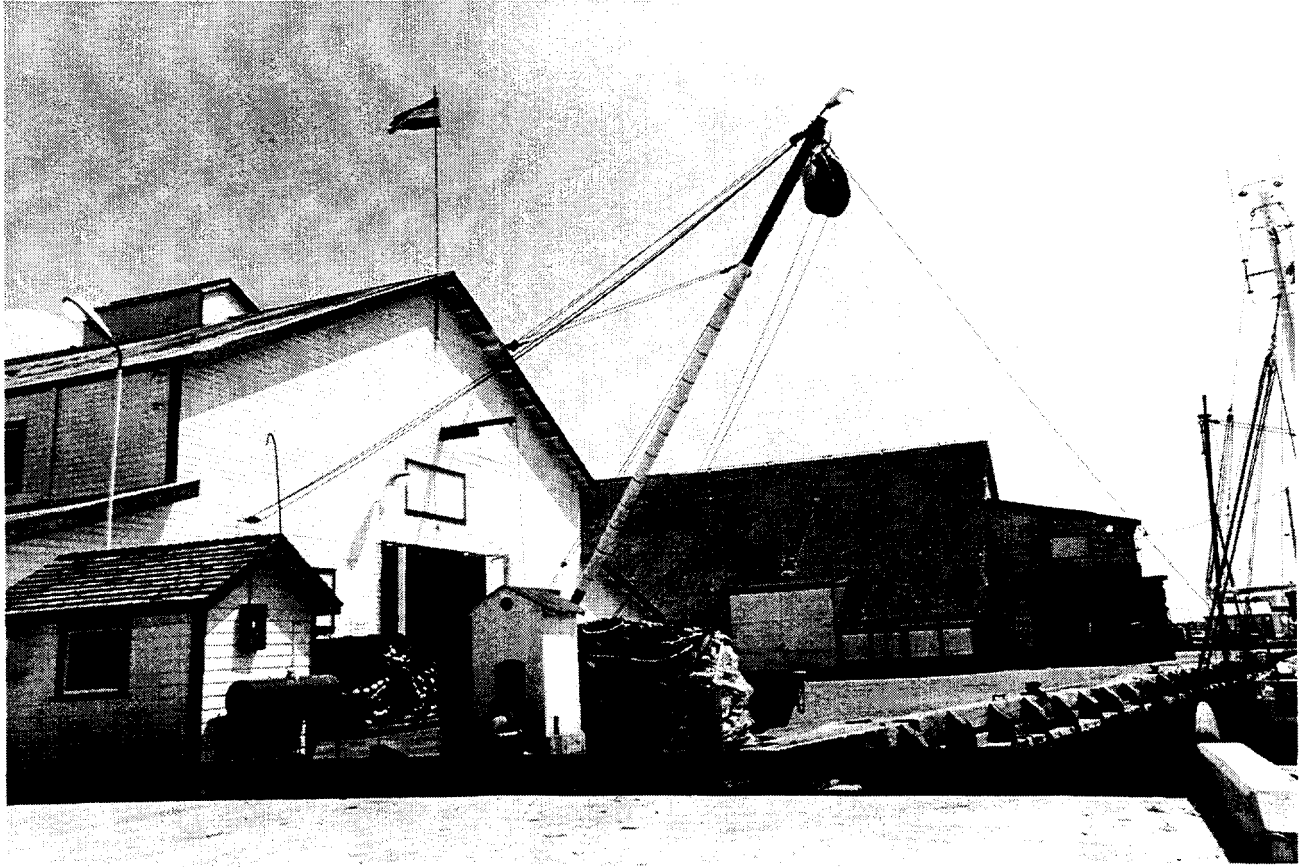
Winter tie-up at Gulf of Georgia. The historic site's front dock,
southeast corner, is on the ~~right~~
LEFT. January 1983.

. Photo source: Duncan **Stacey** .



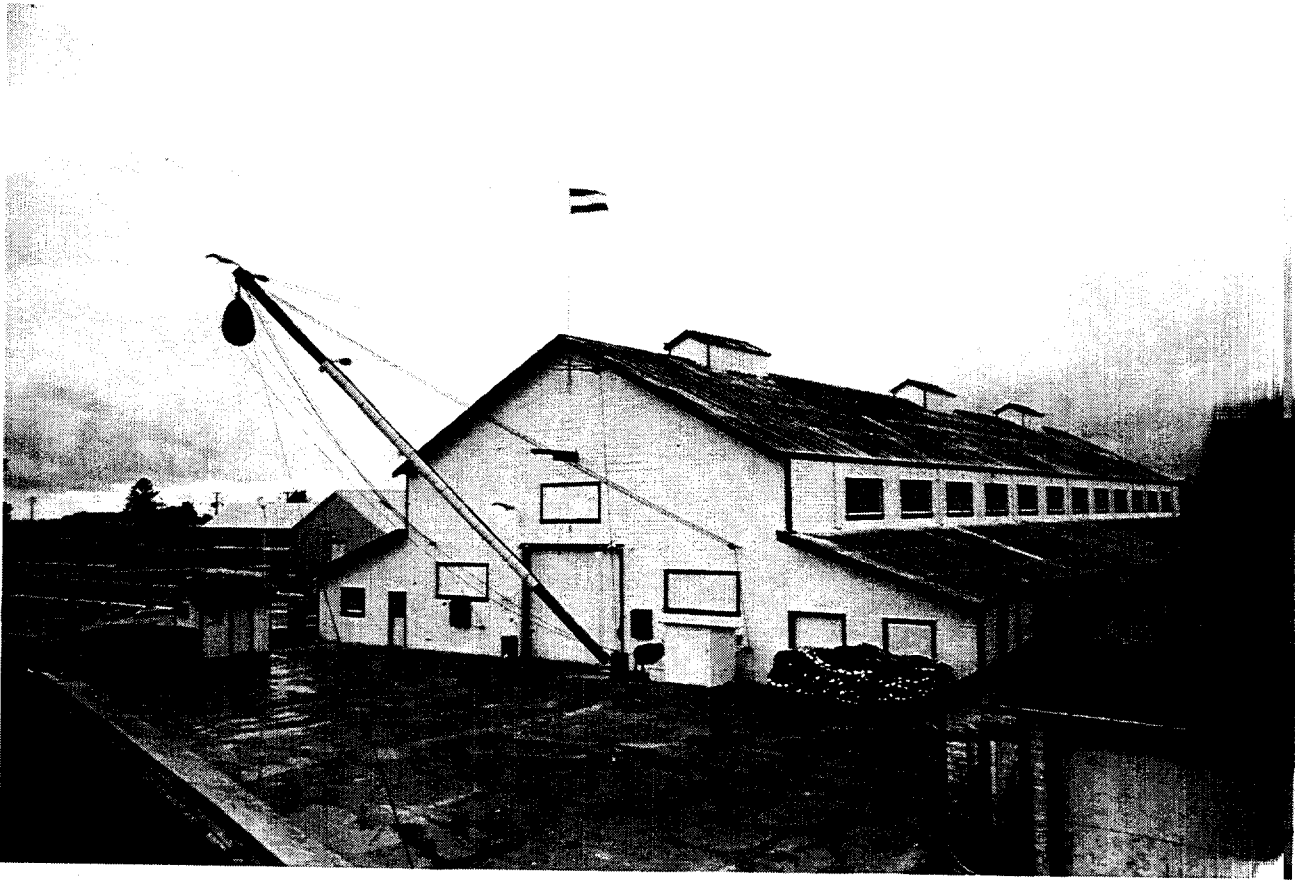
FRONT DOCK OF MAIN CANNERY BUILDING WITH HERRING **BINS** ON THE LEFT,
1982. NOTE USE OF FRONT DOCK AS STORAGE AREA FOR **DEAD** SKIFFS.

PHOTO SOURCE: DUNCAN STA'CEY



SEINE LOFT'S FRONT WHARF WITH **SMALL** CRAFT HARBORS' **NEW** DOCK IN FOREGROUND, 1982.

PHOTO SOURCE: DUNCAN STACEY



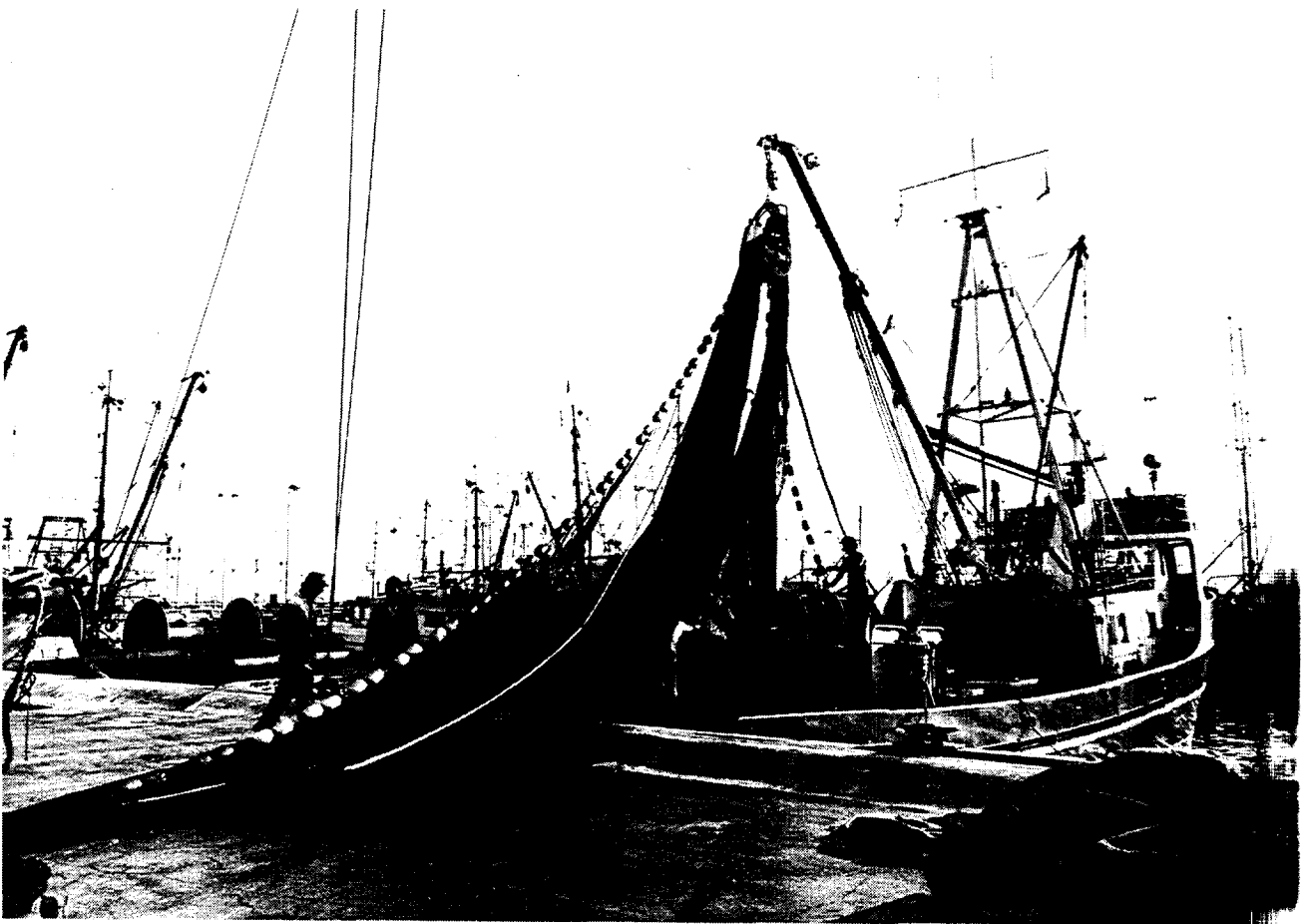
FRONT WHARF OF THE SEINE LOFT, 1982.

PHOTO SOURCE: DUNCAN STACEY



SEINER LOADING NET AT GULF OF GEORGIA SEINE WHARF, 1982.

PHOTO SOURCE: DUNCAN STACEY



SEINER PICKING UP NET FROM GULF OF GEORGIA FRONT WHARF, 1982. NOTE

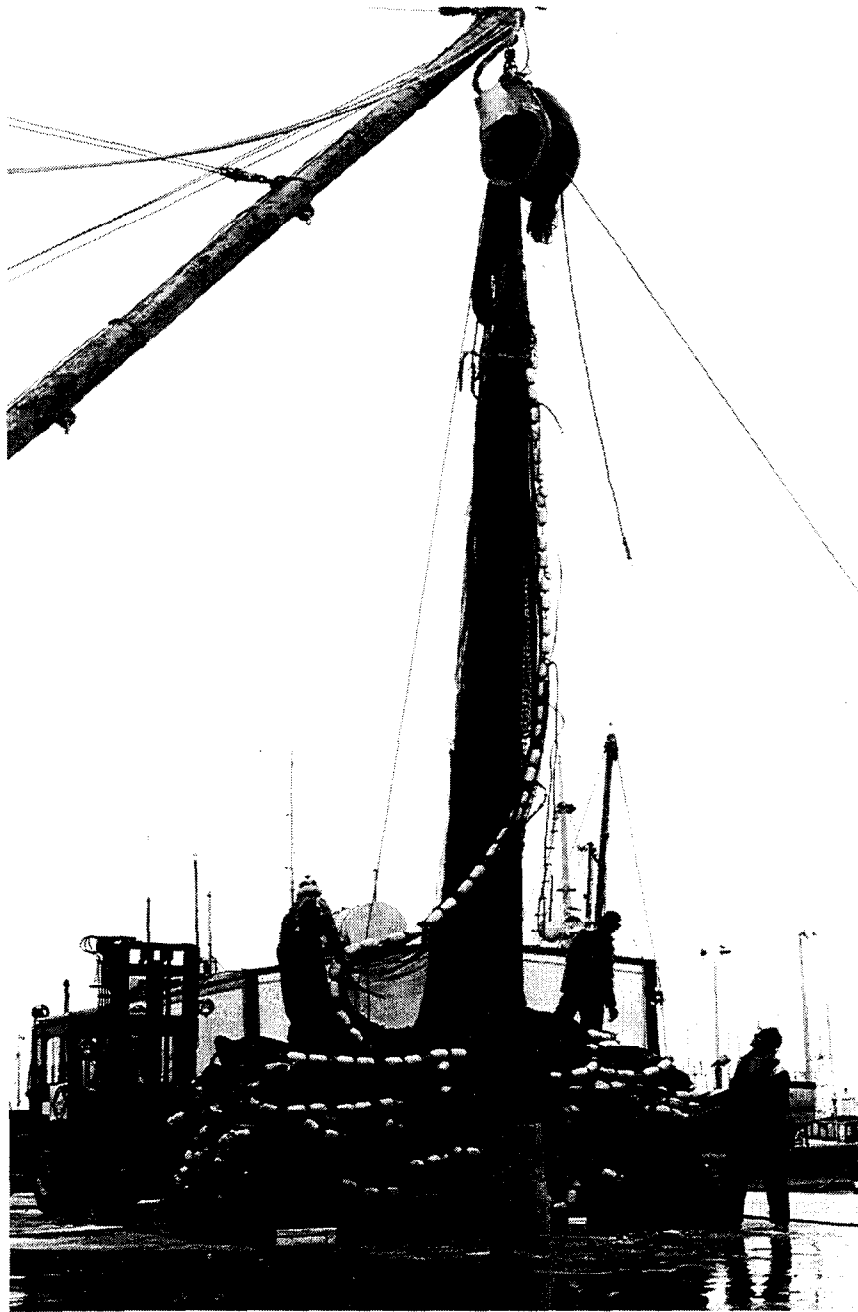
SEINER TIES ARSE END IN TO FACILITATE MOVING NET.

PHOTO SOURCE: DUNCAN **STACEY**



SOUTHWEST CORNER OF SEINE LOFT WHARF, 1982. UNLOADING A **HERRING**
SEINE ONTO THE DOCK.

PHOTO SOURCE: DUNCAN STACEY



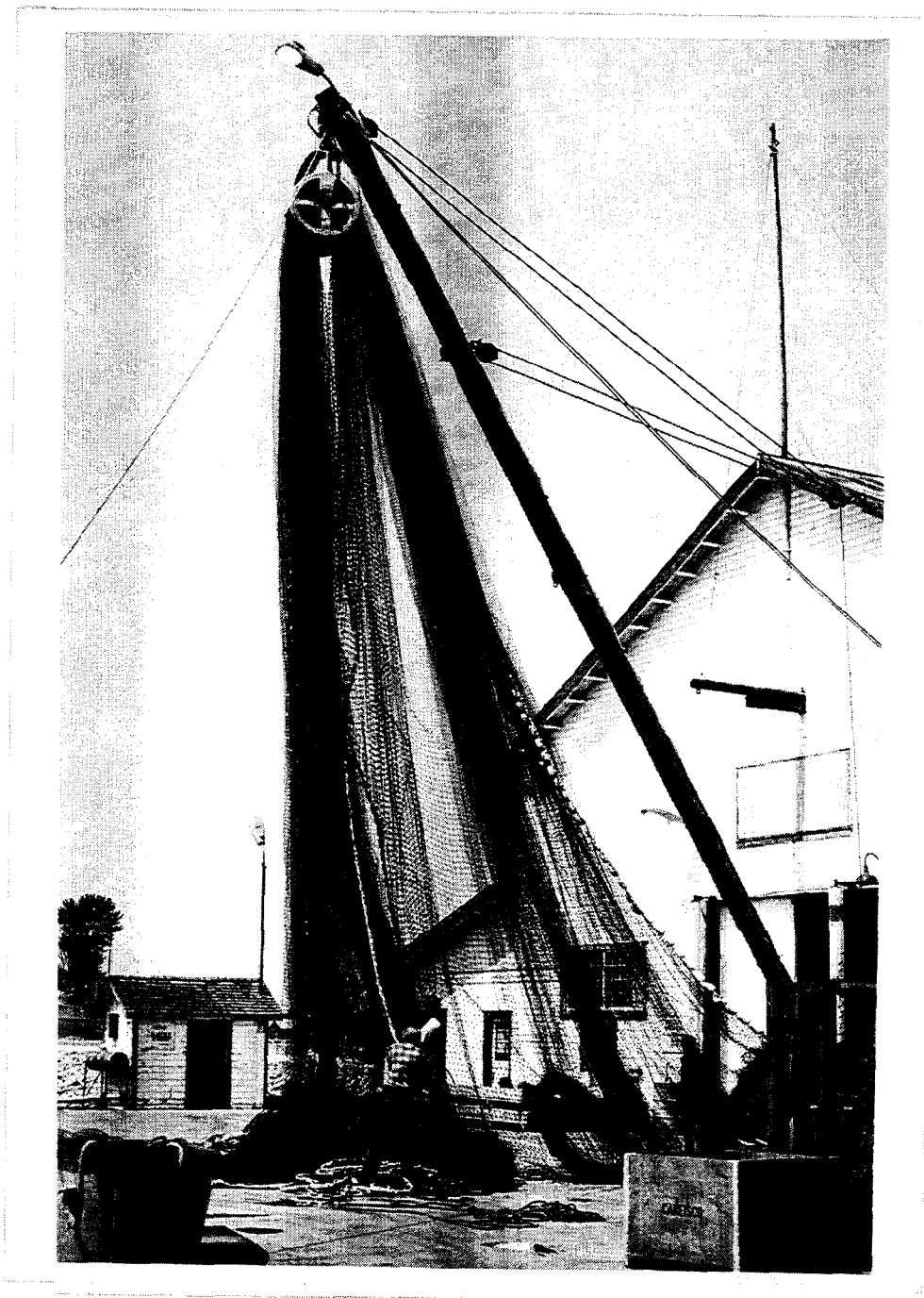
UNLOADING SEINE ONTO PALLET ON SEINE LOFT'S FRONT DOCK. FORKLIFT
ON RIGHT WILL TRANSFER SEINE TO STORAGE AREA. 1982

PHOTO SOURCE: DUNCAN STACEY



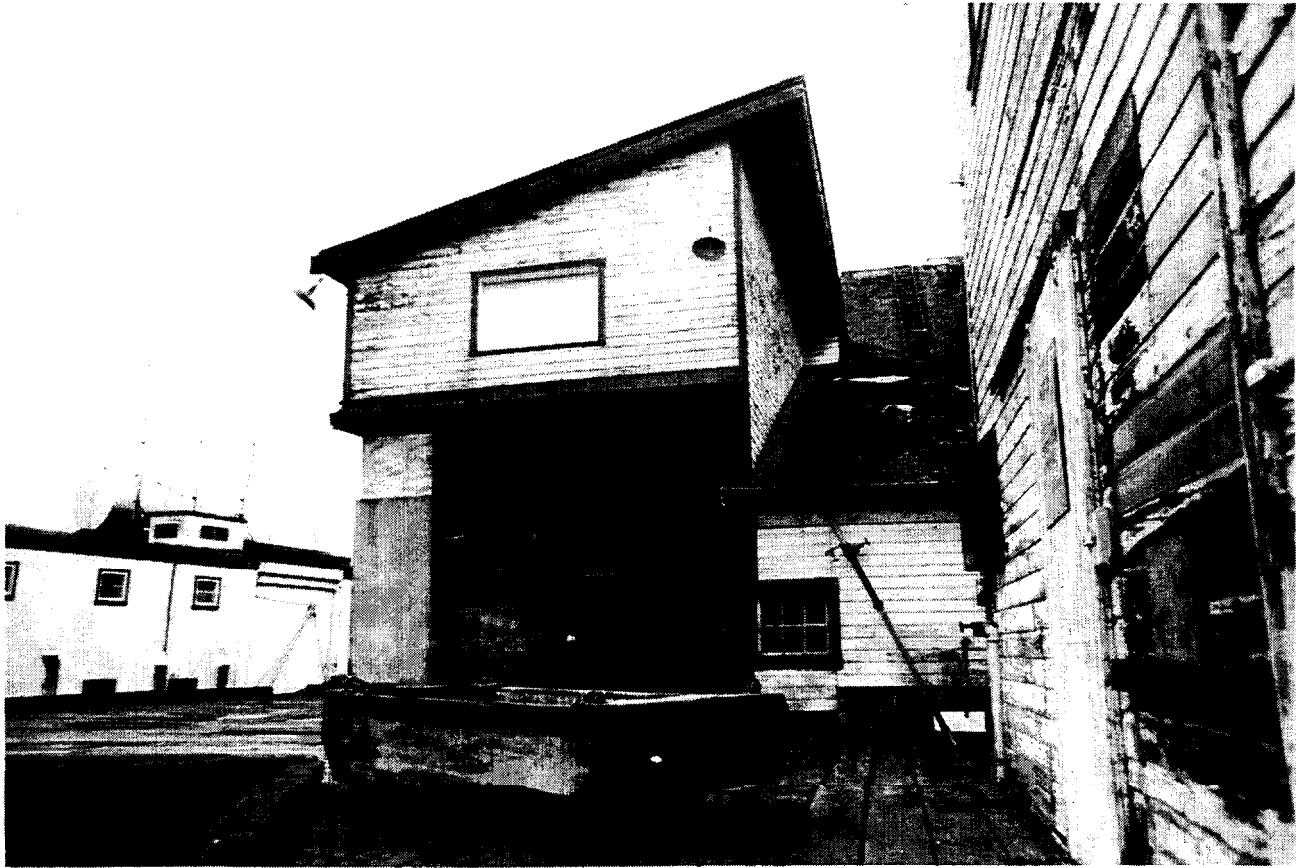
PILING SEINE ON FRONT DOCK OF SEINE LOFT, 1982.

PHOTO SOURCE: DUNCAN STACEY



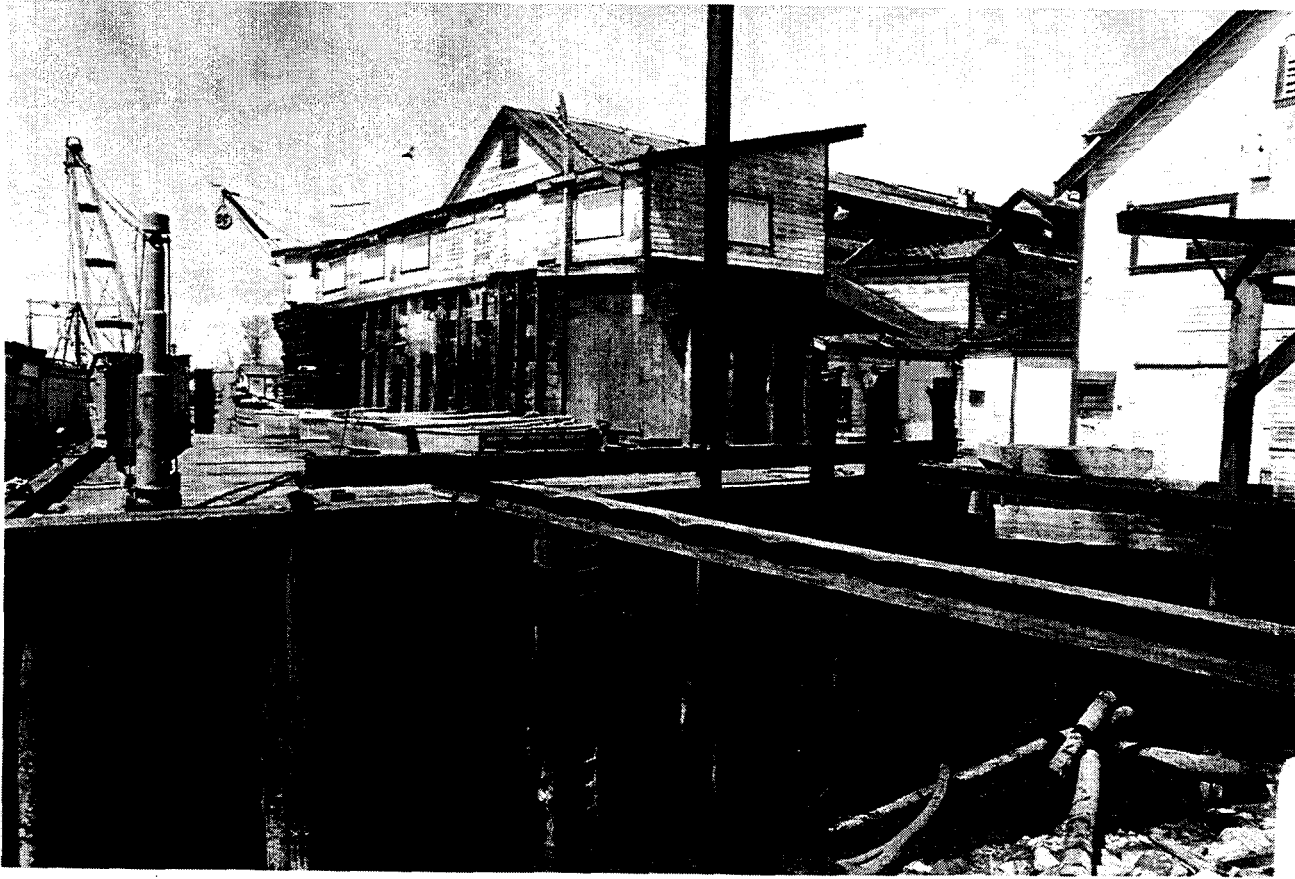
TURNING SEINE OVER USING SEINE LOFT'S BOOM AND **PURETIC** BLOCK BEFORE
LOADING ABOARD SEINE VESSEL, 1982.

PHOTO SOURCE: DUNCAN STACEY



SOUTHEAST CORNER OF THE **FRONT** DOCK, ICE HOUSE OR THE RIGHT AND FISH
BINS AND MAIN CANNERY IN **THE CENTER**, 1982.

PHOTO SOURCE: DUNCAN STACEY



SOUTHEAST **CORNER** OF FRONT DOCK WITH ADJOINING PILINGS **CONSTRUCTED**

BY SMALL CRAFT **HARBORS**, 1982.

PHOTO SOURCE: DUNCAN STACEY

APPENDIX #2

GULF OF GEORGIA'S DRIVEWAYS, 1927-1982

The Gulf has two existing driveways. **The main** one runs **north-** south between the west side of the main cannery building and the **east** side of the seine loft. This main driveway provides direct access from the foot of Fourth Avenue to the front dock. Today (1982) it enables vehicle traffic (trucks, cars, and forklifts) to load **or** unload nets and supplies on the front dock and it provides access between the seine loft's southern entrance and the cannery building's main vehicular entrance which faces Fourth Avenue. Since its original construction in 1927 it has enabled supplies of ice from **Home** Plant in **Vancouver** to be delivered to the icehouse and fresh fish to be picked up from the front dock storage areas by truck for delivery to other locations.

The other driveway joins the main driveway at the northwest **corner of** the main cannery building and runs west between the **north side** of the seine loft and the south side of **the gillnet** loft. The function of this second driveway since its construction in 1939/40 has been to provide direct vehicular access to net racks, docks, marine grids, and storage sheds west or downriver of the seine loft. It also provides direct access to the north end of the seine loft and the **gillnet** loft.

North and south accesses are essential to the maintenance of the **seine** loft as a viable economic operation because they allow easy movement to and from seine gear storage areas in and outside the Gulf of Georgia property. Due to the type of work being conducted in the seine loft it is often feasible to utilize only one of the two main doors at a given time as nets being **moved** **or** worked on may block the use of one **or** the other exits. This is especially true when vessels are loading or unloading their seines. The continued activity of the **seine loft** is desirable for the site to provide continuation of the traditional fishing environment. The seine loft and its related activities are the last major fishing function remaining on the site (apart from a one-man blending operation in the vitamin oil area of the main cannery building).

Historical Background of the Driveways

The main north-south driveway which runs along the entire west side of the main 1894 cannery structure was originally constructed in Kay of 1927.¹ Total construction costs for this driveway were \$1,780.40.² It ran (as it does today) from the foot of Fourth Avenue to the front dock which was also reconstructed in 1927.³ This driveway could not have existed (at least not in its entirety) prior to 1927 as in preparation for its construction it was necessary to cut through the west wing or original (1894-1910) gutting shed to gain access to the front dock ("Cannery crew continues to tear out lumber and cut through second floor old wing for driveway"⁴). Prior to 1927 there was little use for the driveway because the Gulf was the major processing plant for the companies that owned it. In 1926⁵, however, when the plant became the property of the Canadian Fishing Company, the Gulf became a secondary processing plant for the C.F.C. Home or main plant in Vancouver and the driveway was constructed to allow vehicular transport of supplies and product to and from the Home plant and the Gulf of Georgia. This situation is illustrated in the October 12 note in the 1927 Daily Report of Gulf of Georgia: "As there are very few chums running we have closed the cannery and will send our production for the rest of this season to Vancouver." The driveway's use increased drastically after the closure of the Gulf of Georgia as an operating salmon cannery in 1930 as all salmon delivered to the Gulf were trucked into the Home plant to be processed.⁶

Between 1930 and 1937 only minor repairs were done on the main driveway, wharfs, and netracks. In 1938, 5500 was spent on repairs to the ramp and main driveway alone.⁷

During 1939/40 the introduction of herring canning and reduction processing technologies at the site led to the construction of the seine loft, net racks, **gillnet** loft, and the reconstruction of the main cannery building. At this time the east-west driveway between the seine loft and the **gillnet** loft was constructed and it is possible that the main driveway was reconstructed.

The Gulf of Georgia net loft facilities were constructed for the following reason: "to attract capable fishermen to our operation we must be prepared to offer them better facilities for the care and storage of their gear and to provide safe mooring of their boats . . . In other sections of the river we provide no facilities whatever, and as a result competitors with idle plants offering the necessary service are able to gain or hold the better **fishermen.**"⁸

The east-west driveway between the seine loft (built in 1939) and the **gillnet** loft (built in 1940) was constructed early in 1939 in conjunction with the seine loft. Pilings for this driveway, the seine loft, and the western **netracks** were driven prior to **March 1939.**⁹

Materials for the east-west driveway were as follows¹⁰:

Jan 14. 1939

Gulf of Georgia Cannery

Material for Driveway along new bldg.

26	pcs.	12 x 12	- 12'	- S1S #1	Con.	Caps
35	"	4 x 12	- 22'	- SIE	"	Joists
35	"	4 x 12	- 32'	- SIE	"	"
250	"	4 x 12"	- 12'	- SISIE	"	xxxx Deck
500	lin. ft.	8 x 8	- 20'	to 30	Rough	- GUARD

2	pcs.	1 x 10	- 22'	S4S	- #1	Corn.
2	pcs.	1 x 10	- 20	"	-	"
4	"	1x10	-18'	"	-	"
8	"	1 x 6	-32'	"	-	"
6	"	1 x 2	- 18'	"	-	"
200	lineal	2 x 8	-	SISIE		"
2	pcs.	1 x 6	- 14'	S4S		"
4	"	1 x 4	- 10'	"		"
2	"	1 x 12	- 22'	"		"

Templates **for** Trusses, rafters, etc. Also for "straight edges."

The total 1939 costs (excluding pilings) for construction and reconstruction of both the **Gulf's** driveways and reconstruction of the bridge over the slough joining the main driveway to the foot of Fourth Avenue was \$1,412.78, \$774.39 for materials and \$638.39 for labor.¹¹ The bridge mentioned above no longer exists as some time after 1940 a new drainage system was **introduced** to the Steveston area enabling fill to replace said bridge.

There has been no change in the construction of the **Gulf's** driveways. They are constructed totally of wood: wooden decking, joists, caps, corbels, and pilings. The main driveway has a thin layer of asphalt which covers its decking, but the east-west driveway has recently been **redecked merely** with planks. It is my opinion that future **decking** for these driveway⁶ should be of wood construction to maintain the historical integrity of the site. This **is** also in keeping with proposals for the renovation of Steveston by the municipal council (the modern boardwalk around the Steveston Museum on **Moncton** Street) and also by **Norad** Development which is using a boardwalk system in their major redevelopment west of Number Two **Road.**¹²

APPENDIX I: Examples of Traditional (1894-1982) Wharf and Roadway
Construction Material&

Front Wharf¹³

South of Main Building, a 50' to 58 X 240' wharf constructed on piles

Piling: Fender piles average 35'
Mooring piles average 40'

Timber Construction: 804 lin. ft. caps average 10 X 12"
3909 lin. ft. 2 X 12" joists
2" plank decking

Rail: 313 lin. ft. 1 X 4" guard stop

Main Driveway Area¹⁴

Roadway from Fourth Avenue to front of building 14X 116' and 12 X 270'
blacktop covered

Piling: cedar piles average 24'
cedar piles average 45'

Timber Construction: 2 caps X 16" - 16'
3 sills 4 X 12" - 16'
5 caps 12 X 12" - 16'
26 12" ps x 12" - 12'
2818 lin. ft. 4 X 12" joist
4" plank on deck
690 lin. ft. 8 X 8" guard rail
70 lin. ft. 2 X 8" blocks

Net Rack¹⁵

West of Seine Loft

First Section: 50 X 206' with a 20 X 32' approach

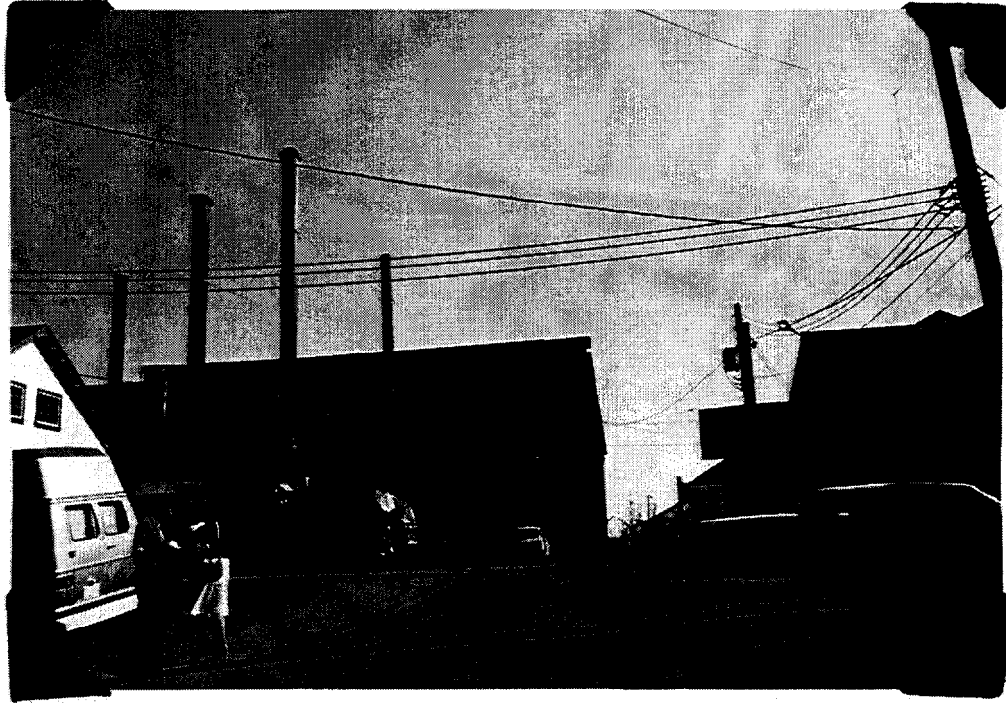
Piling: cedar piles average 40'
cedar fender piles average 45'

Timber Construction: 1380 lin. ft. 12 X 12" creosoted caps and corbels
5400 lin. ft. 3 X 12" creosoted joists
2" decking

Appendix **#2**: Maps

- #1 Gulf of Georgia Plant, Canadian Appraisal Company Ltd.,
December **1969**
- #2 Gulf of Georgia Cannery, December **1937**
- #3 Gulf of Georgia Cannery Warehouse and Storage Shed (**gillnet**
loft), July 22, 1941
- #4 Gulf of Georgia Net Rack Wharves and Net and Gear Warehouse,
December 28, **1938**

Appendix #3: Photos

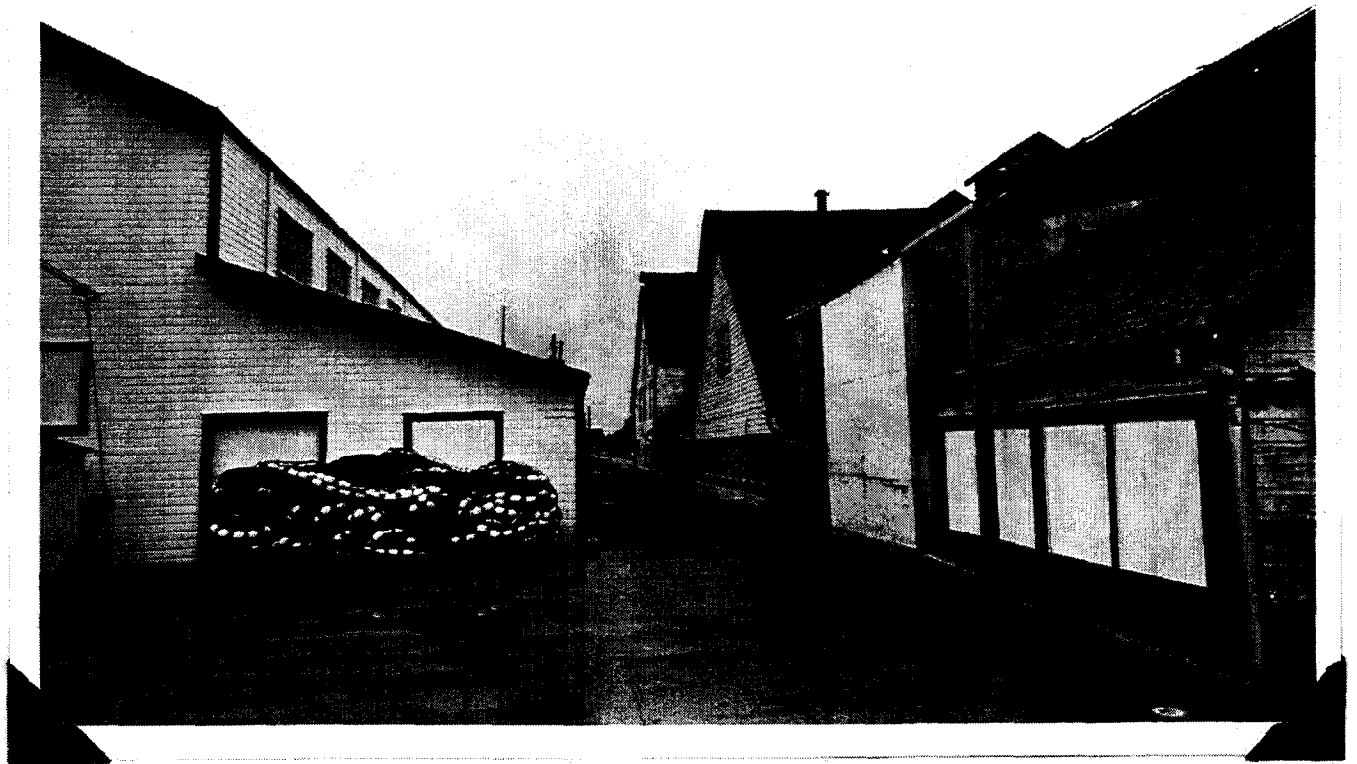


Main driveway photographed from foot of Fourth Avenue.
Blacktop ramp replaced wooden decked bridge after 1940's.
September 1982.

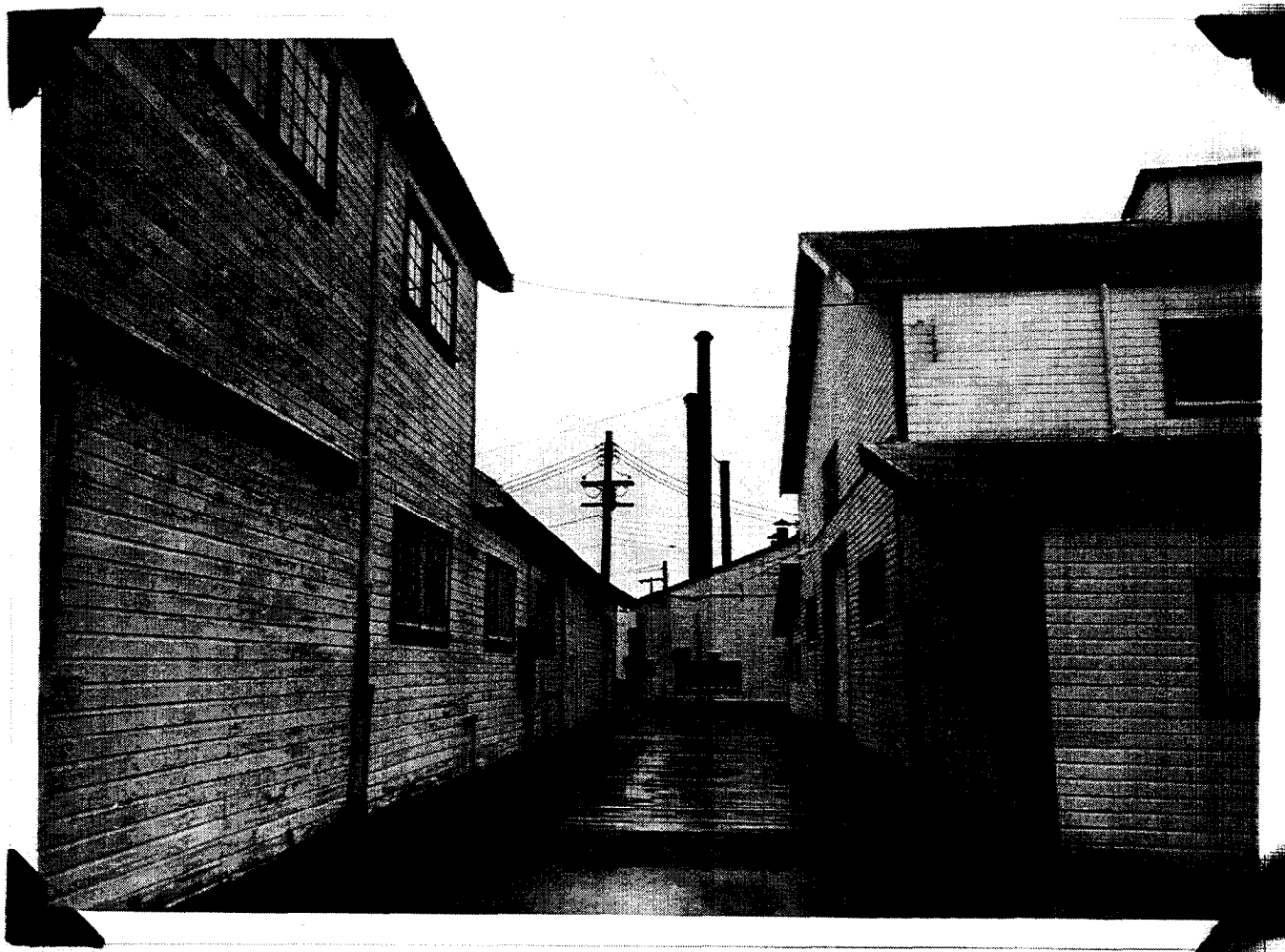


Main driveway, looking south to front dock; cannery building on left and seine loft on right. East-west driveway is between fish totes and seine loft.

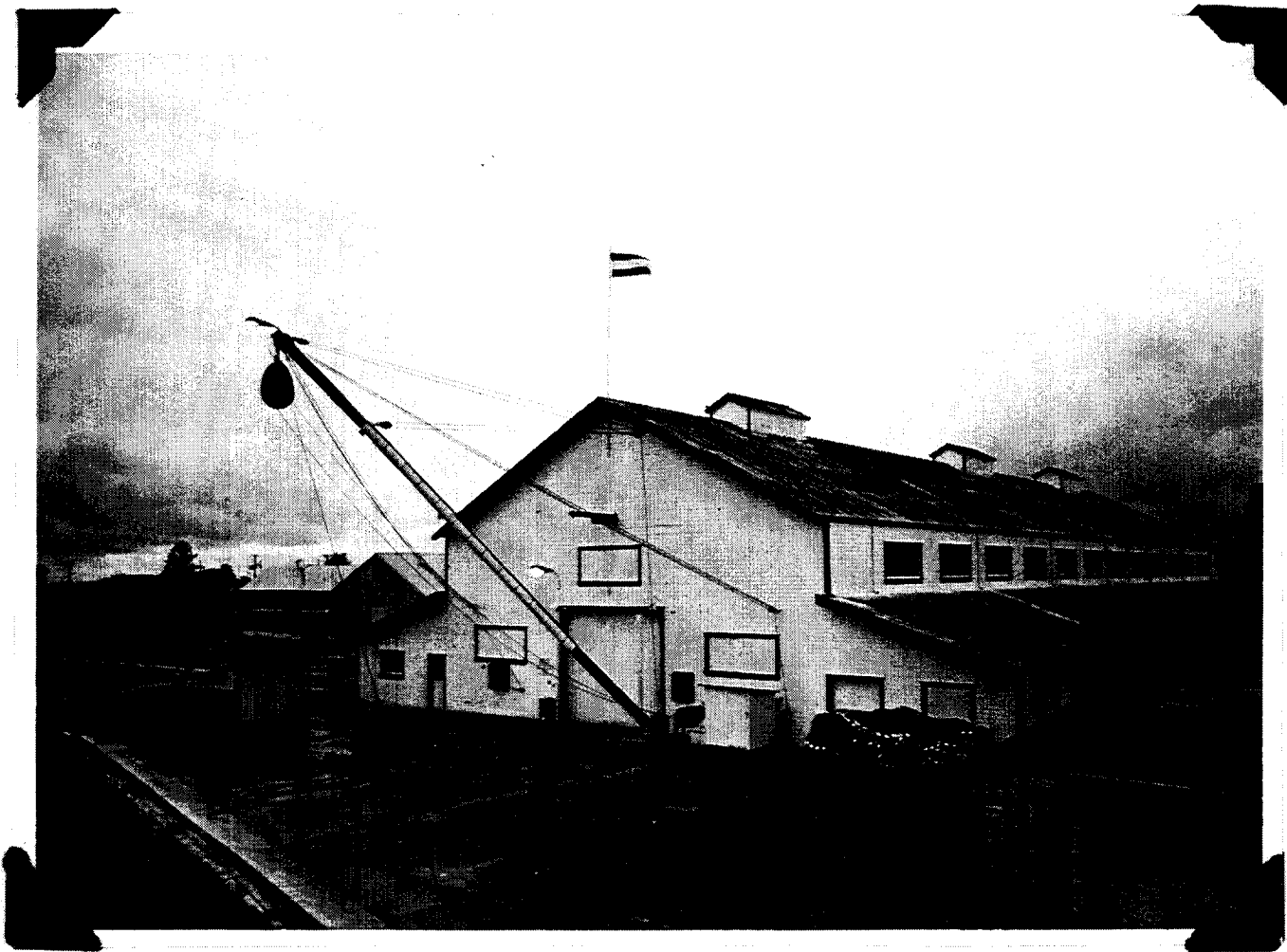
July 1982.



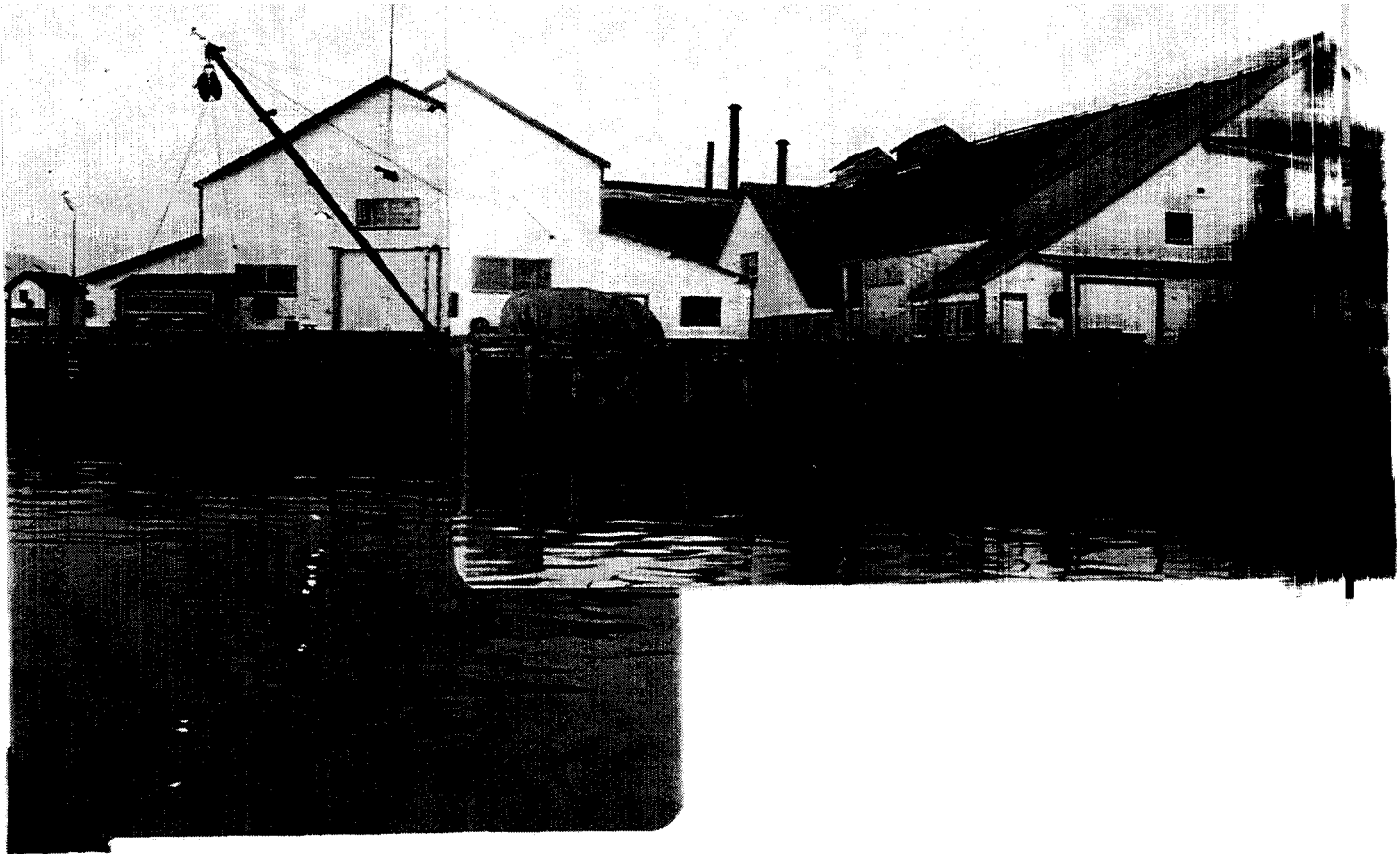
Main driveway looking north from front dock. Sliding plywood door constructed in early **1970's** to allow roe herring carcasses from Home Plant to be dumped by truck at feed end of reduction plant. **1982**



East-west driveway looking east. **Gillnet** loft on left, seine loft on right, and the main driveway and the cannery's northwest **corner** in the background. Note blacktop of modern dock in foreground and traditional planking on the roadway. September 1982.



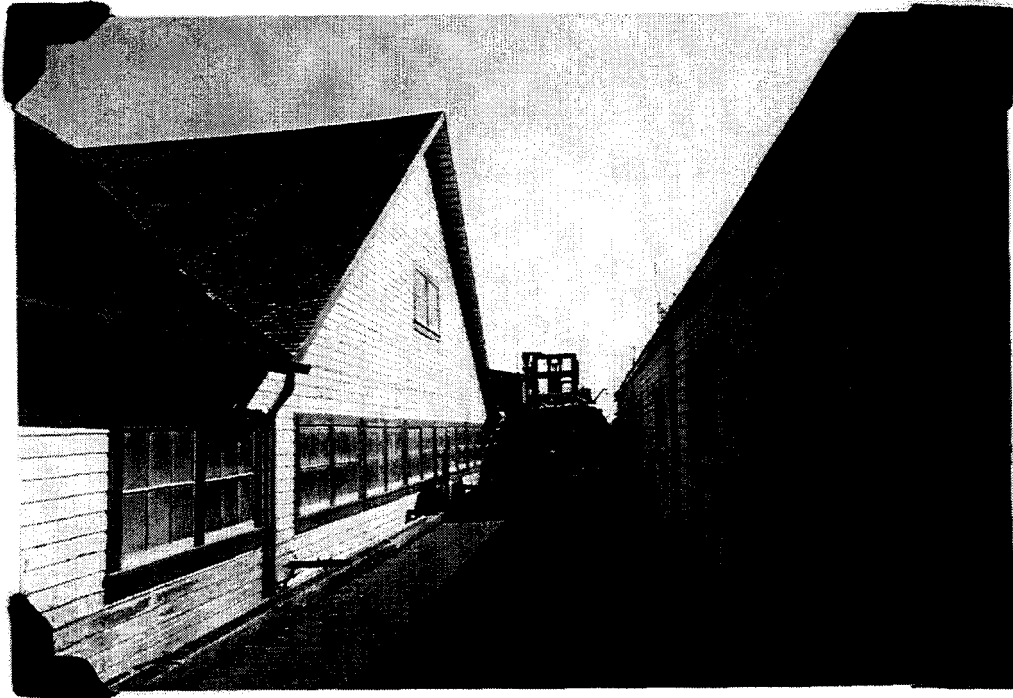
Front dock of seine loft. New Small Craft Harbors docks on left (west), 1982.



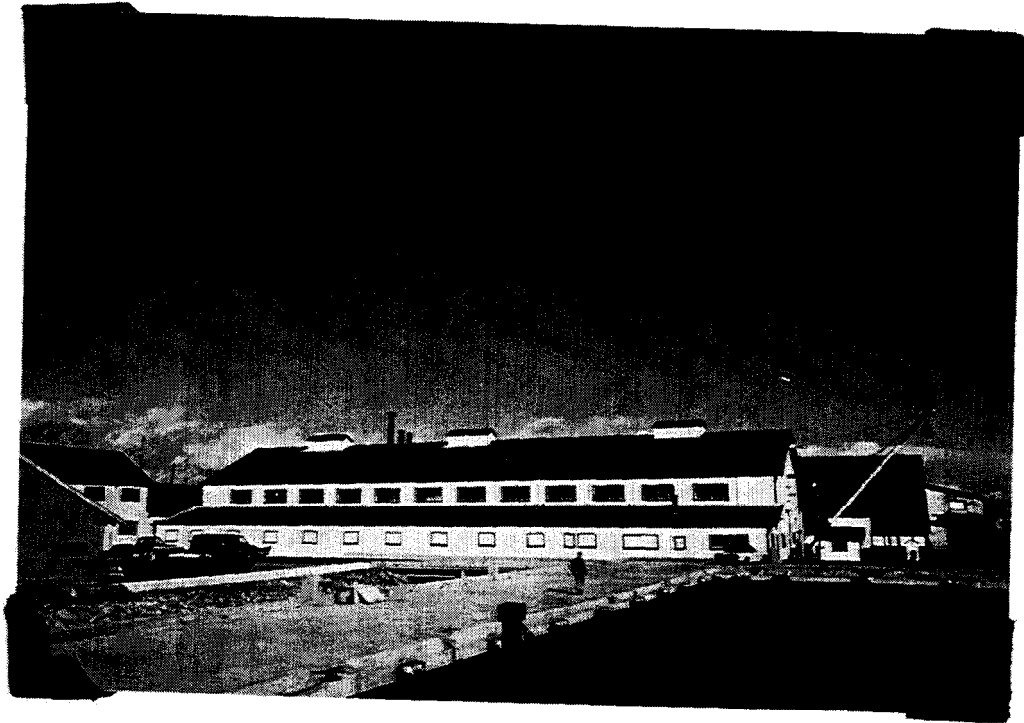
Front dock of Gulf of Georgia seine loft on left and cannery on right with southern end of main driveway between the buildings, 1978.

Traditional wooden docks west of seine loft, 1978.

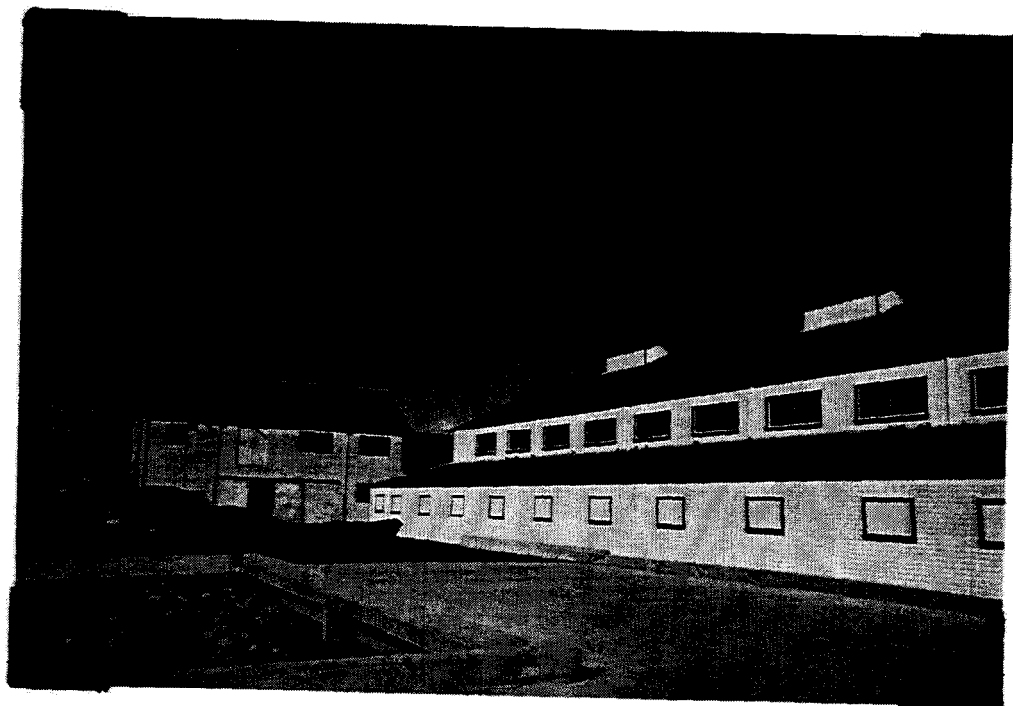


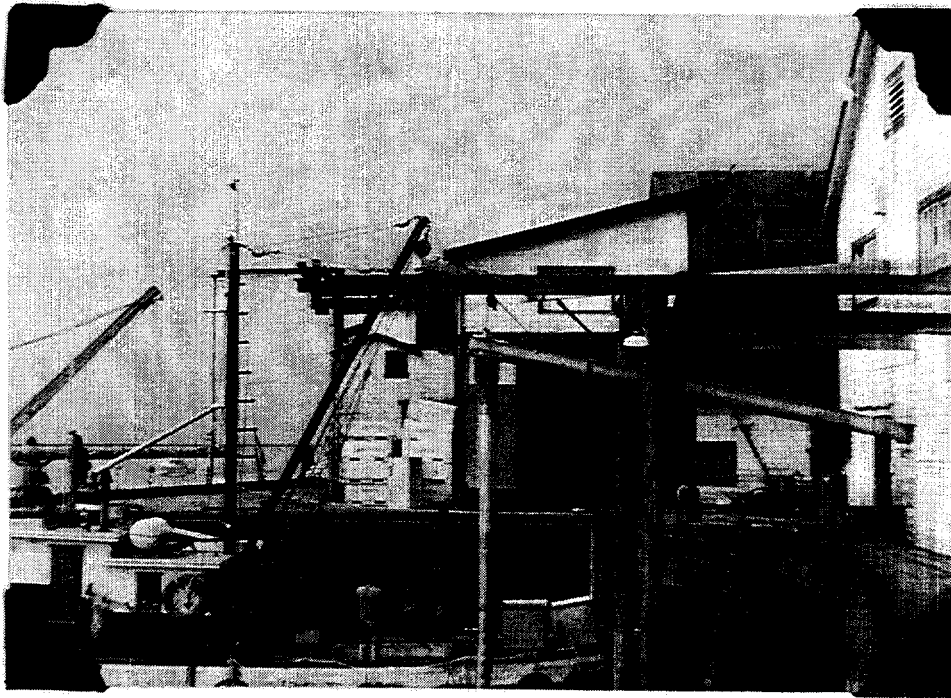
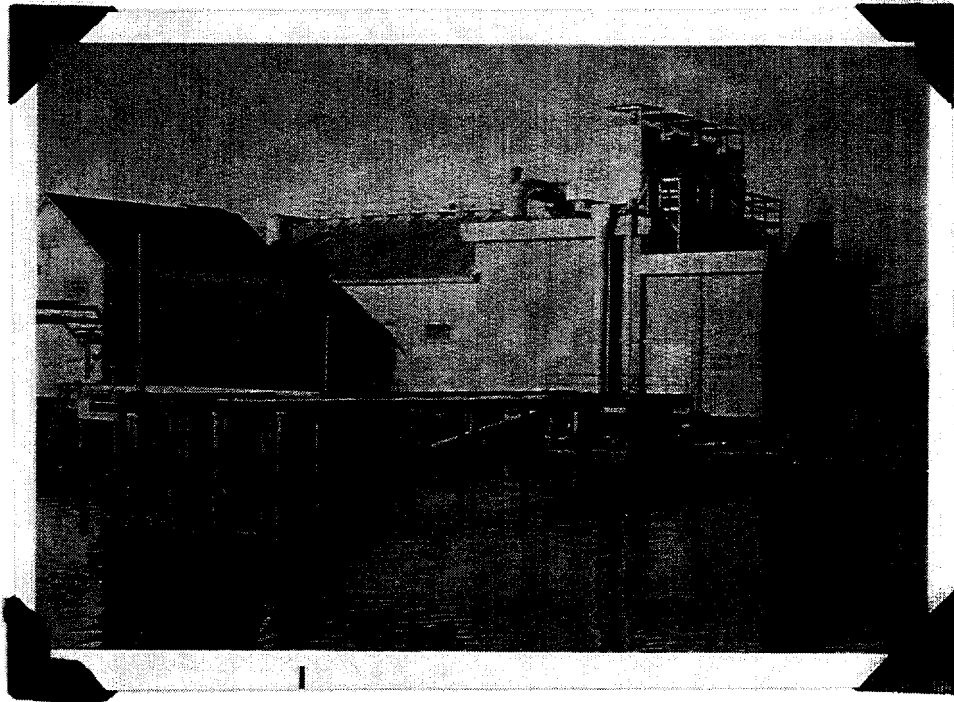


Seine loft's forklift **transferring** seine from the front dock via main driveway to storage area in old metal meal sheds east of main cannery building. **1982**



Modern Small Craft Harbours dock west of seine loft, 1982.

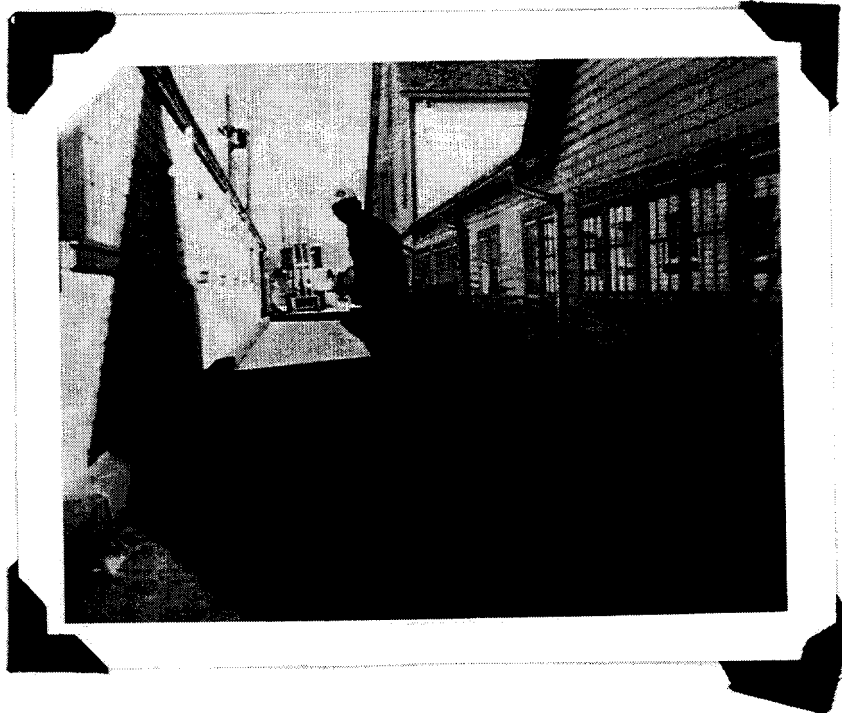


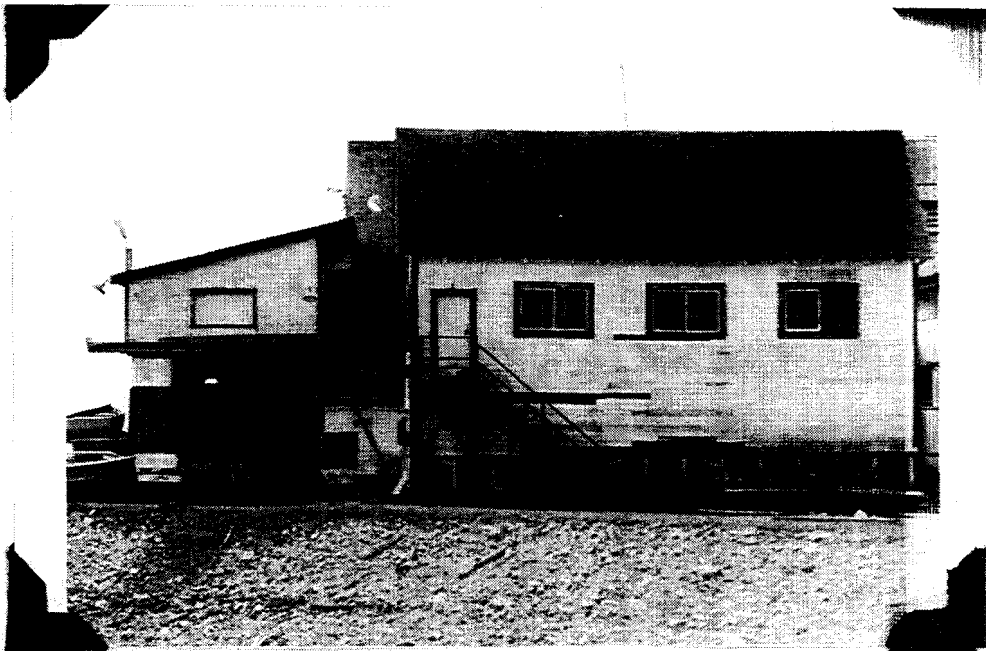


Views of the southeast corner of main cannery building before Small Craft Harbors construction, 1978.



Seine loft crew replacing **cap on** main driveway, September 1982.

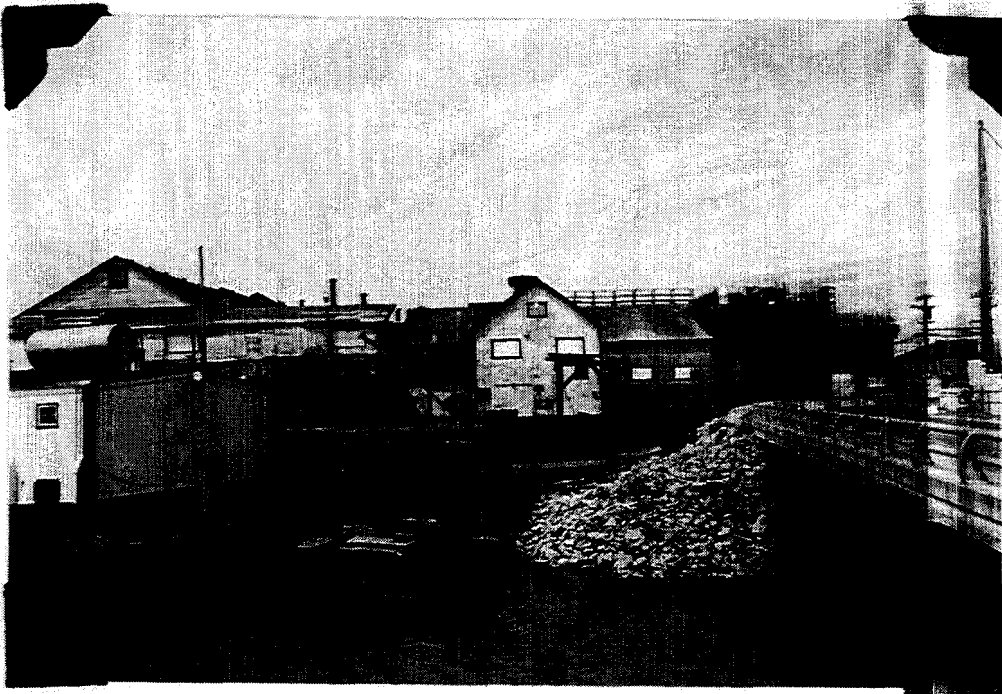




C.1980



C.1980



C.1981

Views of the southeast corner of main cannery building during and after Small Craft Harbors construction.

APPENDIX #3

EXISTING GULF OF GEORGIA SUPPORT BUILDINGS'

<u>Section</u>	<u>Title</u>
A	Gillnet Loft
B	Watchman's Shed
C	Lead Foundry
D	Seine Loft
E	Barrel Shed
F	Soule (Metal) Meal Storage Warehouse8
G	Fishmeal (Wooden) Warehouse
H	Fire Pumphouse

GILLNET LOFT1 (Warehouse)

Construction date: 1941²

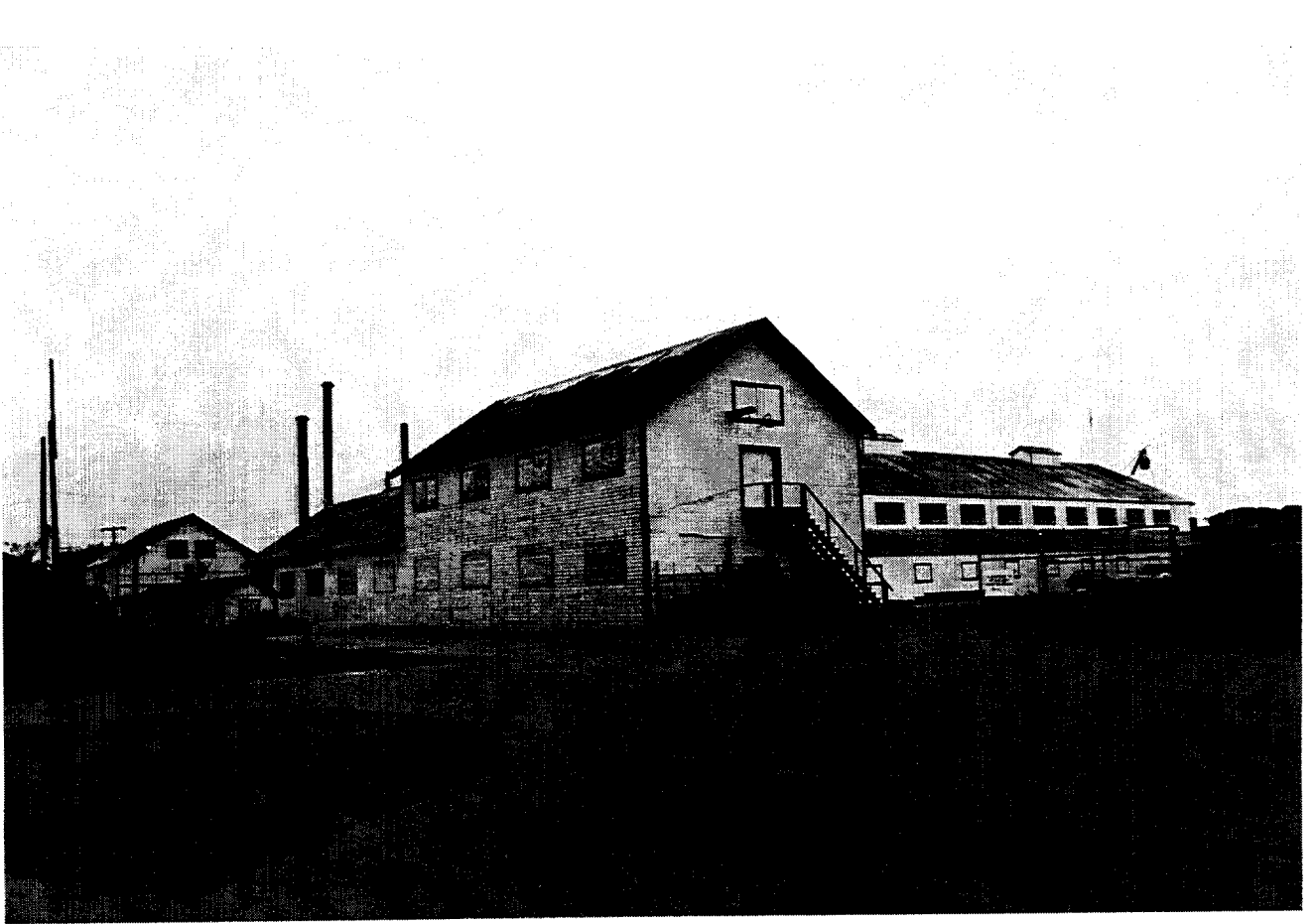
Description: A gable roof, frame, **trussed** building in two sections, set on piles, with **1x6"** dropsiding and corrugated galvanized iron roofing. Section one is a **33x74'** one story building with 12' walls. Section two is a **33x57'** two story building, with **12'** walls to the first floor and **10'** walls on the second floor. This building contained Gulf of Georgia's **gillnet** manager's office, **12'x14'x8'**.

Major structural changes: none

Functions: Historic-- 1941 to 1956 meal storage

-1956 to late 1970's a **gillnet** loft and **gillnet** office area where records of Gulf of **Georgia's** **gillnet** fleet were kept

Present;; storage for seine loft and gear lockers



NORTHWEST VIEW OF **GILLNET** LOFT/MEAL STORAGE SHED, **1982**. NOTE SEINE
LOFT ON THE RIGHT.

PHOTO SOURCE: **BUNCAN STACEY**



SOUTHWEST VIEW OF **GILLNET** LOFT/MEAL **STORAGE. SHED, 1982.** NORTHWEST
CORNER OF THE SEINE LOFT ON THE RIGHT.

PHOTO SOURCE: DUNCAN STACEY



NORTH SIDE OF **GILLNET** LOFT/MEAL STORAGE SHED, 1982

PHOTO SOURCE: DUNCAN **STACEY**

WATCHMAN'S SHED³

Construction date: unknown

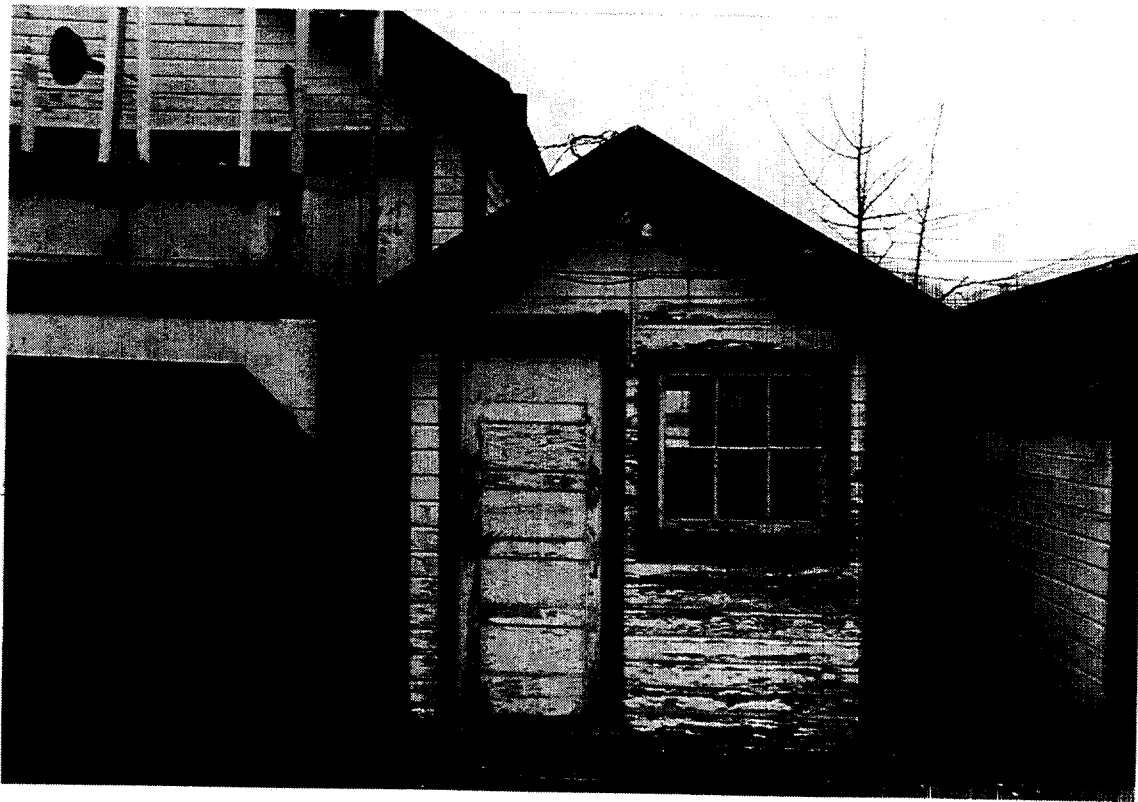
Description: 8'6"X8'6"X7', high gable roof frame building set on 3X12" joists, double flooring, 2X4" frame, drop siding, hardboard interior sheathing, shingle roof, 2 hinged sash, panel door, conduit wired and painted.

Function: watchman's post



LEAD FOUNDRY SMALL BUILDING IN **CENTER** LEFT; **WATCHMAN'S** SHED CENTER
RIGHT; **GILLNET** LOFT LARGE BUILDING ON RIGHT, 1982.

PHOTO SOURCE: DUNCAN **STACEY**



Watchman's shed. January 1983.

Photo source: Duncan **Stacey**



WATCHMAN'S SHED ON LEFT, LEAD FOUNDRY ON RIGHT, AND **GILLNET** LOFT
IN BACKGROUND, 1979.

PHOTO SOURCE: DUNCAN STACEY

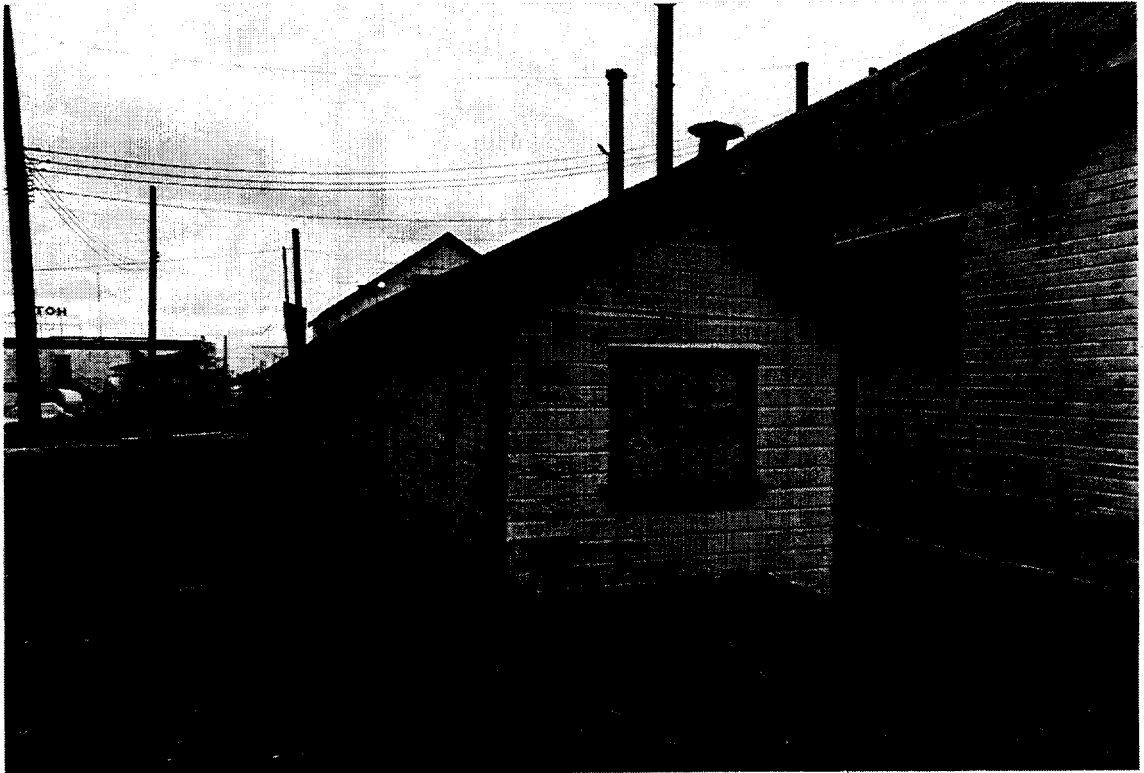
LEAD FOUNDRY⁴ (Storage Shed)

Construction date: 1941

Description: An 8x60' gable roof shed, 2x4" frame drop siding walls shingled, roof 7' to eaves. 17x17"x12' chimney, two 3'x6' batten doors, one 2'x8" x 6'4" panel door, two 34x34" six light windows.

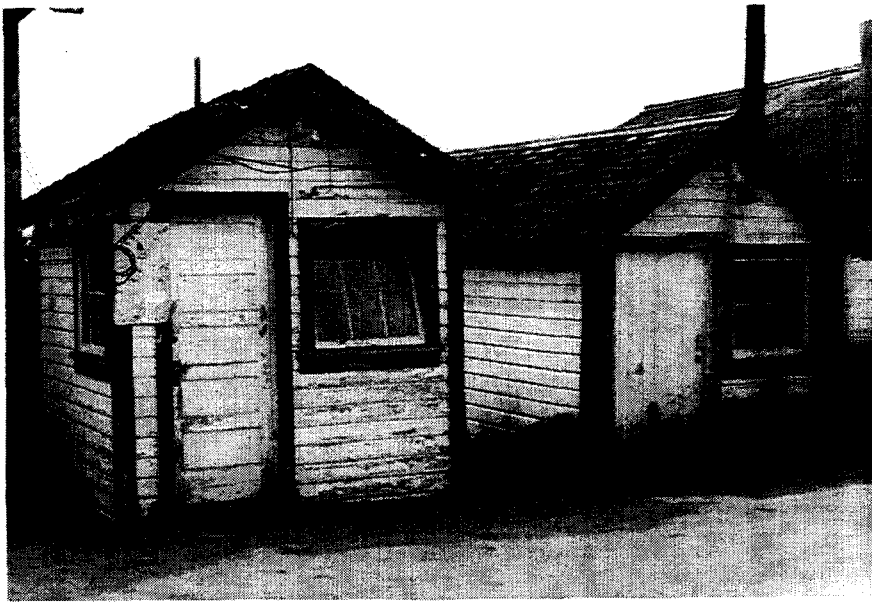
Major structural changes: none

Function: Western end used as a foundry for seine and gillnet lead in the 1940's and 1950's, but abandoned in the 1960's when leadline construction changed to the lead core system rather than the traditional molded lead line. Eastern end a storage area.



Lead foundry, crest of dike on left, **gillnet** loft on right. January 1983.

Photo source: Duncan **Stacey**



WATCHMAN'S SHED ON LEFT, LEAD FOUNDRY ON RIGHT, 1979.

PHOTO SOURCE: DUNCAN **STACEY**

SEINE LOFT⁵

Construction date: 1939⁶

Description: One story faame building, 100' wide, 200' long, set on cedar piles, 12X12" caps, 3X12" joists, 2' centers, 3" plank floor; center section 22'8" under trusses, 60' wide with 20' lean-to 8'6" to 14'6" each side, 1X6" gropsiding walls, corrugated galvanized iron roof, with three 10' roof ventilators; 30X100' dock on s uth end and 20X100' dock on north end. Two 17"X17"X16' brick chimneys on bracket with 10' galvanized iron extensions.- Mezzanine floor 24'X125' shiplap sheathing and flooring. This floor is on the east side of the building, but not in the lean-to section.

Doors: -two 14X16" sliding doors , plywood on double braces, 2" frame weatherproof track

-four 6X7' sliding doors

-two 2'8"X6'8"glazed doors, brass mortice locks, framed and cased

-seven 2'8"X6'8" four panel doors as above

-one pair 3X7' double batten hinged doors

Windows: -five single sash hinged windows, fifteen 10X10" lights, framed and cased sash stops and chains

-two double sash sliding windows, fifteen 10X10" lights, framed and cased

-one single hinged sash, four 12X14" lights, framed and cased

-thirty double sash sliding windows, twenty 10X10" lights each sash, framed and cased with pulleys and rope

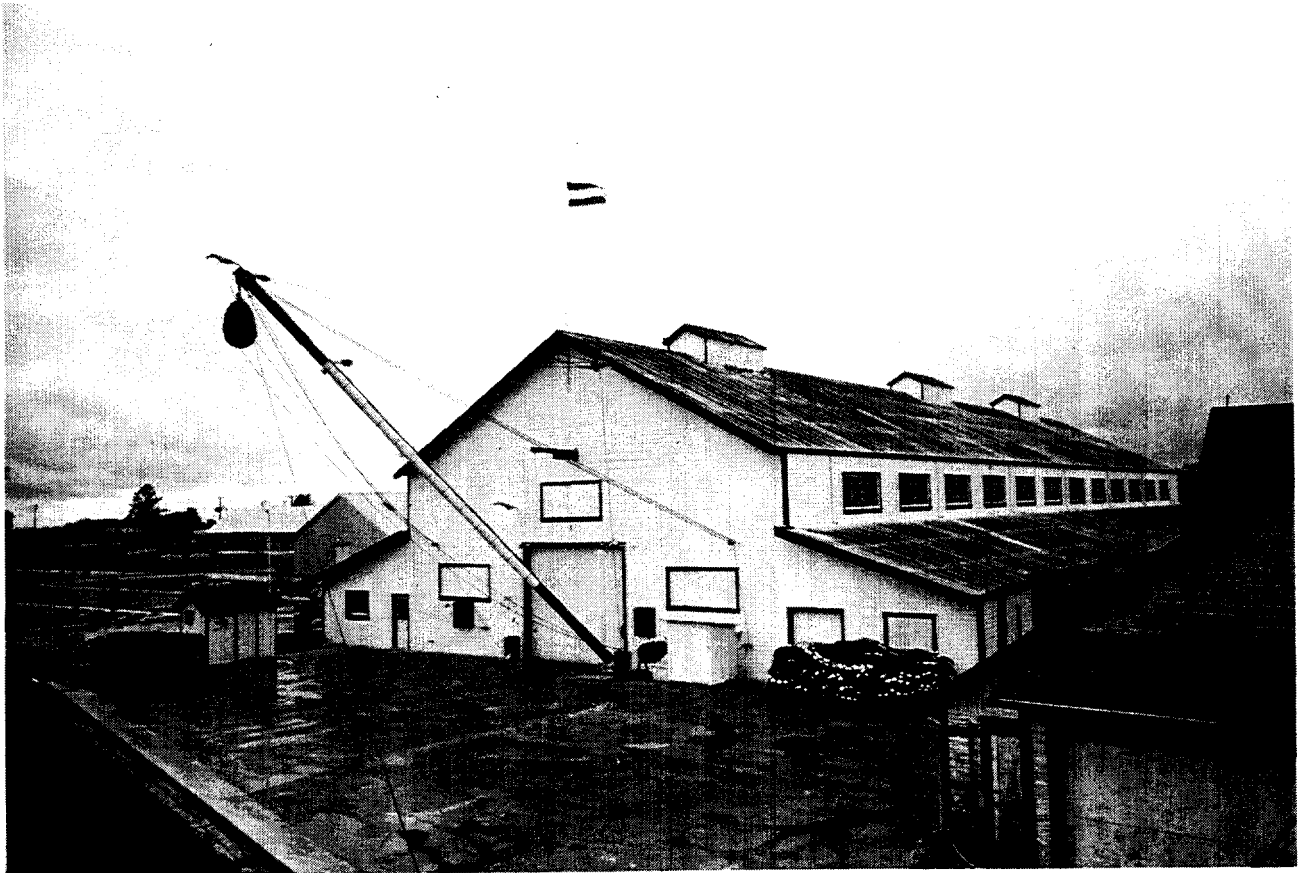
-twenty-two single sash windows, fifteen 10X10" lights, framed and cased one side

Major structural changes: none

Function: Historic and present--seine net repair and construction.

D continued

Holds seine loft manager's office. Prior to 1956 the wings of the building were used as fishing gear storage and as a gillnet loft



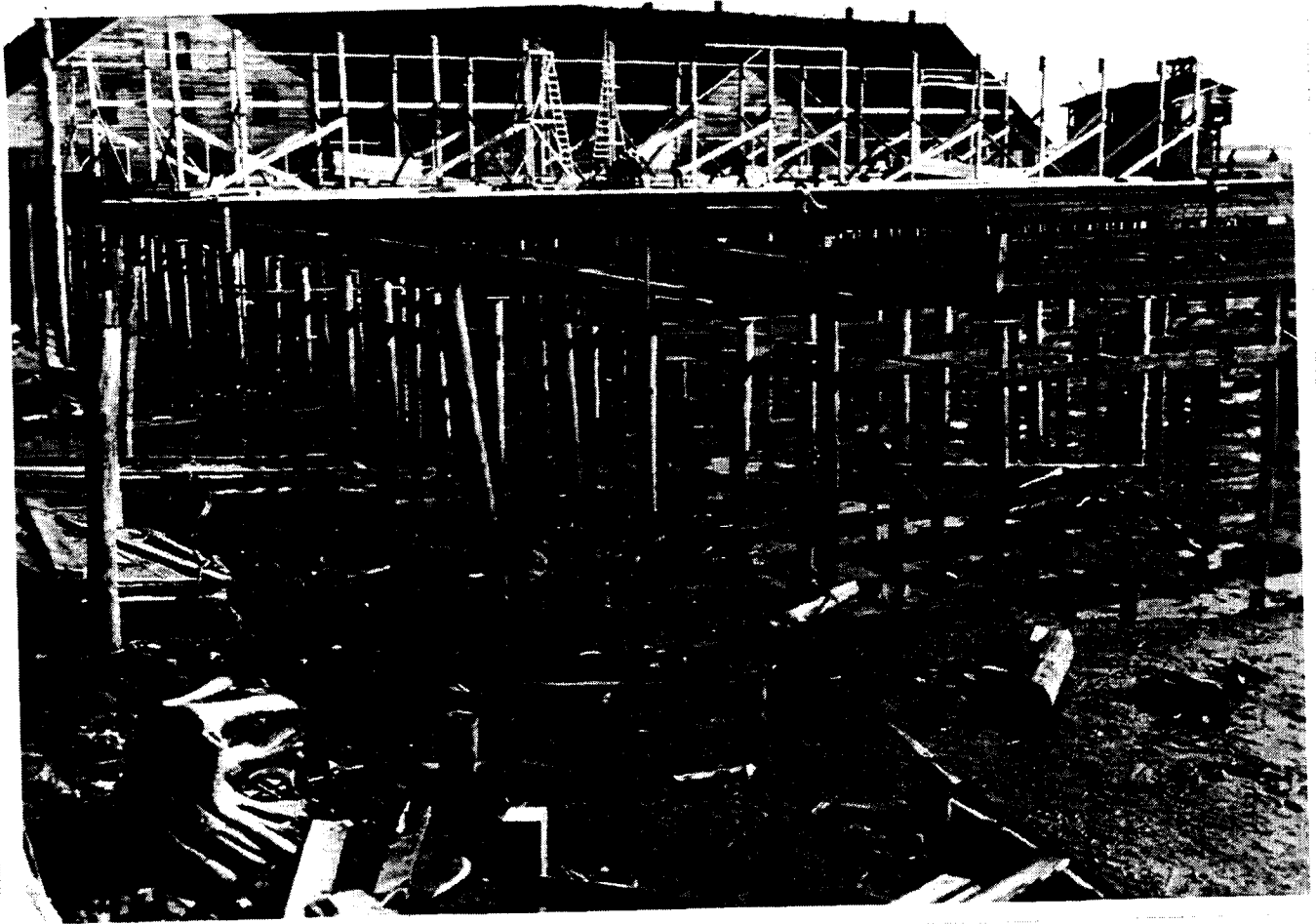
FRONT VIEW OF SEINE LOFT AND WHARF, 1982.

PHOTO SOURCE: DUNCAN STACEY



PILINGS FOR CONSTRUCTTOW OF **SEINE** LOFT, 1939.

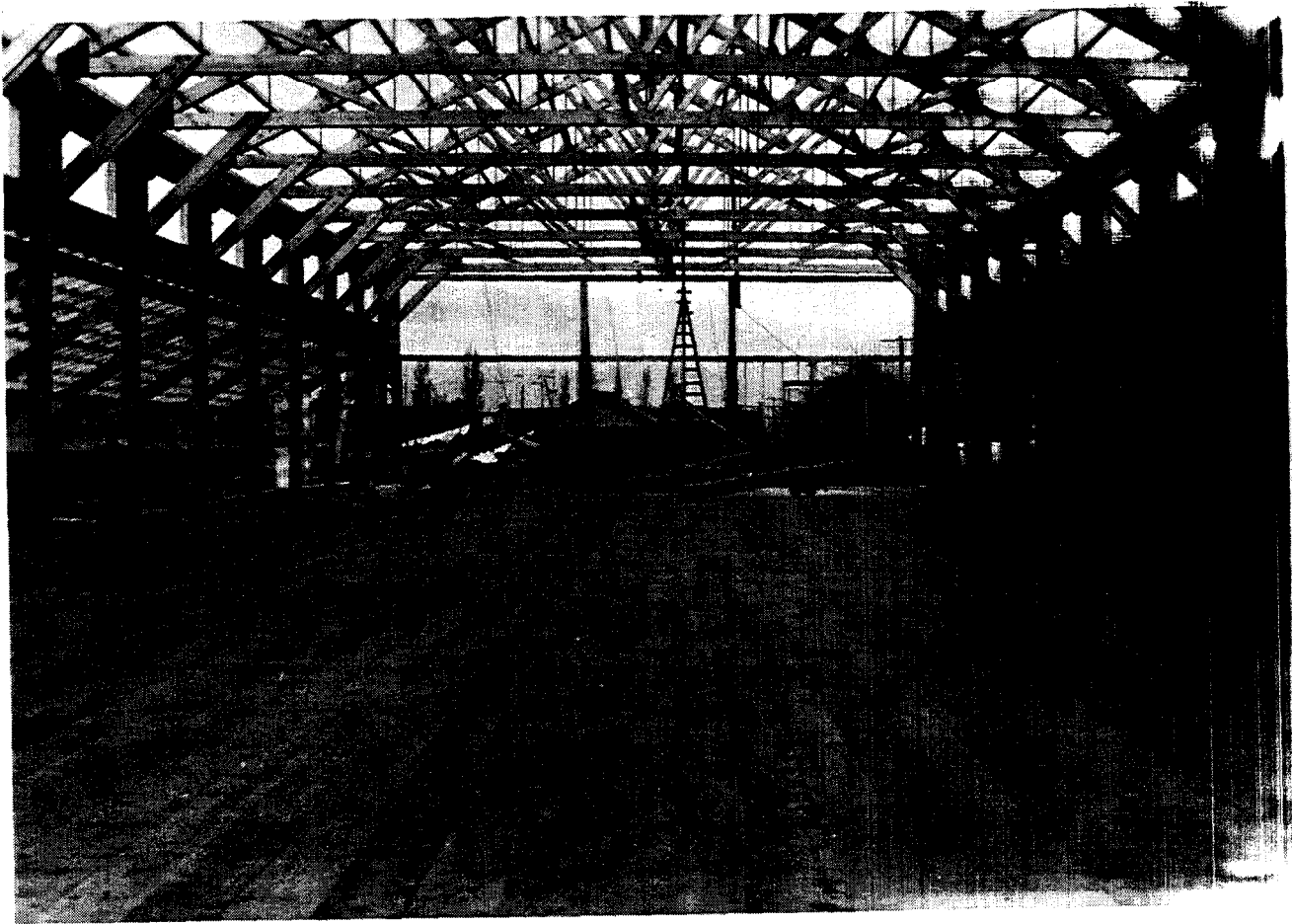
PHOTO SOURCE: DICK JACK



CONSTRUCTION OF SEINE LOFT, 1939. NOTE SALMON BINS ON FAR RIGHT

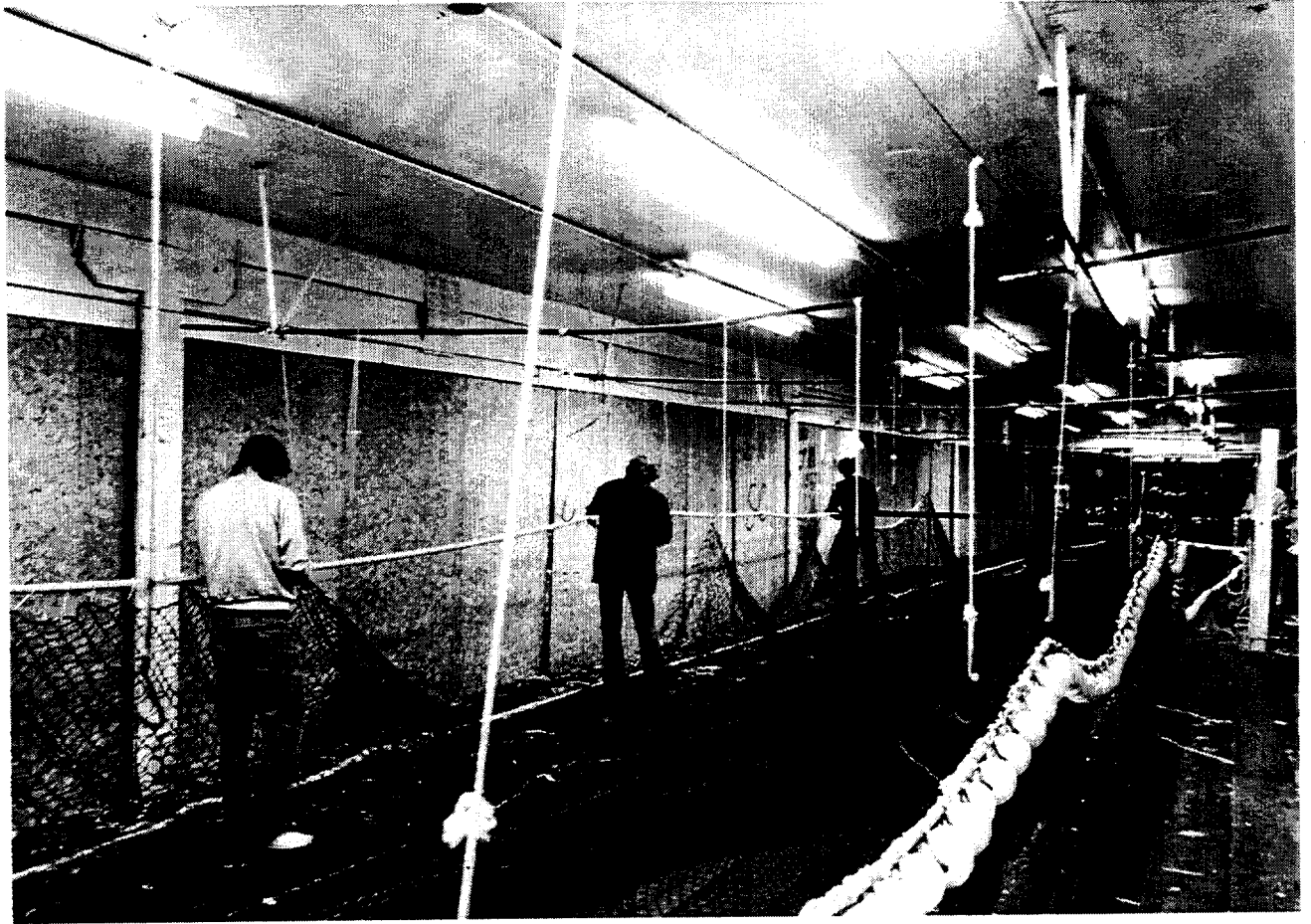
AND WEST SIDE OF ORIGINAL CANNERY BUILDING IN THE BACKGROUND.

PHOTO SOURCE: DICK JACK



CONSTRUCTION OF THE SEINE LOFT, 1939.

PHOTO SOURCE: DICK JACK



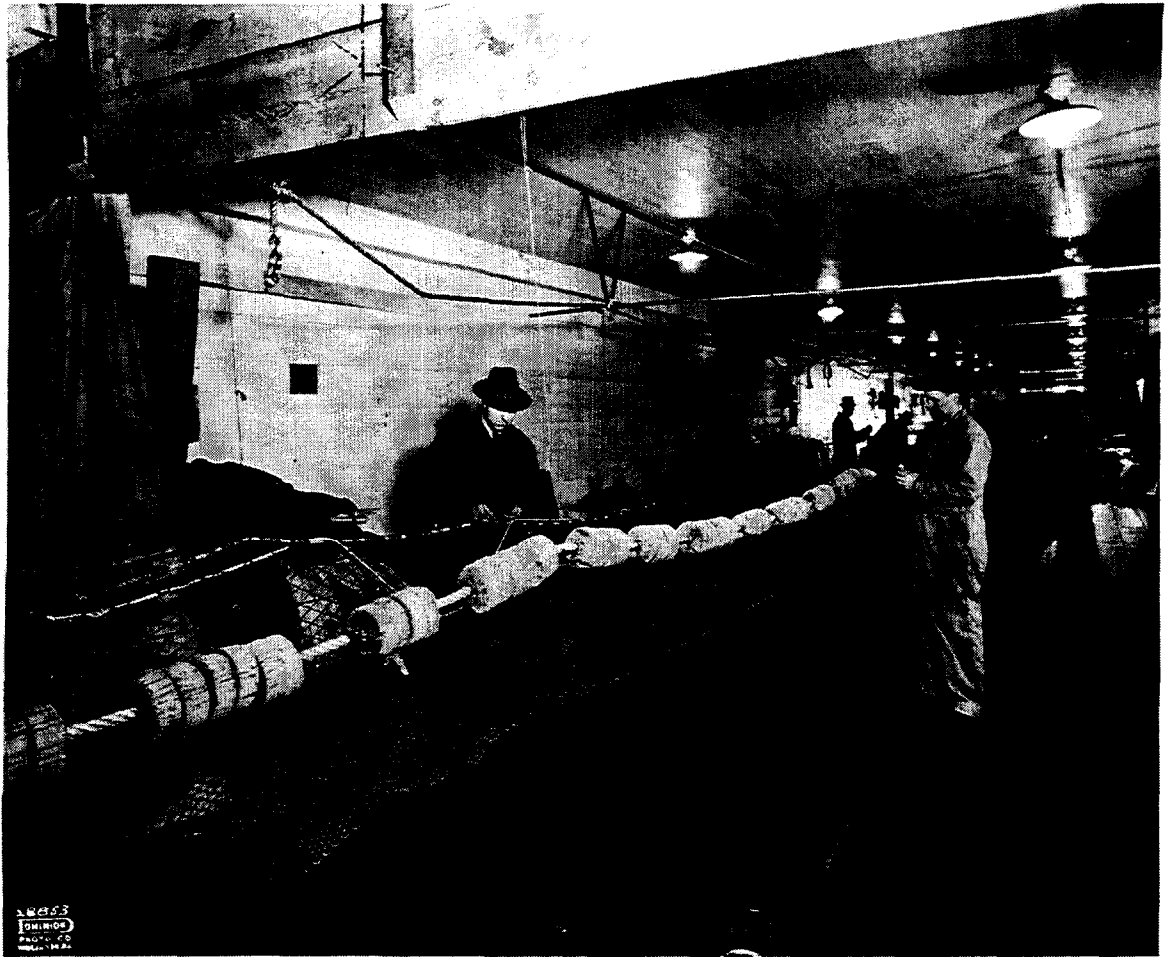
INTERIOR OF THE SEINE LOFT, 1982. STRIPPING A SEINE.

PHOTO SOURCE: **DUNCAN STACEY**



SEINE LOFT CREW, 1940's. WOMEN EMPLOYEES WERE HIRED BASICALLY FOR LACING THE SEINE NETS.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT



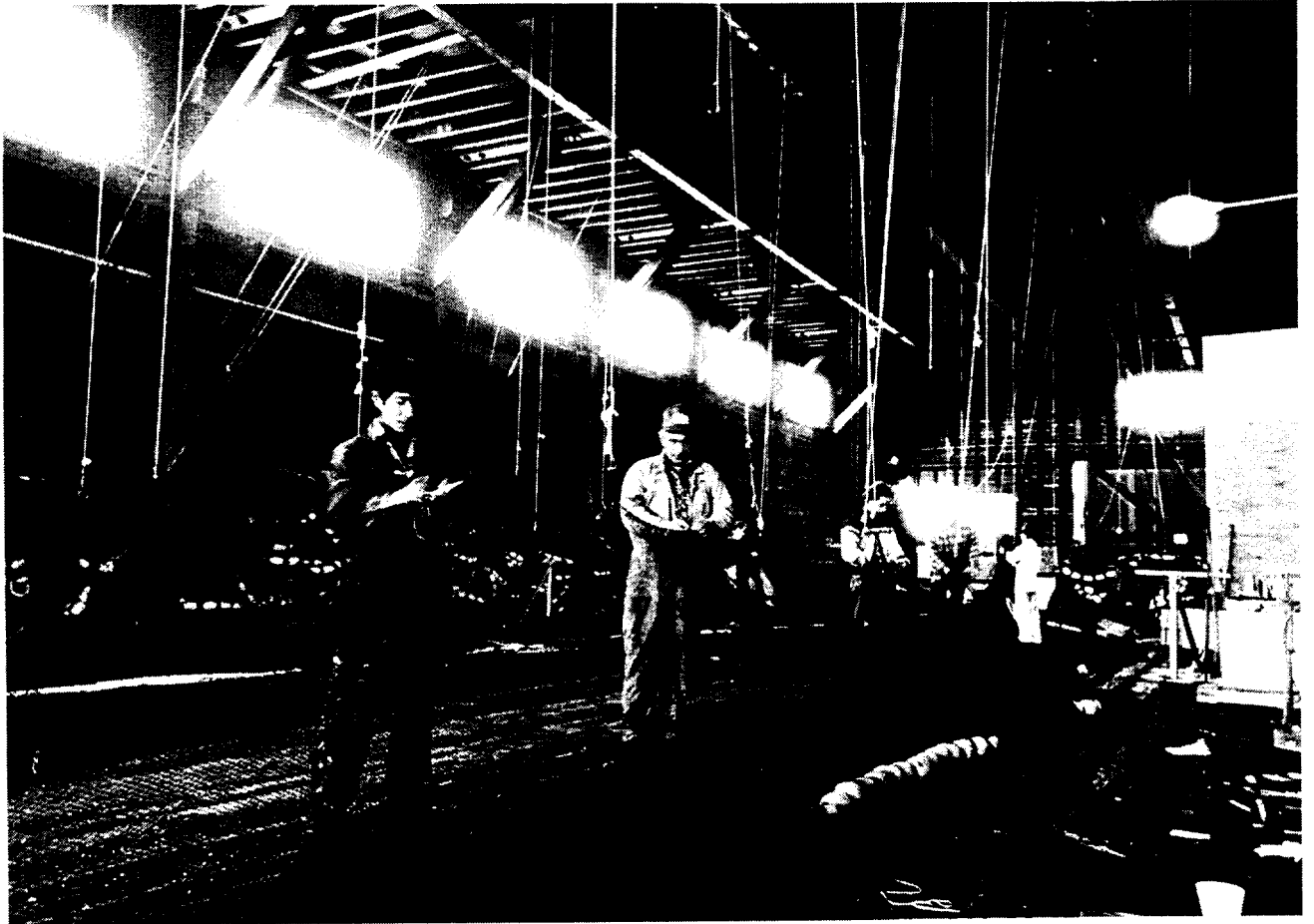
INTERIOR OF SEINE LOFT, 1945. HANGING A HERRING SEINE.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT



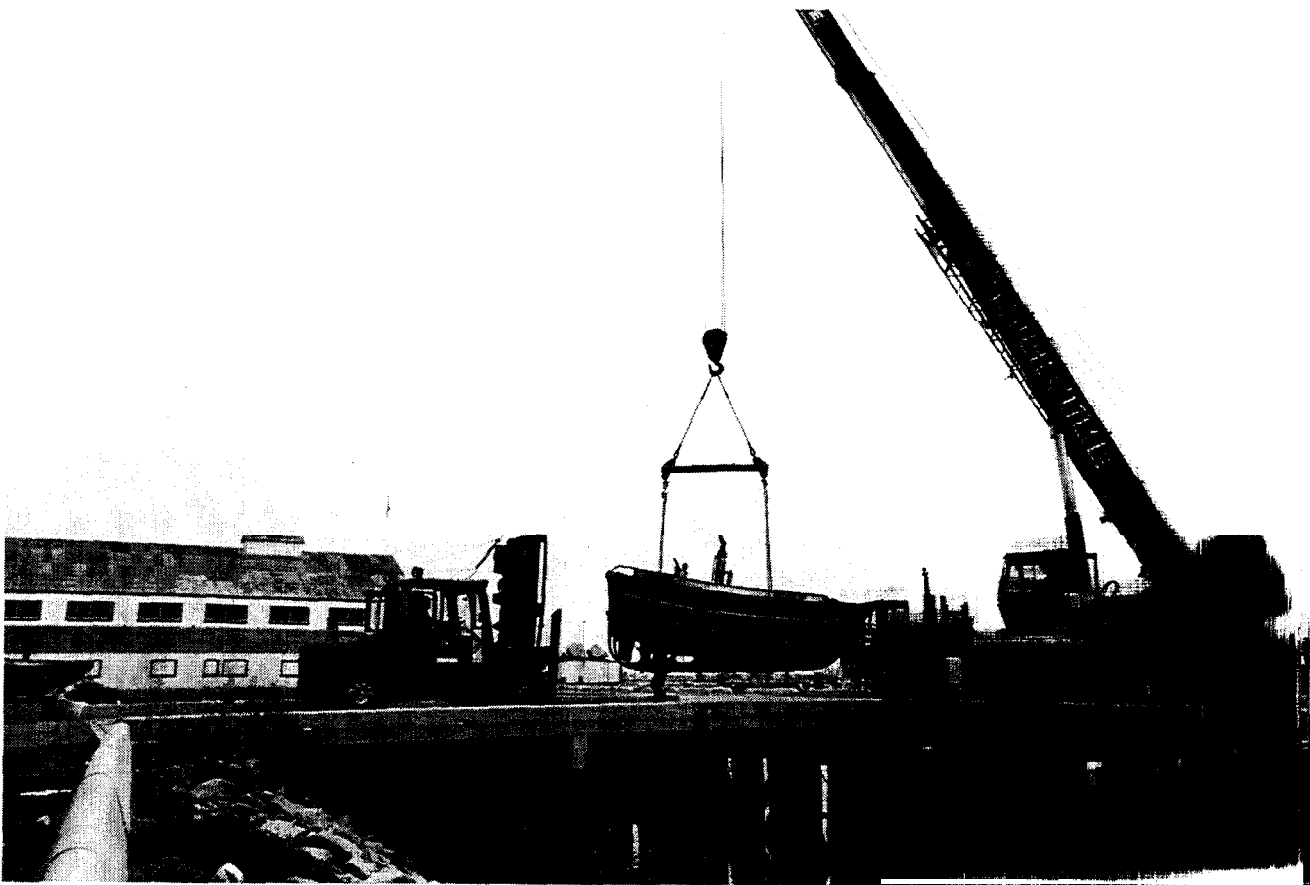
INTERIOR OF SEINE LOFT, 1945. BEFORE THE INTRODUCTION OF SYNTHETIC FIBERS SEINE NETS HAD TO BE STRIPPED EVERY YEAR AND HUNG FROM THE RAFTERS.

PHOTO SOURCE: CANADIAN FISHING COMPANY HOME PLANT



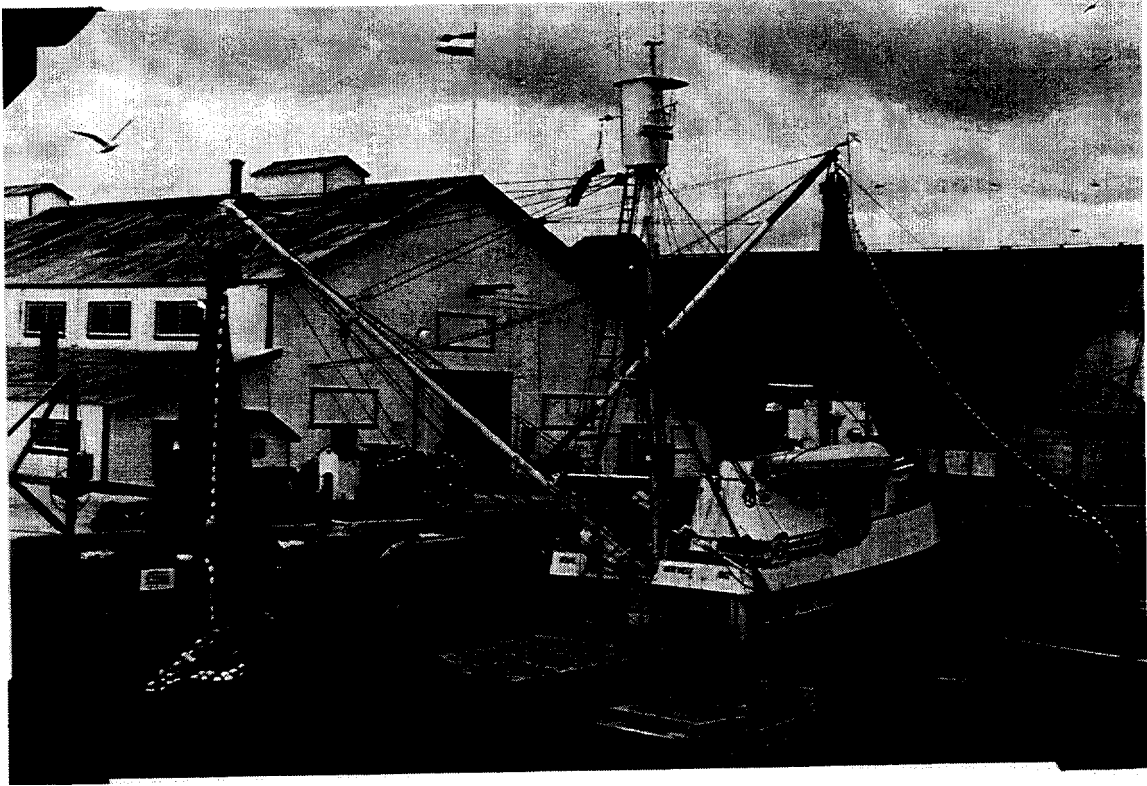
INTERIOR OF SEINE LOFT, 1982. HANGING A SEINE.

PHOTO SOURCE: DUNCAN S TACEY

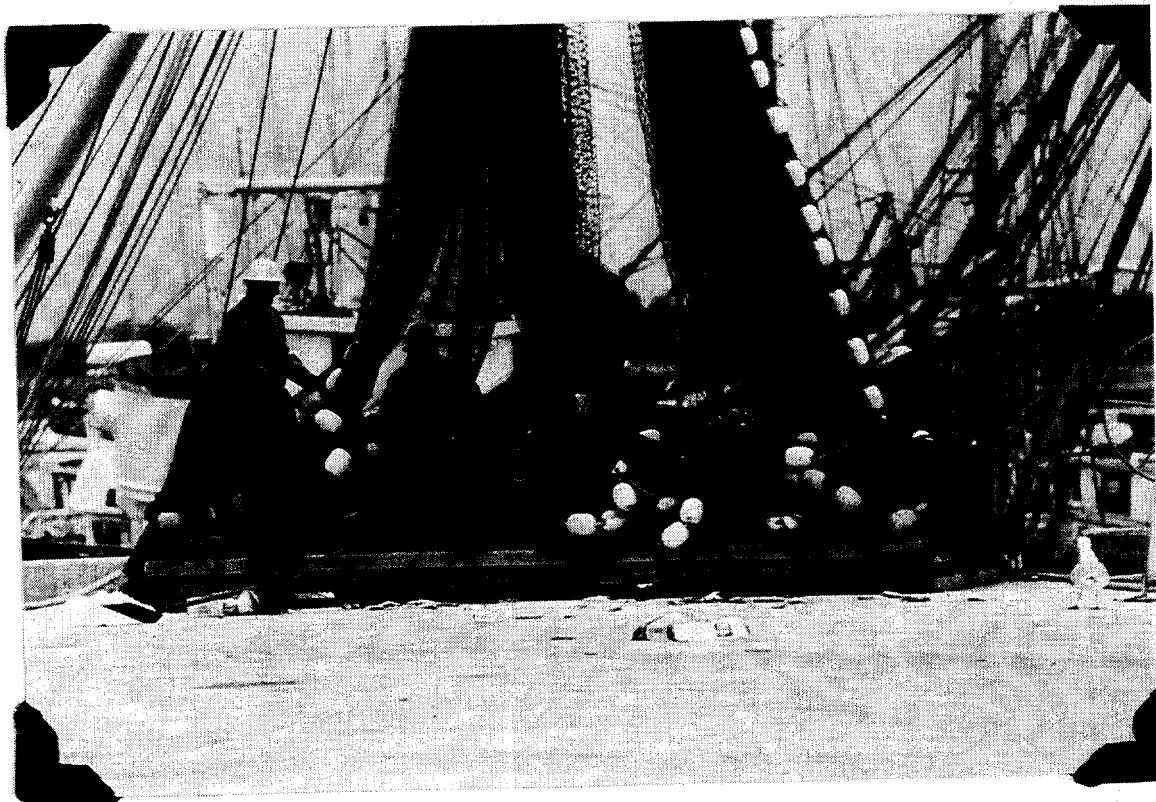


TAKING THE **POWER** SKIFFS OUT OF THE WATER FOR WINTER STORAGE, 1982.
SMALL CRAFT HARBORS' NEW **DOCK WEST** OF GULF OF GEORGIA. NOTE SEINE
LOFT IN BACKGROUND.

PHOTO SOURCE: DUNCAN STACEY



Unloading and salting down herring seines, 1982.



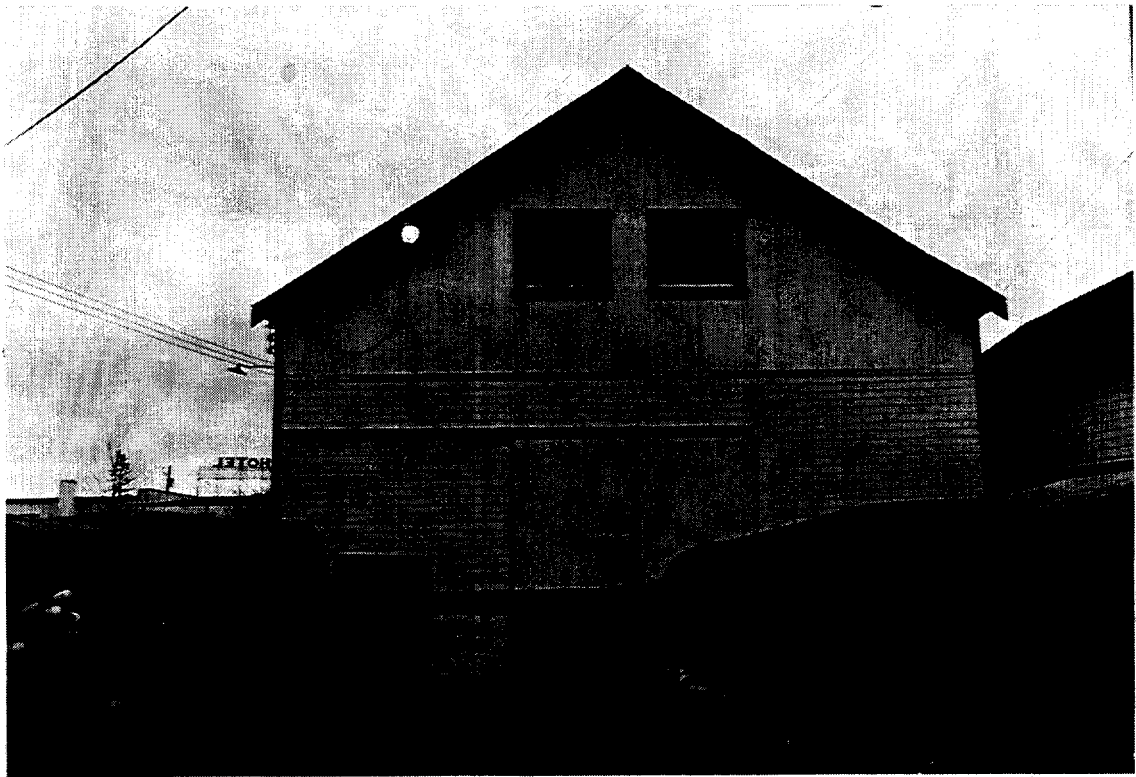
BARREL SHED⁷

Construction date: 1941⁸

Description: A 35X46' gable roof building with 2X6" frame, trussed roof and 1X6" drop siding; set on posts and concrete blocks 2X2X2'. Roofed with corrugated galvanized iron. Two 36"X48" fixed 12 light sash windows, two 6'X7' sliding batten metal covered doors, and one 3'X7' batten hinged door.

Major structural changes: none

Function: historic--storage area for fish oil drum
present--net and gear storage



West side of barrel shed, January 1983.

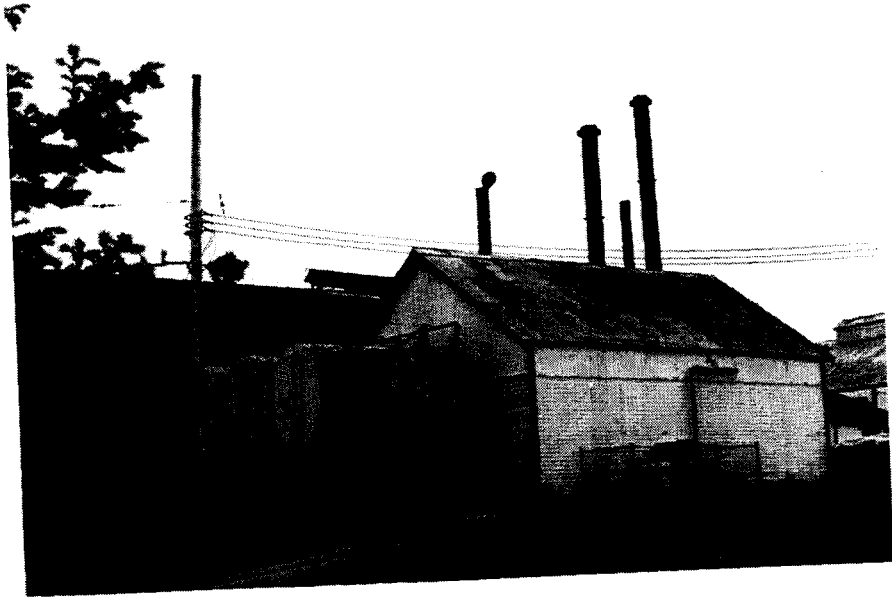
Photo source: Duncan **Stacey**



NORTHWEST VIEW OF BARREL SHED, 1982. 'NORTH FACE OF MAIN CANNERY

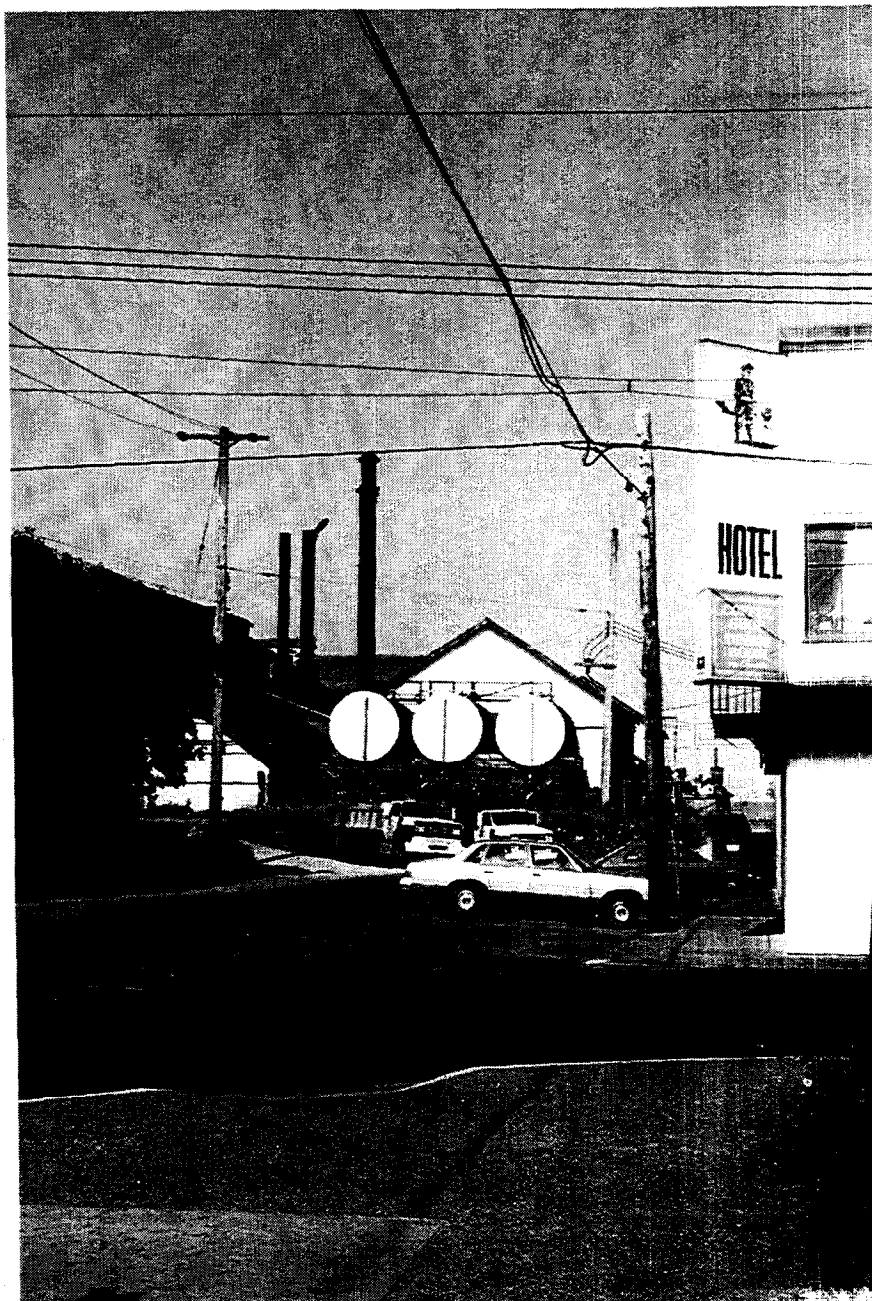
BUILDING ON **THE** RIGHT..

PHOTO SOURCE: DUNCAN **STACEY**



NORTH SIDE OF DRUM SHED, 1980. NOTE THAT TANKS HAVE BEEN REMOVED.

PHOTO SOURCE: DUNCAN STACEY



EASTERN END OF BARREL **SHED**, 1982. NOTE THREE FISH OIL **TANKS** WHICH
WERE LATER **REMOVED** ALTHOUGH **WOODEN** CRADLE STILL **REMAINS**.

PHOTO SOURCE: DUNCAN **STACEY**

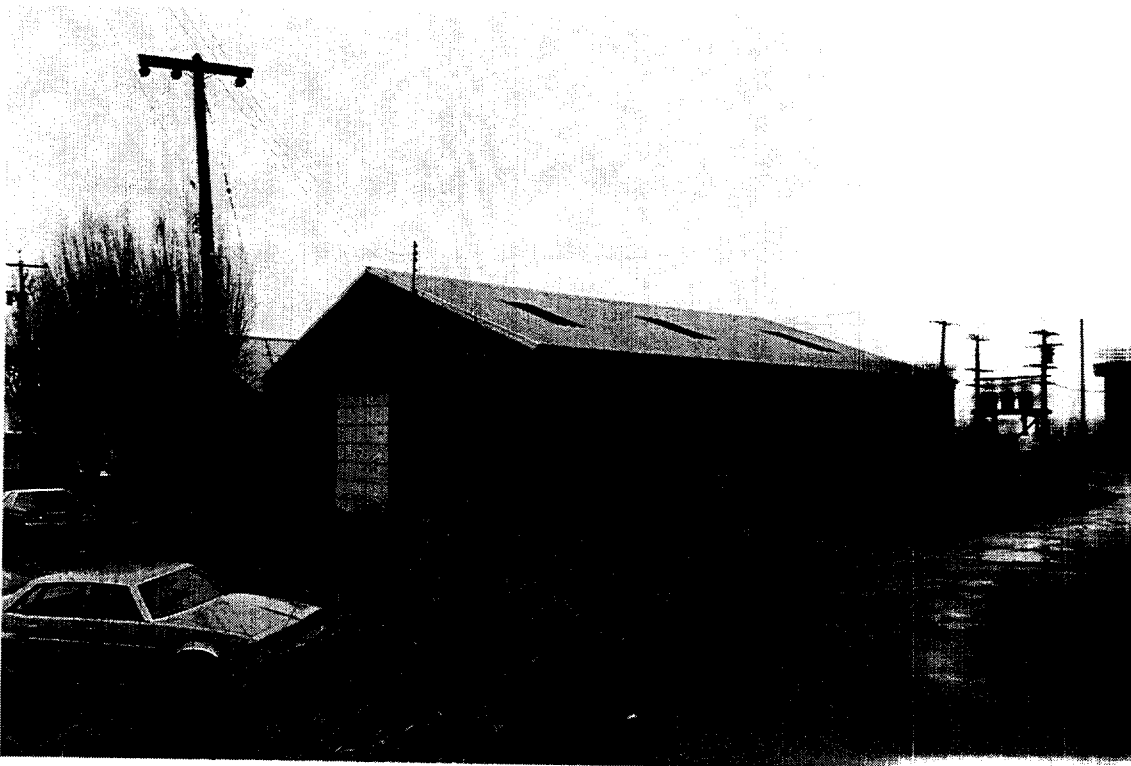
SOULE MEAL STORAGE WAREHOUSES⁹ (two)

Construction date: 1956¹⁰

Description: Number 1 (most easterly warehouse) 60X120'X13'6", high gable roof. **Soule** building with six **fabricated** steel arch supports, ten steel two section **purlins**, galvanized corrugated iron sides and roof with ten fiberglass panels in roof. Interior walls 2X6"X10' high, wood, slats at 12" centers, two 10X11' high overhead five panel wood doors, one 3X7' half glazed steel door.

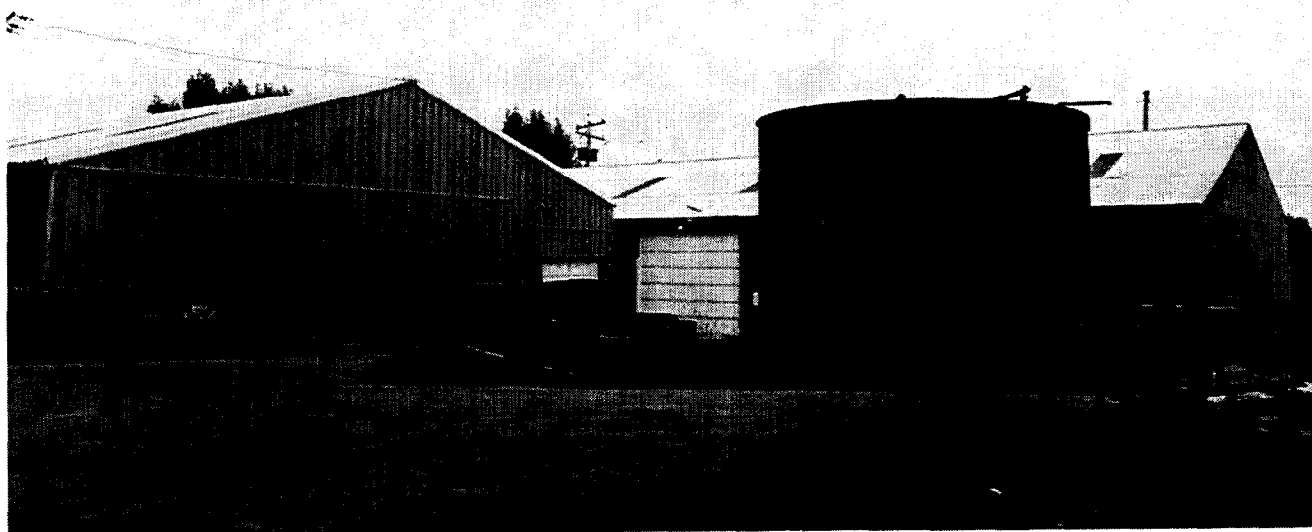
Number 2 (west of Number 1 warehouse), constructed 1964¹¹, 60X60X16' gable roof, Butler (Challenger) prefabricated building, steel frame and steel siding set on concrete **footwall** and footings; one 20X10' seven section up and over door; one 9X9' up and over five section door, one metal hinged door, conduit wired outlets.

Function: historic--storage area for sacks of fish meal
present-- seine net storage



Soule (metal) meal storage warehouses, crest of dike on night,
January 1983.

Photo source: Duncan **Stacey**



SOULE NEAL STORAGE WAREHOUSES (TWO), 1982. TANK IN FRONT IS FOR
FUEL OIL, NOT FISH OIL..

PHOTO SOURCE: DUNCAN STACEY

FISH MEAL WAREHOUSE¹²

Construction date: 194713

Description: 50X79' gabled roof building, 2X6" frame, 2' centers, 18 posts, 6X6' - 12', two beams 6X6" - 80', 2X8" rafters, shiplap ends, roof end 5' high sides, 5' wide wire sides, 1" board floor, tarpaper roofing, one 6X8' batten door and one 10X10* batten door on square track and hangers, six knob and tube outlets, 12" reflectors.

Major structural changes: none, but moved north from its original location around 1981.

Function: historic --cooling area for sacked fish meal
present--net and gear storage



Fish meal (wooden) warehouse, new location north of dike. January 1983.

Photo source: Duncan Stacey

FIRE PUMPHOUSE¹⁴

Construction date: circa 1948¹⁵

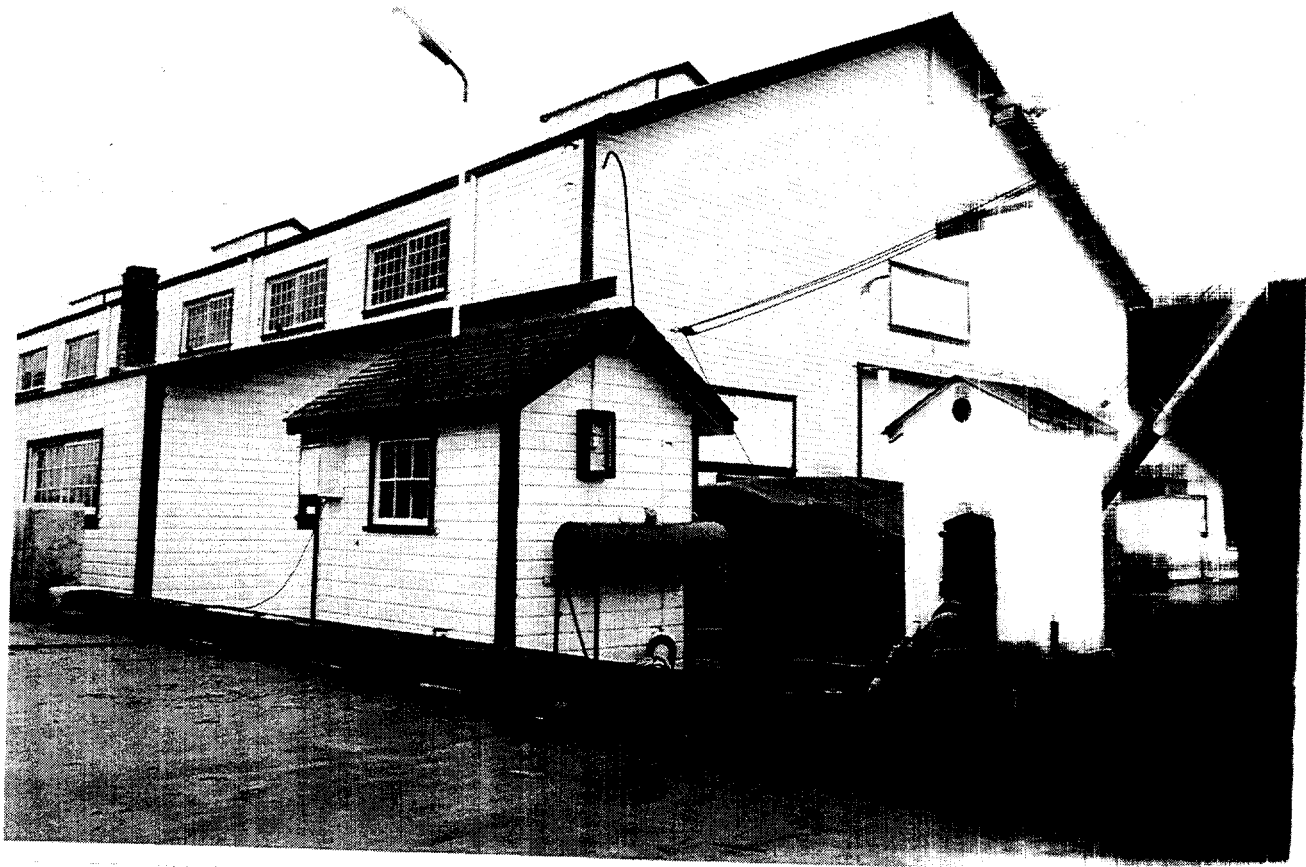
Description: A 6x10' gable roof frame building set on platform A;
2x4" frame, 1x6" siding, shingle roofing.

Function: historic and present to house deep well fire pump



Fire pumphouse with southwest corner of seine loft on the right. Note the cement decking to facilitate seine loft operations.

Photo source: Duncan **Stacey**



Fire pumphouse and **deepwell** pump, southwest corner of the front dock, seine loft in background. January 1983.

Photo source: Duncan **Stacey**

¹Harley J. McKee, Recording Historic Buildings (Washington: U.S. Government Printing Office, 1970), p. 140. See also Dianne Newell MacDougall, "Changing Brewing Technology and Related Effects on Brew House Architecture in 19th Century North America," National Historic Sites Service unpublished manuscript, March 1973.

²The Gulf of Georgia Fish Processing Plant National Historic Park Proposal at Steveston, British Columbia; Agreement Between Small Craft Harbors Branch (Department of Fisheries and Oceans) and Parks Canada (Department of the Environment). July 1981. National Historic Park Proposed Tenure appendix, figure 2.

³Ibid. Although the meal sheds and cooling warehouse are desirable but not essential for the interpretation of the herring reduction period 1947-82, the same cannot be said of the **gillnet** loft. This building was constructed in 1941 as an integral part of the site's support buildings, originally as a herring can and meal storage warehouse (1941-56) and then as a **gillnet** loft. This building is not only historically important but due to its location it plays an essential role in maintaining the historical integrity of the site's northwestern perimeter. Its removal would destroy the east-west alleyway and expose the north end of the seine loft to the modern harbor's **backland** development north of the **Hike**.

Processing Structures

¹"Appraisement for Gulf of Georgia Plant," Canadian General Appraisal Company Ltd., December 12, 1969.

²See "Research Notes on Gulf of Georgia's Fish Bin Shelter," Duncan Stacey, Parks Canada Western Region, July 1982.

³"Appraisement for Gulf of Georgia Plant," Canadian General Appraisal Company Ltd., December 12, 1969, p. 280.

⁴Ibid., p. 231.

⁵Fire Insurance Map, Fraser River Canneries, #1, Steveston, B.C., July 1845, Richmond Public Library.

⁶Appraisement for Gulf of Georgia Cannery, General Appraisal Company, November 8, 1930, p. 10.

⁷"Appraisement of Gulf of Georgia Plant," General Appraisal Company Ltd., January 9, 1948, p. 37; November 8, 1926, p. 10.

Georgia Cannery, Steveston, British Columbia, Duncan Stacey, Parks Canada Western Region, 1981, p. 38 and following pages.

⁹Fire Insurance Map, Fraser River Canneries, #3, Steveston British Columbia, July 1897.

¹⁰**Ibid.** Also see "Specific Information About Gulf of Georgia's Cannery Technology," report of historical research relating to Gulf of Georgia cannery, Steveston, B.C., Duncan **Stacey**, Parks Canada Western Region, 1981, p. 71 and following.

¹¹Fire Insurance Map, Fraser River Canneries, #3, Steveston, British Columbia, July 1897.

¹²Fire Insurance Map, Fraser River Canneries, #3, Steveston, British Columbia, July 1911. **Also** see Appendix #1 of this report relating to Gulf of Georgia's front wharf, 1894-1982. There is confusion over this extension as the south face on the main structure has the same configuration prior to and after the addition. 1900 and 1939 photos of this face are similar for window and door locations. It can be surmised that as a maximum of 12 to 15 years elapsed between construction of these south faces that the original 1894 facing materials would have been reused, especially as the dimensions of the 1906 face are for all practical purposes identical to those of its predecessor.

¹³Interviews with various cannery managers, especially Harold Britten, George Olsen, and Everett Pierce of C.F.C. Home Plant.

¹⁴Although the deep water requirements of canneries became less important, the traditional configuration of their loading and unloading wharves (that of being parallel to the current and/or tides of the water body on which they are situated) has remained the same. The key to docking any vessel is the use of spring lines, which enable a vessel to dock using the power of the tide, current, or assist tug.

¹⁵**Fire** Insurance Map, Fraser River Canneries, #3, Steveston, British Columbia, July 1911.

¹⁶**Ibid.**

¹⁷**This** spur appears to have been constructed 1905-06.

¹⁸Construction of this dike and its wide ditch prior to 1911 is a major reason why the Gulf remained untouched by the 1918 Steveston fire. The dike and ditch formed a fire break directly east of the historic site and west of the original source of the fire. The fire break plus the fact that the prevailing wind during the fire blew upriver meant that it was impossible for the historic site to have been even partially burned.

BRITISH COLUMBIA, July 1944.

²⁰ Pacific Fisherman, March 1927, p. 29. Also Certificate of Indefeasible Title, Title #176627E, Land Registry Office, New Westminster, British Columbia.

²¹ Canadian Fishing Company, "Daily Report" for Gulf of Georgia, May 19, 1927. See also appendix #2, this report, research notes on Gulf of Georgia's driveways.

²² Interviews with Dick Jack, 1980 and 1981; Province, December 23, 1932, p. 2.

²³ The same argument holds true for the present dilapidated condition of the external herring bins. This **dryrot** problem is alleviated in modern processing plants by the use of cement floors with built-in drainage systems, especially in the gutting and fresh fish holding areas. This accounts for the present (1982) cement floors in the historic site's ice house and the herring reduction holding and processing areas.

²⁴ Gulf of Georgia Cannery, General Appraisal Company Ltd., December 1937. Whiteprint.

²⁵ C.F.C. Net Rack Wharves and Net and Gear Warehouses at Gulf of Georgia Cannery, December 28, 1938.

²⁶ C.F.C. blueprint of vitamin oil plant at Gulf of Georgia, November 14, 1940, revised November 20, 1940.

²⁷ C.F.C. plan showing property at Steveston, July 29, 1944, revised 1956.

²⁸ C.F.C. Dryer Building at Steveston, B.C., May 7, 1948.

²⁹ C.F.C. Gulf of Georgia Dryer Room Addition, July 9, 1964.

³⁰ C.F.C. plan showing the Canadian Fishing Company Ltd. property at Steveston, B.C. July 29, 1944, revised 1956.

³¹ B.C. Boiler Inspector's Report, boiler #44979B.C., first inspected at Gulf of Georgia on October 28, 1941.

³² C.F.C. blueprint of vitamin oil plant at Gulf of Georgia Cannery, November 14, 1940, revised November 20, 1940.

³⁴C.F.C. plan showing the Canadian Fishing Company Ltd. property at Steveston, B.C., July 29, 1944, revised 1956.

³⁵Interview with Sun Yip of C.F.C. in 1982. B.C. Pressure Vessel Inspector's Report, #13P1022B.C., 13P1023B.C. Issued November 14, 1956.

Appendix #1: Gulf of Georgia's Front Wharf, 1894-1982

¹1906 is the likely date that the Iron Chink was introduced to the Gulf's canning line. This technological change made the west wing or gutting shed obsolete for canning line functions. As the most efficient assembly for a mechanized canning line is a straight line, this would and did demand expanding the length of the main sector of the original cannery to **accomodate** the Iron Chink and provide floor space for its effective operation. Such an expansion is evident on the 1911 fire insurance plan, but in all probability the expansion occurred in conjunction with the introduction of the butchering machine. This **appears** to be the only answer as to why **capital** was spent in increasing the floor space area of the cannery when the west wing floorspace more than satisfied the needs of mechanized butchering. In addition, as the 1900 canning line was line shaft powered, changing the position of the machine following the butchering sector (i.e. the whole line) would be a costly and troublesome job, so adding the Iron Chink to the front of the existing **canning** line seems logical and practical.

²Properly designed tie-up docks should be parallel to the tide and/or current, as is the case of Gulf of Georgia's front dock. The easiest and best way to bring a vessel, and especially a non-powered vessel of the type which were predominant at Gulf of Georgia before 1910, up to a wharf is by the use of a spring line which draws a vessel **into a** dock by using the current's power.

³Fire Insurance Map, Fraser River Canneries, #3, Steveston, B.C., July 1897.

⁴Fire Insurance Map, Fraser River Canneries, #3, Steveston, B.C., July 1911.

⁵Ibid. See also B.C. Fire Underwriters Association Plans of Salmon Canneries in B.C., August 1924, #106 Gulf of Georgia.

⁶"Two men also working on end of wharf putting down torn up decking on old part of **wharf.**" C.F.C. Daily Report, May 26, 1927.

¹¹Canadian Fishing Company, file driveway/construction 1939-40, "Gulf Construction, R & R, and White Labor Accounts" in Gulf books as at April 26, 1939.

¹²Evidence given at recent Richmond Advisory Planning Committee meetings (the author is a member).

¹³"Appraisement for Gulf of Georgia Plant," Canadian General Appraisal Company Ltd., December 12, 1969, p. 283.

¹⁴Op. cit., p. 285.

¹⁵Op. cit., p. 287.

Appendix #3: Existing Gulf of Georgia Support Buildings

"Appraisement for Gulf of Georgia Plant," Canadian General Appraisal Company Ltd., December 12, 1969, pp. 218, 224; October 24, 1941, p. 255.

²C.F.C. Warehouse and Storage Shed, Gulf of Georgia Cannery, July 22, 1941.

"Appraisement for Gulf of Georgia Plant," General Appraisal Company Ltd., **November 2, 1959, p. 396A.**

⁴"**Appraisement** for Gulf of Georgia Plant," Canadian General Appraisal Company Ltd., December 12, 1969, p. 298.

⁵"Appraisement for Gulf of Georgia **Plant**," General Appraisal Company Ltd., November 2, 1959, p. 213 and following.

⁶C.F.C. blueprint, net and gear warehouse at Gulf of Georgia Cannery, January 12, 1939. Also Dick Jack diary and photos, 1939.

⁷"**Appraisement** for Gulf of Georgia **Plant**," General Appraisal Company Ltd., November 2, 1959, p. 219.

⁸C.F.C. plan showing the Canadian Fishing Company Ltd. property, Steveston, B.C., July 29, 1944, revised 1956.

⁸The Canadian Fishing Company bought the Gulf in August 1926. British Columbia Certificate of Indefeasible Title, #1766276, New Westminster, B.C. See also Pacific Fisherman, March 1927, p. 29.

⁹"..nearly finished putting in corbal poil 1 [sic] caps on end of wharf." C.F.C. Daily Report, May 14, 1927.

¹⁰"They [pile driver crew] are now driving fender piles on end of wharf." C.F.C. Daily Report, May 14, 1927.

¹¹"Driver crew completed laying of joists and decking on end of wharf." C.F.C., Daily Report, May 23, 1927.

¹²"Two cappenters have finished constructing fish bin on end of wharf and installed winch. It took them 9 days for this work." C.F.C. Daily Report, June 10, 1927.

¹³It is assumed that these bins were for storing fresh fish prior to shipment to C.F.C. home plant because an ice bin was constructed under the middle fish bin (C.F.C. Daily Report, June 25, 1927). After the Gulf closed as a salmon cannery in 1930 these bins were painted and repaired (C.F.C. file, Gulf of Georgia Buildings, Maps 1926-1935; List of Approximate Expenditure for Repairs and Renewals, 1931).

¹⁴C.F.C. file Driveway and Wharf Construction 1926-1930, Gulf of Georgia Cannery Season 1927, Additions to Plant and Equipment.

¹⁵Interviews with Dick Jack, 1980 and 1981; Province, December 23, 1932, p. 2. It was not entirely because of the storm that the west wing collapsed. Its structure had been seriously weakened by its traditional industrial function as a gutting shed and fresh fish storage area which entails the extensive use of fresh water and which, when combined with fish slime and offal, results in **dryrot** in the lower areas of the wooden structure.

¹⁶C.F.C. file on Driveway and Wharf Construction, 1931-1938, Gulf of Georgia Repairs and Renewals, December 31, 1935.

¹⁷This assumption is supported by the total Repair and Renewal statistics for the **Gulf**: \$15 in 1932 (C.F.C. file inventory 1932) and nothing in 1933 (C.F.C. file budget 1933).

¹⁸C.F.C. file of Canadian Fish Company, June 27, 1935.

¹⁹photo of front of the Gulf, 1939, property of Dick Jack-

of Georgia Cannery, December 20, 1970.

²¹Ice was delivered in 500 pound blocks to the ice house by truck from home plant. On the return trip the truck carried fresh fish from the ice house to home plant to be processed, usually as fresh fish.

²²C.F.C. Plan of Property at Steveston, B.C., July 29, 1944, revised circa 1956.

²³Interviews with Tad Hayashi, manager, Gulf of Georgia, 1981 and 1982.

²⁴Appraisal of Gulf of Georgia Cannery, General Appraisal Company Ltd, January 9, 1948, p. 385.

Appendix #2: Gulf of Georgia's Driveways, 1927-1982

¹Canadian Fishing Company, Daily Report, May 30, 1927.

²C.F.C. file "Driveway, 1926-1930," Additions to Plant and Equipment, 1927.

³Ibid.

⁴Op. cit., May 19, 1927.

⁵Op. cit., May 14, 1927.

⁶The Canadian Fishing Company purchased the Gulf on August 25, 1926. As this was near the end of the salmon season, reconstruction was only necessary in preparation for the 1927 season.

⁷Interviews with Dick Jack, 1980, 1981, 1982.

⁸Canadian Fishing Company, Dick Jack diary for 1939, Report on Fraser River operations for 1939, p. 8. "At the present time, all our net racks and tanks are in use, and it is necessary to erect temporary racks in both buildings [cannery and seine loft] during the fishing season."

⁹Canadian Fishing Company, Dick Jack diary for 1939, photographs of Gulf of Georgia netracks dated February 1939.