

POINT PINOS LIGHTHOUSE

RENOVATION OF ENTRANCE DOORS

Renovation of entrance doors and surrounding jamb/trim at Point Pinos Lighthouse, Pacific Grove. Work carried out by Brid Caveney Construction, a licensed (B1) contractor specializing in historical/period renovations as per instruction from Museum of Natural History Directory, Paul (Pat) Finnegan.

BACK (ALARM) DOOR

- Removed: Thursday, January 18th, 1007
- Temporary hollow core door used during renovation period.

CONSTRUCTION

- Door is constructed with whole heart, clear redwood, and in estimating door age, is very likely first growth.
- Door size: 6'9" x 2'10" x 1 3/4"
- Construction is conventional stile and rail, with two (2) inset flat panels at bottom and six (6) split lights at top.
- Panels and glass lights held in with redwood molding strips with ogee detail (5/8" x 1/4").

CONDITION

- All glue joints in door are compromised. Glass and panel moldings have rotted out.
- As door has sagged badly on leading edge, furring strips have been added to top edge (3/4" to 1/4") and leading edge (1/2" to over 33 7/8") 1/4", over 80 1/4" (Note to me.. how does this fit in???? Ask Paul...see the original p.2)
- Door is being used "inside out." Glass and panel stops are on exterior of door.
- Door has 4" x 4" steel "butt" type hinges. Hinge pins are frozen (rusted) solid in hinges and bottom pin is broken.
- On removal, it was found that the door, at some point in time had 5" hinges. When the 4" hinges were installed, someone had filled the 1" void with some form of bondo, or wood putty/spackle.
- Several attempts had been made to "shore" up the separated stile and rail joints, by nailing with what appear to be mild steel "horseshoe" type nails.
- Due to the location of the door (so close to the ocean) and the lack of paint on these "repairs," the nails have rusted out and basically exploded in the redwood.
- The sash bar for the lights is broken/fractured in four places and none of the "butt" joints on sash bar to stiles/rails are intact/glued.
- On stripping the glass stops, it was found that as the door had sagged to the leading side, the glass had become wedged in the openings and had basically become a "stressed member" of the door stopping it from further sagging.

ACTION TAKEN

- All glass/panel stops removed and new stock milled from whole heart, clear, kiln dried redwood (by Knapp Mill & Cabinet).
- All existing (accessible) nail/screw holes with distempered/rusty metal, “dug” out and cut back to sound material. All holes “pour filled” with a slurry mix of rock hard putty.
- On all stile and rail joints, door drilled and two (2) 8” x 3/8” birch dowels installed.
- 3/32” holes drilled into all glue joints, and Aliphatic Titebond II) glue, pressure injected into joints. 3/32” holes then plugged with birch dowel rod.
- Sash bars repaired and all joints re-glued and pinned with stainless brad nails.
- After one week of glue drying time, door sent to get paint stripped by Alex Wilkinson in Seaside. Door to stripper February 5th, 2007.
- Back from stripper, February 9th, 2007
- All old hinge screw holes plugged with birch/redwood/cedar plugs, and “Dutchmen” glued in voids where 5” hinges had been fitted.
- 4” x 4” solid brass Baldwin hinges installed.
- February 20th, 2007: Door pre-fitted. Top and leading edge furring strips replaced with whole heart, clear, kiln dried redwood.

TREATMENTS

- After drying time from paint stripping, and further repairs, door given three (3) heavy coats of linseed oil (boiled) and turpentine, (mixed 50/50).
- After five days drying time, door given one coat of oil based primer paint.
- After three days drying time, panel stops installed and glass lights set. On the grounds of safety, the new glass lights are 1/8” tempered units.
- Panel stops are caulked to door with water based acrylic (35 year) caulking and fixed with stainless Brad nails.
- Glass is set in door with linseed oil wood sash putty.
- Glass stops are caulked to door/glass as per panel stops.

FINAL FINISH

- Two full coats acrylic enamel semi-gloss exterior paint.
- Note: Exterior color was selected by scanning a chip of the original paint found under the interior lockset. Color is called Rainy Afternoon.

HARDWARE

- Existing surface mount interior lockset re-used, with white porcelain pulls (knobs) that were liberated from other doors belonging to the lighthouse.

EXTERIOR DOOR TRIM CASING

- All the exterior trim had been nailed with mild steel nails and was in bad shape, cracked and broken in several places and nails “exploded” in boards.
- The jamb-stop, on leading side of door casing was also detached from jamb face.
- All members replaced as per original sizes with whole heart, clear, kiln dried redwood.

- All treated with linseed oil and turpentine and painted as per door schedule.
- New aluminum threshold/door bottom (shoe) and rigid type of “balloon” weather stripping fitted.

TRANSOM LIGHT

- Above the door, is + two light transom type non-opening sash.
- On removal, the existing unit was found to be built of sugar pine.
- One pane of glass broken, several parts of sash rotted out, and divider bar broken.
- Unit was copied and built new using whole heart, clear kiln dried redwood by Knapp Mill & Cabinet.
- Treated with same schedule as door and trim, etc.
- New stops milled and installed (by Brid Caveney Construcion).

SYNOPSIS

- On pulling old exterior trim, there was damage (dryrot) found in upper right hand corner of door head, in the ship lap siding, (which is also redwood) and some dormant termite damage in lower right hand siding adjacent to door jamb.
- As the new trip needed sealing to the siding to prevent any further weather intrusion, the damage was filled with rock hard putty.
- The “V” joints on the ship lap siding, behind the new trim were filled with caulk backer rod (foam) and the new trim securely caulked to siding and door casing.
- Job finished Thursday, March 22nd, 2007.

(NB New bell push installed)