

The Signal

December 2011



Management Team - 2011

**Commodore,
Marina Manager**
Debbie Mountenay

**Vice Commodore,
Clubhouse**
Mark Joseph

**Rear Commodore,
Sailing Activities**
Stephen Whitefield

**Fleet Captain Sail,
Junior Sailing**
Gordon Hart

**Fleet Captain Power,
Yard**
Don Cameron

Treasurer
Grant Gordon

Management:

**Marina, Mooring
Field and Gas Dock**
Steve Waller

Entertainment Chair
Vicki Froats

Safety and Security
Bob Stewart

Bar
Don Jessome

Recording Secretary
Mary Ridgewell

Trustees:
Paul Downing
Jim Thomas
Nathan Reece

Club Historian
Donald Backman

General Manager
Dan Gallina

Message from the Commodore

By Debbie Mountenay, Commodore

As DYC's new Commodore, I want to thank the membership for their support at the October elections and promise to try my best to live up to your expectations. I would also like to extend a warm welcome to the new members of the management team; Vicki Froats, Bob Stewart, and Don Jessome and I welcome Steve Waller back to the fold...I look forward to working with them in the upcoming year.



Those who served last year and are not on the Committee this year deserve recognition and thanks as well, namely the outgoing Commodore, Nathan Reece, past Rear Commodore Jason Penney, John Rhyno and Brad Boudreau. I thank them for all their efforts in supporting the club over the past year(s).

On December 1st Jim MacDonald's term as a Trustee came to an end. Words cannot express our gratitude to Jim for his many years of service and dedication and wise counsel to DYC. The newly appointed trustee is Nathan Reece. As past Commodore who served for three terms, Nathan will provide a much needed level of

continuity to the management team.

The Management Committee, along with our General Manager, Dan Gallina, have a busy schedule planned for next year. Number one on our agenda is to continue with the marina upgrades and a new "C Dock" has already been ordered. Also at the top of the list is to scope out and purchase a new tender boat dedicated solely to that purpose. I think

everyone will agree our last tender has pretty much outlived its usefulness as a decent tender. We also need to continue to advance our very successful Junior Sail program. Next summer, funds permitting, I would also like to see the yard graded and gravelled so that we are not up to our knees in water every time it rains! This is a preview of the work the Management Committee hopes to progress in 2012. We plan to roll out more details to the members, along with the 2012 proposed budget, for approval at the January AGM.

I wish all of you Happy Holidays and a prosperous New Year and encourage you to drop into our annual New Year's Day levy and say hello.

Rear Commodore Corner *By Stephen Whitefield*



Greetings to all!

As your new Rear Commodore for 2011/2012 I would like to thank the outgoing Rear Commodore, Jason Penny and the Race Committee for a job well done. As the 2011 racing season has come to a close and all of our boats are safely stored away I would like to take this opportunity to acknowledge our sponsors and some of the other people that made it possible. Our sponsors for last year were; Helly Hansen – Tom Engram, Doyle Sailmakers – Nathan Reese, Keith's India Pale Ale – Keith McNamara, DSS Marine – Steve Waller, Steele Volkswagon – Colin Jamieson, MMOS Marine Supply Centers – Tony Moore, Lacewood Endodontics – Dr. John Peters and Labrador Sea Inc. – Steinar Engset. Rod Stright deserves recognition for his great job with our sponsorship campaign. Vicky Froats, Nancy Jardine and Mary Ridgewell are

commended for their assistance with our regattas. Also, Tom Cahill and Brent Stratton from Tim Hortons Young St, Halifax supplied coffee and muffins for our opening regatta, and for that we are grateful. And of course, the program wouldn't succeed unless all the racers and their crew show up and compete in our regatta's and club races, so well done and thanks to you.

This years Race Committee members are; Gordon Hart, John Hopkins, Grant Gordon, Nathan Reese and Rod Stright, Jason Penny has offered to assist as needed.

The NSYA annual meeting was held on November 19, 2011 at the Saraguay House, RNSYS. The Rear Commodore's meeting is held as part of the general meeting and is where we schedule the events for next year. Our events for 2012 are as follows:

Opening Regatta 2012:

June 8, 9 & 10

Convoy Cup 2012

September 14, 5 & 16

Bean Crock 2012

September 22

The major topic of discussion was concerning the Metro Regatta, which was to be hosted by AYC in 2012. AYC indicated that they might not be in a position to host the event this year. A discussion took place around the possibility of establishing a committee of representatives from all the metro clubs to organize and run the regatta for this year. One option was to run the regatta from somewhere on the Halifax waterfront.

I will keep you posted if further discussions take place.

The Race Committee has met several times since I was elected as Rear Commodore; the first order of business was to organize a Racers Forum. The forum was open to all racers and those who have an interest, and was held on December 3rd – it was reasonably well attended. I would have liked to have seen more participation as this was an opportunity to voice your concerns and have input on the direction of racing at DYC. While most aspects of our racing program were discussed, the majority of discussion, comments and concern were focused on our Monday & Wednesday racing. Topics from start times, courses and food to class fleets and participation were discussed.

Some things that we will be focusing on as a Race Committee will be: communication with our club racing community, increasing participation in our racing events (both open events and club race nights), providing safe, fair, competitive racing and an educational program for the novice and experienced alike. We will seek to find ways to encourage those who have not raced before or in recent times and those who have an interest in racing to join our Monday night racing fleet. It's a great way to get your feet wet.

If you have any comments, suggestions or want to get involved with the DYC racing program, please contact me at the following email address; stephen.whitefield@dyc.ns.ca

After Almost 27 years, Gene says farewell to NYC

By Dan Gallina, General Manager

It all began on 4 January, 1985. After finishing a career in the Navy as a Petty Officer First Class, Gene was looking for a retirement job, but little did he know it would last almost 27 Years! At almost 75 years old, Gene finally pulled the plug and bid the Dartmouth Yacht Club adieu.

When you look at photos from over the years, it's not hard to tell that the Club has undergone tremendous change and growth since 1962 when it was first formed. Old

dock systems made from railway tank cars cut in half, a rickety old rail system for hauling boats, a bull dozer and an old tree farmer for moving things around...a far cry from the 200 slips made of Southern Yellow Pine, a Marine Travel Lift system which is the envy of other Yacht Clubs, and a proper Bobcat Versa Lift and trailer for moving boats that we enjoy today. And Gene was there to see most of it implemented and put the operational organisation in place to make it all function.

A farewell function was held in Gene's honour at the Club on Saturday November 12, 2012 and almost 100 members were in attendance. Gene's wife Emma and his boys Michael and Curtis along with Grandchildren, brother-in-law and many, many friends were also there to mark this occasion. Master



of Ceremonies Steve Waller did a great job of controlling the boisterous crowd and keeping the event on track, and Bruce Cake, Bob Coghlin, Todd Carter, and Cam Chisholm all took a turn at the microphone and told some funny stories about Gene... and no one laughed louder than Gene himself! Jim Reddy and Dan Gallina combined to put on a "Little Man" skit to pay tribute to the great man...some thought it really was Gene sitting up there on the table!

Commodore Debbie Mounenay presented farewell gifts to Gene and Emma, and he was clearly flabbergasted at the generosity of the members. His parting words were "NYC is the best and I will miss you all - thanks".



The event was a huge success and paid the proper level of tribute and respect to a guy who looked out for the interests of the Club over many years. Gene will be missed...

Entertainment Committee News *By Vicki Froats*



Top row - Christmas Sale
 2nd row - Yankee Swap
 3rd Row - Mrs Santa and Helper
 Opposite Page - The Wing Wagon



Our objective this year is to see if we can get as many members as possible out to enjoy our events. If you want something special, different or new to do at DYC Social activities call me (864-8555) from 10:00 AM to 10:00 PM or email me vfroats@ns.sympatico.ca any time.

We have an outstanding and fun Social Committee consisting of Wendy Waller, Rose Hopkins, Dianne Duncan, Debbie Oxford, Nancy Jardine, John Rhyno, Mary MacMillan, Joan & Donnie Backman, Carolyn Noonan, & Freda MacDonald, We also have people that have volunteered to help whenever needed. With all these people we hope to have a great year of events.

We have already had four TGIF's with special things happening at each

one. We are planning a "Pre New Years Eve" party Dec 30, a Potluck New Years Eve Dec 31, the Levee, a Valentine dance Feb 11 and a St Patty's Dance March 17 with the DJ Jon Cyr. Friday Jan 13 is a TGIF with a "do you have a superstition" flare. O, the list goes on and on. I will be keeping the calendar updated so take a look <http://www.dyc.ns.ca/>

Something new this year will be the Meet the New Members Party the 1 March 2012. All together we are planning 20 TGIF's (with different things to do, besides eat) and 12 Special Eventsso far!!


We had the good fortune of having "The Wing Wagon" come visit during our Christmas Sale. Everyone loved



Cindy's food, and asked for her to come back. Nothing in Cindy's Kitchen is frozen and everything is homemade - even the sauces!

At Mary and Don's TGIF we not only had their great homemade Chicken soup, tea biscuits and cookies, cookies, we also had a Yankee Christmas gift swap. It was so much fun and there was so much great food, all for \$5.00! I could go





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on, but suffice it to say....you should come on out sometime and enjoy the events with your boating friends.

Hope to see you soon!!

New 'C' Dock Fingers Coming In 2012

By Dan Gallina, General Manager

By the end of April 2012, the entire DYC marina will have been updated to the Radisson design. The final step is to replace the fingers on C Dock (with the exception of C-11/13, C-12/14 which are already new design), and that will occur this coming Spring.

After Hurricane Juan in 2003, the project was undertaken to not only replace the decimated marina system, but to improve it. At that time, the marina grew from about 165 slips to 200, and a configuration change was designed to maximize the number of slips that could fit into the limited space available. In 2004, brand new B, D, E1, E2 and F were installed. C dock got a new main trunk, but all the fingers except two were still from the old marina, and 'A' dock was completely old marina material.

Last spring, we replaced all of 'A' dock, both main trunk and fingers, with the Radisson design. For those who don't know, the Radisson design has galvanized steel reinforcement, increased buoyancy to sit higher in the water than most docks, and uses southern yellow pine with radius edged planks for the decking. It's a dock system designed to last 30 years (plus)...tremendous quality.



Marine Systems International, the company who did the 'A' dock replacement, have been contracted to replace the fingers on C dock, and the project will be completed by mid-Apr. Those residents of 'C' dock will enjoy the 2012 boating season even more with this new acquisition.

From The Office *By Bruce Cake*

This is of course one of the busiest times of the club's fiscal year. Producing the November invoices for Dues for Senior and Life members and then receiving the payments. We of course trust that after the 12 December deadline, there will be no outstanding accounts. For CREW members, your Dues will be invoiced in February, payable by mid April.

The club has welcomed the following new members who have joined since the publication of the Summer Issue of the SIGNAL:

SENIOR

Don Cherry	Shirley	Freedom	35' Power
Aaron Mitchell		Razzmatazz	36' Sail
John Crowley	Marian	Sea Wren	22' Sail
Charlie Jessone	Kristine	Dea Latis	36' Sail
Tim Black	Suzanne	TBA	35' Sail
Hesham Lakosha		TBA	28' Sail
Marc Comeau	Petra	Acadian Spirit	37' Sail
Brian Lobb		Masai	32' Sail
Tara Wright	Daniel	TBA	35' Sail
Eva Witczak	Jeff	Kejfam	30' Sail
Todd Kidstone	Sonja	Elmire IV	56' Sail
Ryan O'Leary	Kristin	Song of the Mira	30' Sail
Mike Kleykens	Cindy	The Beginning	34' Power
Rob Swetnam	Dayna	Circus	31' Sail
Chris Merrick	Sonya	Piggy Bank	25' Power
Colin Jamieson	Kelly	Hannah Quinn	30' Sail

CREW

Barry Zwicker	Shirley
Trevor Huskins	Krista
Gary Cooke	Sandra
John Burton	Denise

For your information, membership totals are as follows, as of 20 Dec '11

Senior	310
Life	34
Crew	106
Outport	6
Corporate	2

Don't forget the Annual General Meeting scheduled for 26 January. It is at this meeting that the Dues and Fees are set, and the budget approved. Should you wish to make a sub- mission regarding dues or fees, you are encouraged to send an e-mail outlining your concerns and your proposed solution. The more lead time management is given to review your ideas, the better able to address them at the AGM.

If the Dues are increased, the difference from what was invoiced in November and the new rate will be reflected in the February invoice, By-Law Article 4 para 2(b) refers.

Boat Names – during the winter, while sitting in front of your fireplace, or on a warm beach down south, it would be a good time to come up with a name for your boat to replace the TBAs shown in the Membership book. This not only a legal requirement to have a boat name/license number but the club, should we have to contract you because of an emergency (boat sinking!) we need to know whose boat it is. Please advise the office with the name ASAP in order that it may be included in the 2012 Membership book.

Membership Book – speaking of which, it is requested that members who have ads in the current issue for their businesses are encouraged to advise us whether they wish to repeat the ad, come up with a revised ad or delete. We hope to go to press with the new book in early January. If you know of a business that might benefit from an ad in this publication, please have them contact the office for rates and other details.

Boat Inspections – all members are strongly encouraged to inspect their boats on a regular basis over the winter for jackstand tension, loose tarps/shrink wrap or other potential problems.



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A Few Notes On DYC Fee Structure

By Dan Gallina, General Manager

More than a few times each year, I'm asked about how the DYC fee structure works...and it's not only by new members. The other day, a member who has been here since 1995, admitted he still didn't know how it all worked. In the following short paragraphs, I will try to explain it as simply as possible.

The first thing to understand is that, as stated in our By-Laws, the DYC Boating Year goes from 1 November until the following 31 October. All charges are related to services delivered during that timeframe, regardless of when the invoice is issued or paid. This is an important detail to understand, and makes the following information easier to comprehend.

For new members, no matter when they join, they are required to pay the full year's dues and fees upon joining. For those who are not brand new members, your dues and fees invoices are split for the member's convenience... in other words, so that you don't have to come up with the full payment in November/ December, just before Christmas.

The first invoice of the new boating year is issued in November and is payable 30 days after the date on the invoice, normally by the end of the first week in December. This invoice includes charges for Joining Fee (if applicable), Annual Dues, Common Power charge and NSYA dues. Failure to pay this invoice on time will result in a member losing their marina slip, or losing their spot on the wait-list, plus late payment fine in incurred.

The second invoice is issued in early February and must be paid by 15 April. This invoice covers the Boating Fee (a name for the charge which covers winter storage and 4 travel lift lifts), Marina or Mooring fees and Tender Service or Summer Storage as applicable. This one sometimes confuses people because of the timing of the invoice...remember, it still pertains to the period 1 November of the preceding year until 31 October of the current year. Failure to pay this on time also results in loss of marina or position on the wait list.

There are some qualifications that are also important to this second invoice. You should know that the Boating Fee is the only fee which is pro-rated up to 30 April. That means that if a member sells or otherwise removes and de-registers a boat from the yard between 1 November and 30 April,

he is entitled to a pro-rated rebate on his Boating Fee. For example, if a member sells his boat on 15 February and the boat leaves the yard on that date, he will only be charged for 4 months of boating fee, and obviously, he will not be charged for any marina fees or mooring rental.

The other thing you should know is that if a member joins after 1 Aug, the Boating Fee and Membership dues are pro-rated. For example if a member joins on 4 September, they only pay for 2 months worth of Senior Dues and Boating Fee in addition to a full year of Joining Fee, Mooring and Tender Service, Common Power and NSYA dues.

I hope I haven't confused anyone... this was after all, meant to help. Read it two or three times slowly, and if all else fails, you can always give me a call.



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Wind Warrior 1 – Our Dream Trip To The Bahamas

By Ron & Jan Sabadash

On August 31st at 0800, Ron & Jan Sabadash on Wind Warrior 1 departed NYC on their trip of a lifetime bound for the Bahamas. We, along with our friends Don and Heather Robinson, who were accompanying us as far as Cape Cod were sent off by many friends and family.

The crossing from Shelburne to Cape Cod, some 270 miles went without a hitch with 20 knots from the northeast and following seas. 37 hours later we arrived in Provincetown where we had a couple days of R&R before departing for the Cape Cod Canal where we bid farewell to our friends as they returned home.

The next few days were spent heading south to Bristol, RI where we bought Wind Warrior 1 a couple years before.

Our journey then took us down the inside of Long Island to New York City. What a rush, transiting the East River into New York Harbour at 11 knots past Lower Manhattan and into the main harbour to the Grand Lady herself.

A quick sail followed to Atlantic Highlands, NJ where we encountered our first real weather with 45 knots of wind for two days before heading off down the coast of New Jersey to Cape May. What a treat as we met up with four other boats from the Dartmouth area.

A few days of getting the boats ready and we were off cruising Delaware Bay to the Chesapeake & Delaware Canal (C&D) before turning south again into Chesapeake Bay for Norfolk and the beginning of the ICW.

Wind Warrior 1 arrived in Norfolk on October 1st with 1300 miles to go to the Florida Keys.

YES, we transited the 25 mile long Dismal Swamp Canal, originally cut by George Washington and his "hired slaves" in the 1700's.

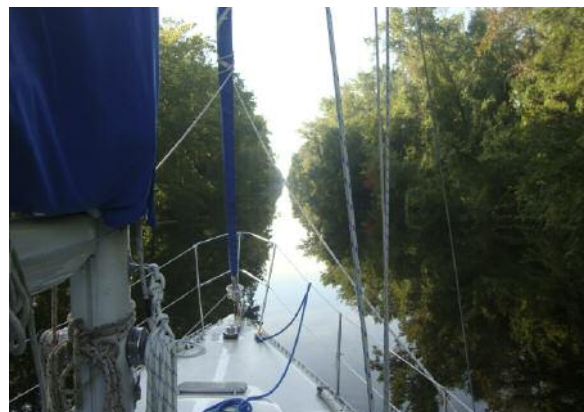
What an amazing experience travelling with only 3 inches of water under the keel and surrounded by the beauty of nature.

Much of the next few weeks were taken with transiting swamp after swamp all the way through Virginia and the Carolinas where highlights included Charleston, SC.

The ICW is not well maintained in Georgia and many depths were reported to be 5 feet or less, so we decided to sail offshore to Florida, landing 2 days later in Fernandina Beach, then on to the amazing St. Augustine, one of America's treasures from the past as it resembles the finest architecture of Old Spain. We found the Fountain of Youth as discovered by Ponce de Leon in 1513 !

After leaving this scenic area it was off again to Palm Beach where we were joined by Lew Page for a week of sailing down to Miami and Key Largo.

After 2 months and nearly 2,000 nautical miles, Wind Warrior 1 sits in Marathon, Florida Keys for a rest. The crew has returned home for



Christmas and will return January 5th to prepare the boat for the crossing to the Bahamas.

In a nutshell, the trip so far has been nothing short of incredible. We've met great people, seen magnificent scenery and learned more than you

could ever read about cruising, The Bahamas is the next chapter and we're expecting them to be nothing

short of fantastic. Follow our dream on our blog: www.svwindwarrior@blogspot.com

Courses Required to Operate a Boat *By Mary Ridgewell*

Pleasure Craft Operator Card (Pcoc)

All operators of motorized pleasure craft, including electric motors, are required to show proof of operator competency.

To get your Pleasure Craft Operator Card (PCOC), you are required to write a test prepared by Transport Canada. You may purchase the CPS study guide, BOATING BASICS, to help you and your family prepare for the test or you may register to take a course in a classroom setting with a qualified instructor.

If you are doing home study, once comfortable with the study material, you may challenge the PCOC exam. As an extra benefit, if you pass the exam offered by Canadian Power & Sail Squadrons, your Card is recognized by Transport Canada, The National Association of State Boating Law Administrators (USA) and United States Coast Guard.

Restricted Operators Certificate (Maritime)

To operate a maritime radio (VHF), you need a Restricted Operators Certificate (Maritime) – ROC(M). It's the law! The Maritime Radio course teaches emergency radio procedures, and everyday operating techniques.

Learn all about the uses of marine radios, choice of frequencies, operation, phonetic alphabet, procedural words and phrases, as well as Digital Selective Calling and the Global Maritime Distress and Safety System, (DSC/GMDSS). All mariners, including recreational boaters, will want to take advantage of the many features and capabilities of this innovative form "automatic" radio.

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Courses Available In 2012

Canadian Power & Sail Squadrons (CPS) Alderney Squadron www.cps-ecp.ca/alderney

Winter Registration for all courses from 1900 to 2100 at Dartmouth Yacht Club Wed/Thurs 4 & 5 Jan 2012
Students may register On-Line on Alderney Web Site above.

For information: contact Mary Ridgewell 902-463-2108 ridgewm@eastlink.ca , Jerry Bourgeois 902-434-8939 jrg.bourgeois@hotmail.ca or www.cps-ecp.ca/alderney

Sailing: 1900-2130 at Shearwater Yacht Club on Wednesdays from 25 Jan to 18 April 2012.

Combined Electronic Navigation: (GPS, Electronic Charting & Radar)

1900 - 2130 at Shearwater Yacht Club on Thursdays from 26 Jan to 12 April 2012

Navigating with GPS: 1900 - 2130 at Shearwater Yacht Club on Thursdays from 26 Jan to 16 Feb 2012

Boating Course/Virtual Classroom On-Line Learning: Monday evenings from 30 Jan to 23 April 2012. Must contact Scotty Hayward at scottyh.cpss@eastlink.ca 902-463-4063

Boating Course Classroom: 1830 - 2100 at the Somme Branch Legion on Tuesdays from 31 Jan to 24 April 2012

Fundamentals of Weather: 1830-2100 at the Somme Branch Legion, King St, Dartmouth from Tuesday 31 January to Tuesday 13 March 2012

Seamanship: 1830 - 2100 at the Dartmouth Yacht Club on Mondays from 30 Jan to 12 April 2012

Note: Persons interested in any of the above courses must pre-register on-line before or on the 05 Jan 2012. Can also register at Winter Registration Nights at the Dartmouth Yacht Club on the 4 or 5 January 2012.

Electronic Charting: 1900 - 2130 at Shearwater Yacht Club on Thursdays from 23 Feb to 15 Mar 2012. Must pre-register on-line before or on 06 February 2012. Can also register at Winter Registration Nights on 4 or 5 January 2012 at the Dartmouth Yacht Club.

Boating Course: 1830-2100 at Dartmouth Yacht Club on Thursdays from 01 March to 17 May 2012. Must pre-register on-line before or on 13 Feb 2012. Can also register at Winter Registration Nights on 4 or 5 January 2012 at the Dartmouth Yacht Club.

Radar: 1900-2130 at Shearwater Yacht Club on Thursdays from 22 Mar to 12 April 2012. Must pre-register on-line before or on 05 March 2012. Can also register at Winter Registration Nights on 4 or 5 January at the Dartmouth Yacht Club.

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Safety Section

This time of year 'Safety' is most often concerned with driving in snowy and unpredictable conditions, but there are some safety issues around DYC that deserve some consideration also.

For those whose boats are stored on land for the winter, ladder access from potentially icy ground comes to mind. Make sure your ladder is properly set so it won't slip out from under you when you're half – or all – the way up. Tie or secure it at the top so it can't blow over, slip sideways or fall away when you're up inside the boat.

Walking between boats in the yard is fraught with hazards, e.g. ice under snow making for very slippery areas inviting the unwary to slip under a boat cradle. Another is snow along the sides of the road or fallen off boats in between them looking like it's solid enough to walk on, but in fact just crusty on top and likely to gash your shins when you step through the icy crust into softer snow underneath.

High winds, as on 8 December, can damage boat covers and shrink wrap with blowing debris but they can also cause boats to shift on their cradles or jackstands, so check your boat after high wind events. Don't tie tarps to jackstands as those tarps could loosen or even dislodge stands possibly causing others to fail. In the spring as the ground begins to thaw check them again and make sure they stay tight.

All boats should be winterized by now, but any batteries still on board should be checked for freezing or over-charging (boiling) during the winter. It is very much against Club rules to leave a heater going on a boat when someone is not there monitoring it, but some people leave a light bulb on just to keep the frost off the engine(s) and keep a few electrons flowing to/from the batteries.

For those boats still in the water for the winter a big hazard is the marina docks to which they're secured. There will be times that the docks will be covered in spray turned to ice and perhaps covered in snow, making them extremely hazardous to walk on – particularly when slipping and falling into the water could be fatal. Long dock lines that are frequently dipped in ice cold water will freeze, chafe and possibly fail with an ice buildup on them. Fenders that were good and firm in the warm weather will be virtually deflated in the very cold air and provide only a fraction of the impact protection they did in the summer. Higher winds could cause both boat and dock damage if fenders don't fend.


Only boat owners or their representatives going to/from their boats should go onto the docks when they look or could be unusually slippery. Anyone on the docks when there is ice or snow on them should have a self-inflating PFD on (staff must have) and should be accompanied or watched by someone who can raise an alarm if necessary. Even with warm clothes and a PFD on, anyone who slips off a dock into the icy water would not last long before hypothermia would set in leading to loss of consciousness, and heavy wet clothes and gloves and the PFD would make it very difficult to get out of the water.

All boats wintering in the water this year are in slips next, or close, to B dock.

Therefore, during winter conditions the following areas should be considered out of bounds:

- Service/dinghy dock, A dock, C dock outside slip 4, D dock beyond slip 16,
- E1 dock beyond slip 3/4, E2 dock beyond slip 12 and all of F dock.

Be Safe!



General Information

Club Hours
The DYC office is open Monday to Friday 8am to 5pm.

**Tender Service/
Fuel Dock Hours**
Closed until Mid April
**Service upon request to
Yard Staff**

Winter Bar Hours
20 Oct 2011 until May 2012
Fri: 4pm – 11pm
Sat: 11am – 10pm
Sun: 11am – 7pm

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