

# The Signal

November 2003



## DYC 2004 New Management Team

**Commodore**  
Jim Jerram

**Vice Commodore**  
David Langlois

**Rear Commodore**  
Nathan Reece

**Fleet Captain Sail**  
John Rhyno

**Fleet Captain Power**  
Jim Thomas

**Treasurer**  
Grant Gordon

**Management  
At Large**  
Tom Engram  
Gordon Fraser  
Jeff Pritchard  
Steve Waller

**Recording Secretary**  
Shirley Jerram

**Entertainment  
Committee Chair**  
Darlene Rhyno

**Trustees**  
Victor Kielbratowski  
Jack Conrad  
Jim MacDonald

**Club Historian**  
Donald Backman

**A hearty welcome  
and good luck to  
the 2004  
Management  
Team**

## Commodore's Message *by Jim Jerram*

*To: Members of the Dartmouth Yacht Club*

Thank you for giving me the opportunity to serve as Commodore for a third term. Although this will be a difficult year, I appreciate the chance to see it through and am gratified that you have confidence in my ability to do the job.

Of course I am not alone and my job is made considerably easier by having a dedicated and knowledgeable management team to work with.

Well, I thought we had it made this year with a healthy bank balance, full membership and an ever longer waiting list of people who wanted to join our club. Sure we had a late spring and a so so summer but there were lots of nice days for boating, we had lots of social activities, and a very successful Metro Race Week. Until September 29th everything was looking good and then along came Juan. The morning after the storm there seemed to be little hope that much if anything had survived. It looked as though a lot of dreams had been shattered. I guess that is what bothered me the most was that cars and houses can be damaged and repaired but boats are more than just possessions, they are dreams come true for most of us and their loss or damage seems to be worse. After all many of us have sat on our boat, watching a glorious sunset, and dreaming of a voyage yet to come and that is the difference.

After the hurricane and by early morning on the 29th the yard was full of club members wondering what was left. But more importantly there were a good few who immediately dug in to start the cleanup and prevent any further damage. Many had put their lives on hold to do what they could.

Remembering of course that most, if not all, had no electricity and had their own worries about what was happening at home. Anyway, for the next two weeks these people came and did their best. There was a, seemingly, endless supply of food and drink supplied by other volunteers who labored behind the scenes. Last but not least are the members of our staff and those of Paddy Construction who worked long days without a break and did a fantastic job of removing boats and debris from the water. During this time the yard was in ordered chaos and we had to put up with parking restrictions due to the flurry of work that was being done. The restrictions were necessary to allow for men and equipment to be able to do what they had to do without worrying about vehicles parked in their way. I had to pity the young fellow at the gate for the abuse he had to put up with from a few members who did not appreciate what was happening.

After the management team had assessed the damage to the marina and club property in general a re-construction committee was struck and given the mandate to have the marina replaced and or repaired by April 15, 2004. The re-construction committee began work immediately and advertised for expressions of interest from marine contractors willing to take on the task. To date at least ten contractors have made proposals and the process of choosing suitable companies has begun. At the same time I have been dealing with insurance company representatives to ensure that our damage claims are dealt with fairly.



# Juan Hell of a Storm . . .



Aerial picture of DYC, above, submitted by Jim Brown

Thank you to everyone that assisted in the retrieval of the group of boats that were blown ashore north of the breakwater by Hurricane Juan.

Paul Daye



# and a not so Jaunderful Morning After



7th October 03

To Whom It May Concern:

I wish to take this opportunity to pay tribute to the dedicated staff and members of DYC during the handling of the aftermath of the destruction of Hurricane Juan on the night of September 28th. The support, caring and compassion displayed by those involved with the follow up plan helped ease the distress of the situation faced by boat owners who suffered loss and damage of varying degrees. Everyone involved worked together willingly and returned day after day volunteering their time and effort.

The rafting of the boats on the moorings, the removal of what was left of the docks was all, and continues to be, carried out with efficiency and dedication. To this date, ten days later, staff have not had days off. Sincere appreciation and thanks is due to those who provided food, water, juice, coffee and sweets each day for those involved in the retrieval.

Members selflessly, and at times at risk to themselves and their tenders, transported boat owners to their stricken vessels, where possible assisting with towing those without power to be safely stowed on land, as quickly and as many as was possible each day.

Another daunting job was the task of regulation of parking at the entrance ñ also handled politely and proficiently. This undertaking by those involved also was not easy, as boat owners naturally felt they had the right to access ñ which would have greatly handicapped the hauling process.

Now, the addition of spot lights at the end of the parking lot provides some comfort that the boats, in their vulnerable state, have some protection, as does the presence of the security guard, who was witnessed to be doing an excellent job at night.

All the heavy equipment which was brought in was utilized efficiently by the operators.

It is so sad that the year had to end in such a way, but the spirit of the club continued on strongly in the face of such adversity.

Sincerely,

*Sylvia Nelis*

## ***DO YOU JUST BELONG?***

Are you an active member,  
The kind that would be missed.  
Or are you just contented,  
That you name is on the list?  
Do you attend the meetings,  
And mingle with the flock,  
Or do you meet in private,  
And criticize and knock?  
Do you take an active part,  
To help the work along,  
Or are you satisfied to be,  
The kind who just belongs?  
Do you work on committees,  
To this there is no trick,  
Or leave the work to just a few,  
And talk about the clique?  
So come to meetings often,  
And help with hand and heart,  
Don't just be a member,  
But take an active part.  
Think this over colleagues,  
You know what's right from wrong,  
Are you a valued member,  
Or do you just belong?

# Oktoberfest - 2003



The ompapa band set the mood for a great NYC Oktoberfest.

## Never too late to say thank you

*By Grant Gordon, Metro Race Committee Chairman*

On the August long weekend NYC hosted the 2003 Hoyt's Metro Area Regatta. Over four days we hosted 70 boats in 6 classes making this the biggest and most successful Metro regatta in recent history. I am still hearing sailors praising the job that our club did in running this event.

I would like to once again thank everybody that was involved putting this together. The regatta committee was comprised of Peter White, Tom Sheaves, John Ryhno, Tara

## Manager's Report *By Curtis Bullock*

The Dartmouth Yacht Club ended its 40th year with a bang. I look back at the year past and feel it was filled with many great social functions, an active boating season, good weather all in all. I look at what has happened with the aftermath of Hurricane Juan with some sadness at the fact we had a great facility and the future plans were going to make it better but I also feel excitement at the fact we are now starting with a clean slate and the new marina will be better and be planned well to carry us far into the future. The Construction committee is busy to put into place all what is required to make this a reality and I have the utmost confidence in their abilities and wish them the best of luck with this monumental project. The patience exhibited by the membership in large has been wonderful. This has aided me in my job during the critical time when we were getting the boats to safety and clearing the yard for so you could enter it again safely.

The Clubhouse weathered the storm and has remained open and business as usual is continuing. I hope you all will come to the club over the winter months and enjoy its

# Halloween at NYC . . .



A children's Halloween party was hosted by the Entertainment Committee at the NYC Clubhouse. All the kids had a great time; and later that night, the adults had their chance to party in their best costumes.

Travers, Randy Hoyt, Nathan Reece, and Curtis Bullock. The volunteers that helped out over the weekend are too numerous to list here. To give an idea of the numbers, we ordered forty volunteer shirts and when the weekend was over, there was one left. Thanks must also go out to all of the sponsors that stepped forward to allow us to provide the kind of race weekend that any club would be envious of.

*Once again, job well done and thanks to you all.*

surroundings. I am sure the Entertainment Committee will have lots of event ideas to keep us all busy and entertained for the upcoming year.

With the boats now all on land, we have been made a target again for the undesirable types. Make sure your vessel is cleaned out of any and all items that are of value. The club has taken steps to try to prevent this unwanted type of visitors but it is you the member and boat owner who must also take steps to ward off this threat to our club.

Let me take this opportunity to say welcome to the new Management Team Members and to let them know I hope to work closely with them this upcoming year. I am sure it will be an active year for them all.

As always if you have any concerns, questions, or comments, try to track me down and I will try my best to help.

Hope to see ya at the Club this winter.

*"You can't have everything. Where would you put it?"*



# Reflections

By Peter Douglass, Past Commodore

We have certainly had our share of news this fall with the advent of Hurricane "Juan" and all its destructive aftermath! The Yacht Club has had other close calls over the years but never on the scale of this one in Year 2003.

Hurricane "Juan" and the accompanying tide surge was without a doubt the worst bit of bad weather in the 40-year history of the club! It is encouraging to hear that our General Manager and his staff will have all the facilities back in working order for the 2004 season.

NEWS, and it is not always bad, is of interest to the Club, especially when you are part of it, and I can remember two incidents where we stuck our collective chests out and did a bit of bragging on the matter. They were:

## **INTERNATIONAL LEVEL Year 1987**

The Dartmouth Yacht Club was firmly established on the World Yachting Map by the exploits of its famous sailor Capt John Hughes in the BOC Challenge, the 27,000 nautical mile "Round The World Race". Under Commodore Jake Lamond, a support team was set up to assist John, and this was demonstrated vividly when John Sandford flew to the Falkland Islands with a new mast for the "Joseph Young". Hughes, in rough weather off the coast of Chile, was dismayed, and sailed around

treacherous Cape Horn under a jury-rigged mast, a feat thought impossible! 315 days after leaving for the race start, John Hughes returned home to the Dartmouth Yacht Club for a heroes welcome and the "Keys of the City" from its citizens. John Hughes is the first Canadian sailor to participate in this race and he left a DYC Burgee in each port of call. Capt Hughes is the DYC's most famous Life Member and accounts of his long sea adventure are in the Club Scrapbook.

## **NATIONAL LEVEL Year 1996**

Dartmouth Yacht Club won the Canadian Yachting Association's highest award, the Chisholm Trophy, for race management excellence in Provincial, National, and World Championship competition. The DYC won for its successful staging of "Sail East", a three-day regatta in July, where the Canadian Laser, Laser II, And Laser Radials titles were decided along with the Provincial Byte and Albacore champions. The competition was the first major regatta the Yacht Club had ever hosted, attracting over 175 boats and 275 participants from eight provinces, as well as Texas, California, Louisiana, StPierre & Miquelon, and a sailor from India. Commodore George Butt traveled to the Royal St. Lawrence Yacht Club in Montreal to receive the award for the DYC. It is proudly displayed in the Club House.

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# MARINA MAINTENANCE REPORT *By Jim Thomas*

I would love to be able to report that the marina has been removed for extensive maintenance procedures. However we all know that is not the case. The marina is gone along with "Juan". This of course makes the detailed maintenance report I was planning to present this evening totally redundant.

So as an "Eye Witness" to the event (Along with about 40 or so other members) I thought it might be wise to review the events of Sunday evening Sept. 28, 2003. First a few statistics about "Juan" as reported by Environment Canada's Weather Office.

Highest officially recorded sustained winds: 151 Km/Hr with gusts to 176 Km/hour measured on McNab's Island 12.24 Am Monday.

Unconfirmed reports of sustained winds of 185km/hr (100 knots)

Storm surged measured by tide gauge in Halifax Harbour of 1.5 meters.

Rainfall was measured between 75mm and 85mm from around HRM.

Highest recorded waves at the coast were 9 meters at Halifax Harbour and maximum waves offshore at 19.9 meters.

The DYC marina has 178 berths. The exact number of boats on the marina system that evening is not known but I would estimate 155-165 were on the system when "Juan" struck. There was also approx. 10 boats in the mooring field.

The following is my recollection of the events that evening. The main connection of the marina system under the marina head reached it's upper travel limit near midnight and the water was still rising. It wasn't too long after that, the marina system began to disintegrate beginning in the area of "E" dock with "F" dock succumbing shortly afterward. The winds at this point were as strong as I have ever seen but had still not reached their peak. The connection point between "E" and "C" was the

next to go and at that point the rain was so heavy it was impossible to see more than 30 or 40 yards out over the marina. We could only hear the sickening crunching noises as parts of "F" dock moved into "C" dock. I am surmising at this point the additional strain put on "C" dock then caused it to break up and move with the parts of "F" into the outer half of "A" dock which also broke up and moved farther into the cove. At somewhere near 2.00 AM the water eventually reached its peak some 30 Ft from the Clubhouse steps.

The morning light showed the extent of the damage to the marina and vessels of DYC.

"A" dock up to birth 15 was the only part of the Marina still in it's original position.

"E", "F", "C" and "A" dock beyond birth 15 looked to be totally destroyed.

- 2 power boats sunk in the area of the marina.
- 1 sail boat sunk in the mooring field.
- 2 sail boats ashore on the Magazine.
- 2 sail boats and one power boat ashore in the next cove.
- 1 sail boat ashore on Navy Island.
- 3 power boats and 2 sail boats ashore near the beginning of the breakwater.

Numerous power and sail boats ashore on the breakwater itself.

Many other boats most still attached to their fingers were strewn about the cove and some were actually carried over the near shore end of the breakwater.

In addition 1 sailboat was blown over in the yard and a number of other boats on jack stands were left tilted at odd angles.

Altogether about 100 to 125 of the 175 in water boats sustained some form of damage ranging from minor cosmetic damage to total write-offs.

It could have been a lot worse. Many boats still attached to their fingers and trunks were somewhat protected from contact with shore or other vessels and therefore sustained minor or no damage.

Most of the boats that went ashore were left high and dry well above the high tide mark and therefore did not receive additional damage from later tides.

Fast action by DYC staff, contractors and volunteers also prevented additional damage in the days immediately following. A herculean effort by all during the recovery process resulted in all the boats in jeopardy being hauled, moved or better secured with-in the first 2 or 3 days. I was on hand for a good part of the week following and witnessed time and time again various members of the recovery crews putting themselves in harms way to prevent someone else's boat from receiving so much as an additional scratch during the recovery process.

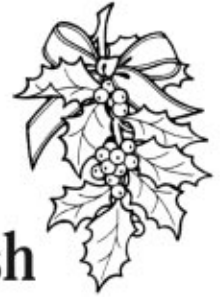
The professionalism and care shown by all those involved should be commended.

The exact cause or causes of the marina failure have not yet been determined however the combination of extreme wind and storm surge appear to have been well beyond the capabilities of our system along with most marinas and even, many commercial and industrial docks in the area.

The Reconstruction Committee will be reviewing a number of designs and technologies

for marina systems with strength and longevity as major criteria, however an event such as "Juan" maybe beyond the capabilities of any normal marina system.

I know every effort is being made to have a new marina in place for the beginning of next season and I, like many of you are looking forward to getting back in the water.



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 you a Merry Christmas,  
 and a safe 2004  
 boating season.



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# REAR COMMODORES CORNER

by Nathan Reece

Over the last two years, my wife Maia and I have put together a terrific crew and have rarely missed a regatta. On the weekends we were not racing, we spent cruising up and down the coast. The racing community at DYC has accepted me with open arms; they have introduced and involved me in the racing program, and have now provided me with the opportunity to assist in growing the program and demonstrating the DYC spirit of sailing to the rest of the clubs in Metro.

I would like to thank John, Grant, Peter, Jim, Jeff and the many other people that have helped to lend their support in making our sailing program one of the best in the city. With the assistance of a team, I hope to introduce a sailing course card this year. Also, many people have expressed interest in a rules seminar to be held over the winter. These are just

a few of the ideas that will help create a more fun and exciting race season.

I will leave you with some brain food:

## Five Simple Ways to Trim Your Mainsail on the Water

- Adjust twist with the sheet until your top batten is parallel to the boom;
- Balance the boat with the traveler so that the rudder has very little pressure on the helm;
- Set the depth of the sail by using the outhaul;
- Adjust the draft position with the luff tension by using the main halyard or fine tune with your cunningham. Tension the luff until the draft is 40% of the distance from the luff to the leech; and lastly, the one that I always need to work on,

- Evaluate the total power of your main and consider if reefing is required; a flat boat is also a fast one.

*Dreaming of a short winter,*

Nathan

## Clubhouse Hours

The DYC Clubhouse is open Monday to Friday 8:00 am to 5:00 pm.

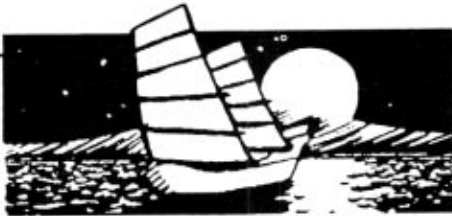
## Bar Hours

Fridays - 3:00pm to Midnight  
Saturdays - 11:00am to Midnight  
Sundays - 11:00am to 10:00pm

## Yard Staff

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# CANADIAN POWER & SAIL SQUADRONS

## Alderney Squadron Winter Courses

<http://alderney.cps-ecp.org/>

**Winter Courses Planned:**  
**Registration January 5th and 6th**  
**at DYC, 7 pm to 9 pm**

### **BOATING** (includes Coastal Navigation)

Instructor: John Owen  
Class on Monday evenings  
at Dartmouth Yacht Club,  
13 weeks duration  
\$175/person  
includes test for Pleasure Craft Operator Card

### **PILOTING**

(minimum of 5 students) - Instructors: TBA  
Class on Tuesday evenings  
at Dartmouth Yacht Club,  
13 weeks duration  
\$100/person for current CPS members  
\$125.00 for non members

### **SEAMANSHIP SAIL**

(minimum of 5 students)  
Instructor: Bill Blight  
Class on Monday evenings  
at Shearwater Yacht Club,  
13 weeks duration  
\$100/person for current CPS members  
\$125 for non members.

### **ADVANCED PILOTING**

(minimum of 5 students) - Instructor: Ken Dacey  
Class on Tuesday evenings  
at Shearwater Yacht Club,  
13 weeks duration  
\$125/person for current CPS members;  
\$150.00/per person for non members

### **MARINE ELECTRONICS**

(13 weeks)  
and FUNDAMENTALS OF WEATHER (8 weeks)  
time and location to be advised.  
\$100/current CPS member  
\$125/non member

### **Spring Boating Course:**

Boating after the Boat Show in mid to late  
February Wednesday evenings at DYC.  
Instructor: Mary Ridgewell

### **Other:**

#### **BOAT PRO**

to obtain Pleasure Craft Operator Card  
8 hour course  
November 12th and 13th, 6 pm to 10 pm  
at Dartmouth Yacht Club  
\$60.00 first family member, \$50.00 for second  
family member, \$30.00 third (share manual)  
Contact: Mary MacMillan - 434-0457  
dmacm@ns.sympatico.ca  
Mary Ridgewell - 463-2108  
ridgewm@gov.ns.ca

#### **VHF Marine Radio Telephone**

7 hour course  
Time and location to be advised.  
Contact: Mary Ridgewell  
463-2108 (H); 424-4400 (O)  
ridgewm@gov.ns.ca

#### **GPS Seminar**

planned for late winter, early spring.

#### **Radar Seminar**

planned for late winter, early spring - depending  
on President Bush.

#### **Information:**

**Jerry Bourgeois** - 434-8939;  
jrg.bourgeois@ns.sympatico.ca

**Mary Ridgewell** - 463-2108 (H); 424-4400 (O)  
ridgewm@gov.ns.ca

**Ian Porter** - 473-6027 (O); cell 476-8845  
CCIFP@qe2-hsc.ns.ca

# An open letter from Floyd K. Horne Q.C.

## Commodore of DYC 1970

Dear Commodore Jim:

A few days ago I received the Club's Certificate of Appreciation in my name as one of the many past Commodores of the Dartmouth Yacht Club. It was beautifully designed and inscribed, and for which I sincerely thank you and the Members of the Club.

I regret that because of ill health I was unable to attend the 40th Anniversary celebration. I was at the time in conversation with your wife, Shirley, and expressed those same sentiments to her as well.

I might just say that on receipt of your lovely Certificate, I went right out and had it framed. It is now proudly hanging on the wall near my computer. Every time I sit at the computer, which is an almost daily occurrence with me, I see the Certificate, and it brings back wonderful memories of the many wonderful people who once graced the floor of the old Dartmouth Yacht Club. Not all were Commodores, but never let it be forgotten that many of those members made as much a contribution to the life and growth of this club (and sometimes more), than the Commodores themselves. So when I look at the Certificate I don't see an accommodation of one man's acts, but a class list of many who can likewise proudly wear and deserve the mantle of "appreciation" for a job well done.

Once again, my sincere appreciation for your appreciation and my hope that the life of the Dartmouth Yacht Club will live on and flourish in our community.

Sincerely yours,

Floyd Horne

### DYC MEMBER STATS

As of November 1/03

Senior	<b>275</b>
Life	<b>23</b>
Crew	<b>44</b>
Corp	<b>3</b>
Outport	<b>7</b>
Sailboats	<b>129</b>
Powerboats	<b>120</b>

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dyc@dyc.ns.ca  
www.dyc.ns.ca

**Newsletter  
Information**

The Signal is published  
4 times a year:  
November, March, June  
& September.  
It is distributed to all  
DYC members and  
posted to the  
DYC website.

**SUBMISSIONS**

Articles and photos will  
be considered for  
publication subject to  
space and topic.  
Must be digital.

**NEXT DEADLINE**

Deadline for March  
2004 submissions and  
booking ad space is  
Feb. 29, 2004.

**EDITOR**

Curtis Bullock  
Contact DYC Office

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