

The Signal

March 2005



DYC Management Team - 2005

Commodore,
Marina Manager
Jim Jerram

Vice Commodore,
Co Chair Safety,
Reconstruction
David Langlois

Rear Commodore,
Sailing Activities
Nathan Reece

Fleet Captain Sail,
Jr. Sailing Director
John Rhyno

Fleet Captain Power,
Marina Maintenance
Chair
Jim Thomas

Treasurer
Grant Gordon

Management At Large

Tom Engram

Fuel Dock, Tender
Chair

Gordon Fraser
Clubhouse/Bar Chair

Steve Waller
Yard/Safety Co-Chair

John Finney
Entertainment/
Special Events Chair

Secretary
Shirley Jerram

Trustees
Paul Downing
Jack Conrad
Jim MacDonald

Club Historian
Donald Backman

Boatsicles



Notes From The Office *by Bruce Cake*

Once again it is time to remind members of the accepted routine with respect to the spring launch of your boat.

This year the launch may actually happen in the 'spring'. The marinas are in the water and appear to have weathered well over the winter, with the bubbler doing a fine job.

Yard staff will have the service dock secured and the gas dock in place as soon as weather and ice conditions permit.

Meanwhile – listed are some of the reminders that are important.

1. All dues and fees must be paid on or before 15 April.
2. No boat will be launched or hauled until all dues and fees are paid.
3. Failure to pay on time will result in your being removed from the marina and placed on the marina wait list – along with 25 others!
4. Book your launch through the office – 468-6050
5. The office will confirm your account is current and that proof of Third Party Liability Insurance is on file and is also current.
6. For sail boat owners drawing in excess of 4' of water – please consult the tide table

in the Member Book to request a time when the tide is right.

7. The yard staff are allocated 1 hour per launch. Please be ready to move at your booked time, and that you have crew available to assist. Please ensure that your engine has been tested, battery is charged and you have fuel. (a number have missed these in the past?)
8. The yard staff will check marinas and moorings prior to your launch. However it is advisable that you check your marina to ensure that it is ready to receive your boat, or if you are proceeding to a mooring, that your bridle is ready and that the mooring ball is in place and marked.
9. After launching, it is your responsibility to ensure that the area around your boats winter storage space is completely cleaned up.
10. Please ensure that your berthing lines are of sufficient strength to make your boat secure.
11. Electrical cords must be laid out in such a way as to not cross over the marina, which may cause a tripping hazard. (The club will fit a 4" pipe under the marina to facilitate your cord to pass under rather than over.) If you require the pipe to be installed, please advise the office.

Manager's Report *By Curtis Bullock*

Can you feel it? It's coming. I know it. Spring will soon be here and boats can go back where they belong...in the water. Before we know it will be launch time again. To help make launching go smooth, please book your lift with as much advanced notice to the office as possible. With some 270 boats to launch, this will help with scheduling a time that you would like. Waiting too long or booking at the last minute may not give you the launch time you would prefer. Please ensure that your vessel is ship shape when your time to launch comes. Nothing worse than having to delay your launch and the launching of others after you just because you forgot to check your batteries or some other small detail. Already we have some very keen sailor types booking their launches. Optimistic?

Winter was too long as I am sure most would agree. Staff has had to contend with the nasty weather which has caused some delays in their tasks. Gene has had his fair share of snow to move about. This year, even with tight fiscal restraints this year, a number of projects are in the works. All in the

name of making things a little better. Though you may not see big things happening, a lot of things go on behind the scenes that are needed to keep up with operations and the requests of our membership. In the almost 4 years I have had the pleasure of being here, the club has grown and improved greatly. I keep saying it but it is true, this club has a great future and the people here are ones who truly enjoy boating.

Over this winter the social committee has run TGIF nights. These are becoming a popular event with the membership. It is a great way to get together with other members and socialize. A good way to start off your weekend.

We can look forward this year to some great boating events here at NYC. After having to be cancelled last year, the poker run will happen on June 18. The opening Regatta for you sailors is on June 4 & 5 with the Wednesday Night Race season kicking off on May 18.

The Spring AGM scheduled for May 26 will be addressing the Bylaw rewrite. We expect to have copies out to everyone prior to that for review and comment.

We are looking for advertisers for the Signal. This publication comes out 4 times a year and reaches all our members along with copies sent to all our neighboring clubs. If you or your company can help support this publication it would help out greatly.

As Always if you have a request, comment, or suggestion, I am usually always around the club office or yard somewhere and have been known to frequent the clubhouse bar once and a while. There is a new Suggestion Box located in the Clubhouse for your feedback. Please make your voice heard.

"Noah was a brave man to sail in a wooden boat with two termites"

"It is the set of the sails, not the direction of the wind that determines which way we go"

ANCHORS

An anchorage can be truly appreciated once you've anchored your boat securely with appropriate swinging room and know that your anchor will hold even if the wind strengthens and/or changes direction. To choose the correct anchor for the circumstances, a design that will allow you to set it with confidence, you need to answer a few simple questions, in this order:

- (1) In what type of bottom will you be anchoring?
- (2) How big an anchor do you need for your boat?
- (3) how will you store your anchor?

If you sail in areas with more than one bottom type, you will need to carry at least two types of anchors. Having two anchors and two rodes (the rope and/or chain combination between the anchor and your boat) increases safety and convenience. If you lose an anchor for any reason, the others are backups. And if you're anchoring in close quarters with a minimum of swinging room, you can set one anchor at the bow and one at the stern to hold you in place, or you can set both off the bow so that you swing in a small circle. For bluewater cruising you may want to carry as many as four anchor types.



Club Hours

The NYC office is open Monday to Friday 8:00 AM to 5:00 PM.

If you need to speak to someone from the office after hours, call the number given on the recorded message.

Fuel Dock Tender Service

Monday to Friday
8:00 AM to 5:00 PM

Winter Bar Hours

Commencing Oct 8, 2004
Friday - 3:00 PM to 11:00 PM
Saturday - 11:00 AM to 11:00 PM
Sunday - 11:00 AM to 10:00 PM

Summer Bar Hours

Will commence May 18, 2005

Marina Maintenance Report *by Jim Thomas*

Bubbler System

The new bubbler system is now installed and operational and appears to be performing quite well. We have been able to operate the entire system on one blower when we fully expected the system would need two blowers operating simultaneously. This should reduce on-going operating and maintenance costs. There will be some fine tuning needed in the spring but it looks like the system will be on budget when all is complete.

Finger Attachment Policy

The management committee has developed this policy to maintain the standards, quality and esthetics of our marina system and to prevent damage to the structure and finish of the system.

Only members with a Medical Condition requiring attachments or members who wish to improve or

enhance the safety of their use of the marina may request the installation of Marina attachments.

A catalogue and a price list of approved attachment products including line poles, fender strips, wheels, stairs, power cord clamps, etc. will be developed and made available by the Club to the members. The club will purchase these items at wholesale prices and sell the products to members at competitive retail prices. The price will include installation of the products by DYC staff. (All marina attachments must be purchased from the club and be installed by DYC staff).

The location and method of attachment will be determined by DYC staff in consultation with the member and may require consultation with other members who share the designated finger.

All attachments will be purchased, owned and properly maintained by the member and will be removed by DYC staff, if the member is relocating his vessel. If the attachment is to be re-installed at another finger on the marina system a re-installation fee will apply unless the member has been asked to relocate by DYC management.

If an installed attachment becomes unsightly, unsafe or damaged it will be removed at the discretion of the Club Management.

Notes:

1. Plastic conduit pipes will be supplied and installed by DYC where necessary so power cords can be easily rerouted under rather than on top of trunks and fingers.
2. Fenders tied to cleats are not considered attachments.

DYC New Year's Levy

A great turn out and you couldn't ask for a better day. Some DYC Members could not attend due to the fact they were sailing to the Shearwater Club for their levee.



Another Successful DYC Casino Night *By Paul Daye*

Yet another successful DYC Casino Night is now history, with the Dartmouth Yacht Club Junior Sailing Program being the benefactor of this charitable evening of fun, gambling and friendship.

On behalf of the DYC, we extend sincere thanks for prizes donated by: Don Backman, Curtis Bullock/Dartmouth Yacht Club, Bruce Cake, Sandy Church/MMOS, Carl Crowell/OP Fibreglass Inc., Lauralea DeAngelo/Partylite, Tom Engram/Helly Hansen Canada Ltd., Don Estey, Guy Harrison/Kwik Copy, Elaine Hart-Evans/Shopper's Drug Mart, Jim & Shirley Jerram, Mark Joseph/Northeastern Security, Eric Koppnaes /Victory Sails, Richard Lever/Charm Diamond Centres, Louise Martin/Red Carpet Food Services, Chris & John Mills/SeaPro Services, Debbie Mountenay /Canada-Nova

Scotia Offshore Petroleum Board, Stephanie Newcombe /NuBodys, Mary Ridgewell/CPS Alderney Squadron, Bryon & Chickie Rose /Maritime Labels & Packaging, Keith Sawlor/Sawlor Construction Ltd., Chris Shaw/The Binnacle, Tom Stone /Aston Drywall Interior Systems Ltd., Mark Sutherland/Dr. Mark Sutherland Inc., Jim Thomas/Refrigerant Services Inc., Stephen Waller/DSS Marine.

Planning for this evening started several months ago under the direction of John Finney. Without the hard work and determination of all the volunteers that contacted sponsors, collected prizes, created advertisement signs, provided chili, buns, sandwiches, prepared the clubhouse, along with the dealers and game operators, and, of course, those who attended, this event could not have been such a success.

Thank you to all the volunteers, sponsors and to all those who attended

Fleet Captain - Power

by Jim Thomas

Scheduled events:

Poker Run, Sat. June 18
Convoy Cup/Merchant Navy Day event – Sat Sept. 3 (Possible sailpast or veterans Harbour Tour)

We also hope to have at least one overnight trip to Grover's Cove or the Roost during the upcoming season.

If anyone has any suggestions for an event or an activity please contact me, or the club Manager.

Marine History *By Peter Douglass*

The lines that are part of the rigging of a sailing vessel are quite different from a power vessel.

Lines (ropes) whose function is to keep the masts etc in place and do not move (other than an occasional adjustment here and there) are known collectively as standing rigging and their lower ends are attached to the vessel by different semi permanent methods such as deadeyes, chain plates, etc. they are often tarred to prolong their working life, and therefore are black. On modern museum ships they are not tarred, but are made of black nylon or other suitable material.

Lines whose function is to move (such as a halyard) or to control moving sails etc, are collectively known as running rigging, and are usually fastened to the vessel by wrapping them around a special large dowel, called a belaying pin, which is loose in a hole in a board, called a pintail, along the inside of a ship's rail. Belay means to estop or fasten, in this case. Normally a few deft flips can unwrap a line so secure and it can move (run) through the blocks etc. Where speed is of the essence, the line

can be freed by yanking the belaying pin out of its hole. This is a dangerous tactic, however, as the line is now free, big time. Running rigging cannot be tarred, for it must pass through blocks (pulleys). Tarring would gum up the blocks and thus jam the lines. Therefore it is a natural hemp (tan) color.

Hollywood soon learned to portray belaying pins (and stevedore's bail hooks) as the weapons of choice in knock-down-drag-out fights. Unfettered belaying pins were readily at hand on board ships and they could be used as clubs or as missiles.

On so called square-rigged sailing ships, each yard arm (spar to which the upper edge of the sail is attached) can be adjusted about a vertical axis, about a horizontal axis, and often raised and lowered. Therefore each spar can have four or more lines, all attached to belaying pins. There is a myriad of other lines. An apprentice seaman had to QUICKLY learn what each line was for, how to locate it immediately, and what to do with it. That's where the expression "Learning the ropes" came from.

As you can imagine, square riggers were labor intensive. The order "All hands on deck" meant that everyone had to drop what they were doing, on watch or off (except the helmsman and the ship's cat) and hustle the lines to control the sails. With the typical three masts, each with four or more spars, and some men aloft as well as on deck, it must have been a madhouse. Fore and aft schooner sails greatly reduced the crew needed.

Naval vessels were worse, as not only was a full crew required for rapid handling of the sails, but another group had to serve the guns. Others had to stand by to step in when a working crewman was wounded or injured, clear away debris, etc. Add in the Marines who had little to do with the actual operation of the ship, and a Navy square-rigged ship carried a very large complement indeed. The pay was bad, the food was worse. No wonder sailormen went berserk when on shore leave. And yet most of them did return to the ship, one way or another.



The good old days?

Wow, What a Casino Night *By Shirley Jerram*



What a night! Wow, I really cannot do justice to NYC's Casino Night with just words, you had to be there! Members and guests in record numbers came out to support this event that saw a total of over \$1000 donated to the Junior Sailing Program.

The evening began with Lou Moffat's delicious chili which was accompanied by Jim Melansons famously irresistible dinner rolls. Several trays of assorted sandwiches that had been prepared by Jean Finney, Georgina Murphy, Chickie Rose, and Carrie didn't last long either!

The two Georges, George Butt and Newfie George, (in a sparkling red jacket) ran the roulette table. They did a great job as I managed to win time after time. Once during the evening I had a basket full of poker chips. Both Georges, seeing I was on a winning streak, suggested we take off to the Halifax Casino to try me luck. I declined as I was having far too much fun at NYC, and besides they were only joking.

Jack Conrad, former Commodore and Trustee, dealt Blackjack, every chair at his table was filled with members and guests having a great time. There were two other Black Jack tables, Wayne Chappel's was the loudest of them all as I am sure he was telling jokes and dealing cards in his own indomitable manner! The other Blackjack table dealt by Bob Boss was also filled to capacity.

The horse race wheel saw a lot of action. The bets being taken by Dougie Wournell, Paul Daye, and Steve Waller, there may have been others spinning the wheel and taking bets, the action was fast, fun, and furious, with lots of yelling as people won.

Bob Coghlin, with his white shirt and red braces was having a ball at the pool table, knee deep in bets and people.

Mary Keddy and Christine Morrison kept the lolly in by selling poker chips. Lou Moffat roamed the tables collecting chips from the dealers, all while trying to keep up with the demand from Mary and Christine who kept selling and selling and selling.

Members of Management were out in force supporting this event. In alphabetical order, Gordon Fraser, John Finney, Jim Jerram, John Rhyno, Jim Thomas, and Steve Waller. Several past Commodores and Trustees were also in attendance. David Langlois, Tom Engram, Grant Gordon, and Nathan Reece from management were out of town and sent their regrets.

There were great prizes, all donated in support of this event. Verna Daye should be specially praised for her creative signage that clearly marked all donations, also for placing containers ready for the tickets. An explanation for those who don't know how this works:

After playing the games of chance, when the evening is called to a close, the remaining chips are handed in



and draw tickets are given out. This sure kept Bryon Rose busy for a spell! Each ticket has two halves, and one half is placed in the container of the prize you wish to win, while the other half is kept to claim the prize should your ticket be drawn. So not only do you get to play for the whole evening but you can win again if you have a lucky ticket.

The shouts, laughter, and general fun had by all made the event a credit to John Finney and his Social Committee. When event are such a success as this was we all know it is because of the detailed and careful planning that goes on behind the scenes. They should all to be congratulated.

Vice Commodores Message *By David S. Langlois*

As you all may or may not know, our Commodore Jim Jerram, has been unable to actively pursue his duties due to illness. As a result, I will be Acting Commodore until such time Jim is able to return. I speak on behalf of all the management team and club members by wishing Jim all our best in his recovery and will be looking forward to seeing him at the helm of "Our Love" and the DYC this season.

Our club has had many challenges over the past year or so and the management and membership has demonstrated extraordinary patience and camaraderie in facing the challenges of rebuilding and moving toward the future. Our club is poised to remain a premier facility well into the future. Membership maintains a steady growth and improvements to our club continue. Fiscal responsibility

is paramount in our plans and with continued diligence toward this will keep our club on strong financial ground. In addition to this, I am very pleased at the facts that not only are we growing in structure we are also growing socially. I would like to give my acknowledgement and congratulations to John Finney and his entertainment committee team and to Gordon Fraser on the job they have been doing to provide the membership with outstanding functions for us to attend.

Our management team this year is planning to be busy in their respective areas. The Jr Sailing program is being studied in depth by management and new ideas for the program such as new sources of fundraising and options for new boats are being investigated. Clubhouse

improvements are being addressed along with the continued maintenance and tweaking to our marina infrastructure. I am very pleased to be working with such a dedicated and hard working group of volunteer individuals.

Something new that you will see included in our next publication will be a survey for the membership to complete. It is hope that the survey will provide to the management relevant information for both management on day-to-day activities and long term planning initiatives.

Once again, thank you for your continued support. I, like yourselves, am looking forward to a long, warm, and active boating season in 2005 and hope to see many of you out there on the water, on the dock and in the clubhouse.



Not the Halifax Boat Show but the Miami Boat Show attended by our member Mark Joseph.

ASPEN On-line

By Grant Gordon

Early in 2003 the Nova Scotia Yachting Association (NSYA) introduced on-line handicapping via their website at www.nsy.ns.ca. This web page allows you to obtain an ASPN number for your boat, submit a change request, look up the handicaps of other boats, and review the manual and guidelines that NSYA uses to determine a boat's rating.

Anybody participating in a regatta at another club or just racing around the buoys on a Wednesday night needs to have a valid ASPN handicap for their boat. Previously handicaps were requested or changes made by filling out a pre-printed form and giving it to the club handicapper. This year all changes and new ratings will be obtained from the NSYA website. Simply visit the site, complete the on-line form, and you will be notified when the database has been updated. At that time go back to the site and look up your boat to get the rating and then give that number to the race committee the next time you race.

If you have any questions about the configuration of your boat or the size of your sails, talk to your club handicapper (that's me) and I will be happy to help.

Convoy Cup News

The fourth Convoy Cup is being held this year in Risør, Norway Aug. 4th-7th, 2005 in conjunction with the Risør Wooden Boat Festival. The Convoy Cup foundation is looking into the possibility of offering a charter travel package for DYC members who may wish to attend this event. Please leave your name with the DYC office if you wish to receive more information. If anyone would like to communicate by e-mail with the Norwegian sailors participating in the Risør event please contact Steinar Engeset via e-mail: cfc@nfsl.ca.

The Convoy Cup Foundation is organizing a sailpast (Power and Sail) for the veterans on Sept. 11, 2005 in conjunction with the national meeting of the Merchant Navy Veterans Association which is being held in Halifax on that weekend. More information will be posted at the DYC Clubhouse later in the spring. If anyone wishes to participate in this sailpast, please leave your name at the DYC office or contact Jim Thomas:

PH: 902-861-1799 or via e-mail: jimthomas@accesswave.ca.

DYC Sailing School

This spring Dartmouth Yacht Club will be offering an adult learn to sail program aboard a 36' sailboat with emphasis on seamanship and safety. Courses will be taught by a CYA certified instructor and offered in two parts. Students who successfully complete both parts will be awarded the Canadian Yachting Association's Basic Cruising Standard. The objective of this Standard is to develop sufficient skills "to be able to cruise safely in familiar waters as both skipper and crew of a sloop rigged keelboat of 6 to 10 metres in moderate wind and sea conditions by day".

Basic Cruising Part 1 will teach terminology, safety procedures, and small vessel handling under both sail and power. Basic Cruising Part 2 will expand on the skills learned in Part 1. Students will learn about anchoring, navigation, reducing sail or reefing, and weather.

Each session will be taught in two evening lectures and two days of on water practical lessons. Classroom sessions will run from 6:30 to 9:30 pm on weekdays and the practical sessions will be from 9:00 to 5:00 pm on either Saturdays or Sundays Each course will be limited to four participants. Costs are as follows:

Basic Cruising Part 1:
DYC Members \$200.00,
non-members \$230.00 (includes reference material)

Basic Cruising Part 2:
DYC Members \$225.00,
non-members \$255.00

Course dates and registration information will be posted on the Dartmouth Yacht Club website at www.dyc.ns.ca before April 1, 2005.

DYC UPCOMING EVENTS:

St Pats Party - March 4

Newfie Night - Apr 1

DYC Dance - May 6

Opening Regatta - June 4 & 5

Poker Run - June 18

Remember TGIF

is on every Friday night.

WHAT ARE YOU DOING THIS SUMMER?

LEARN TO SAIL PROGRAMS ARE BEING OFFERED AT

THE DARTMOUTH YACHT CLUB
697 WINDMILL ROAD, DARTMOUTH, NS B3B 1B7
PHONE: 468-6050 FAX: 468-0385
www.dyc.ns.ca

Applications are now being accepted for the two courses being offered this summer:
JUNIOR SAILING-AGES 8 to 15 YEARS
First: from Monday, 4th July to Friday, 29th July
Second: from Tuesday 2nd August to Friday, 26th August
Instruction is from 9 AM until 4 PM

SAILING LEVEL STANDARD SKILL LEVEL

WHITE SAIL I	INTRODUCTION TO SAILING, BASIC SAFETY SKILLS
WHITE SAIL II	BASIC SAILING SKILLS, BASIC SAILING TERMINOLOGY
WHITE SAIL III	BASIC SKILLS MASTERED, ABLE TO HANDLE A DINGHY IN 10 MPH WIND
BRONZE SAIL IV	INTRODUCTION TO SPINNAKER AND TRAPEZE INTRODUCTION TO ADVANCED SAILING SKILL
BRONZE SAIL V	MASTERY OF SPINNAKER AND TRAPEZE SKILL LEVELS PERFECTED FOR HIGHER WIND SPEED KNOWLEDGE OF SAILING THEORY

ENROLL EARLY SPACE IS LIMITED

The cost for each Junior Sailing course is \$325.00, with a reduction to those families with more than one student enrolled (less \$25 per additional child). Discount for DYC Members available.

Applications available at the Dartmouth Yacht Club
PLEASE COMPLETE APPLICATION AND RETURN TO:
Dartmouth Yacht Club
697 Windmill Road, Dartmouth, NS B3B 1B7

DYC BUY & SELL

For Sale 1 1/2 to 1 3/4 shaft bushing for propeller. \$30. Call Wayne Chappell 876-8830

29' Bayliner Command Bridge 2850
Year: 1987
Located: Dartmouth Yacht Club
Dartmouth, N.S.
Hull Material: Fiberglass
Engine/Fuel Type: Single Gas
Listed: \$38,500 Canadian
Contact: (902) 860-0129
(902) 499-2368
(902) 222-2181

Bayfield 32C, 1989. Yanmar 3GM Diesel. Cosmetically and mechanically in very good condition. Twin Harken Furlers. Plotter. Autopilot.
Call to view. 902-455-5565.

Boat For Sale - Reduced Price - \$85,000
Twin Detroit Diesels - GM 471, 140 H.P. each. Totally rebuilt, approx. 200 hours usage only. Length 34' Overall Length 39' Beam 13'. Max. speed 18 knots. Sleeps six comfortably. Two electric heat pumps supplying heat and air conditioning. Year built - 1988. Fibreglass. Condition of hull very good. Location - Dartmouth Yacht Club. Owner - Allan Peters - 902-463-7085.

O'Day 25' located at Dartmouth Yacht Club. Ready to sail complete with 8hp Evinrude, Jib, Genoa, VHF, Knotmeter, Depth sounder, Loran sea. Sleeps 5. Asking \$9500.00 OBO. Call 860-0999 ask for Chris

Mainsail needed for C&C 29. Call Lane Parent



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For more information, or the location of
a dealer near you, please call:
Helly Hansen Canada Ltd.
131 Thornhill Dr, Dartmouth
1-800-565-7749



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MMOS Marine Supply

Everything Marine at Discount Prices

If you have visited our St. Margaret's Bay Road location within the past 6 months you would be aware of the fact that our parking area was taken away. As a result, we have spent the winter building a new bigger and better store located at 67 Crane Lake Dr. in Bayer's Lake Industrial Park (44°38.374 N / 63°40.077 W). We will be consolidating both the St. Margaret's Bay Road and Windmill Road stores into the one new location.



COME VISIT US AT OUR NEW STORE!

The new location will be open mid to late March but make sure you come join us at our GRAND OPENING April 7th- 9th.

Notification of the move will be done through our email list.

Please call or send us an email to be added to our list if you are not already on it.

www.mmosonline.com

(902) 479-3595

Contact Information

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Newsletter Information

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DYC website.

SUBMISSIONS

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

NEXT DEADLINE

Deadline for next Issue
submissions and
booking ad space is
May 30, 2005.

EDITOR

Curtis Bullock
Contact DYC Office

ADVERTISING

Contact Curtis Bullock
Tel: 468-6050
to place an ad.

ADVERTISING RATES

Full Page - \$50
1/2 Page - \$35
1/4 Page - \$25
Bus. Card - \$10

DESIGN & PRODUCTION

Jennifer Stone

ARTWORK SPECIFICATIONS

Supply via disc or email.
PC or Mac compatible
JPEG, Tiff, EPS or pdf
black & white artwork.
Image resolutions
should be at least
200 dpi at final size.

The Signal



DON'T BE BEACHED BY LIFE'S HAZARDS

Contact: MICHAEL OWEN
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