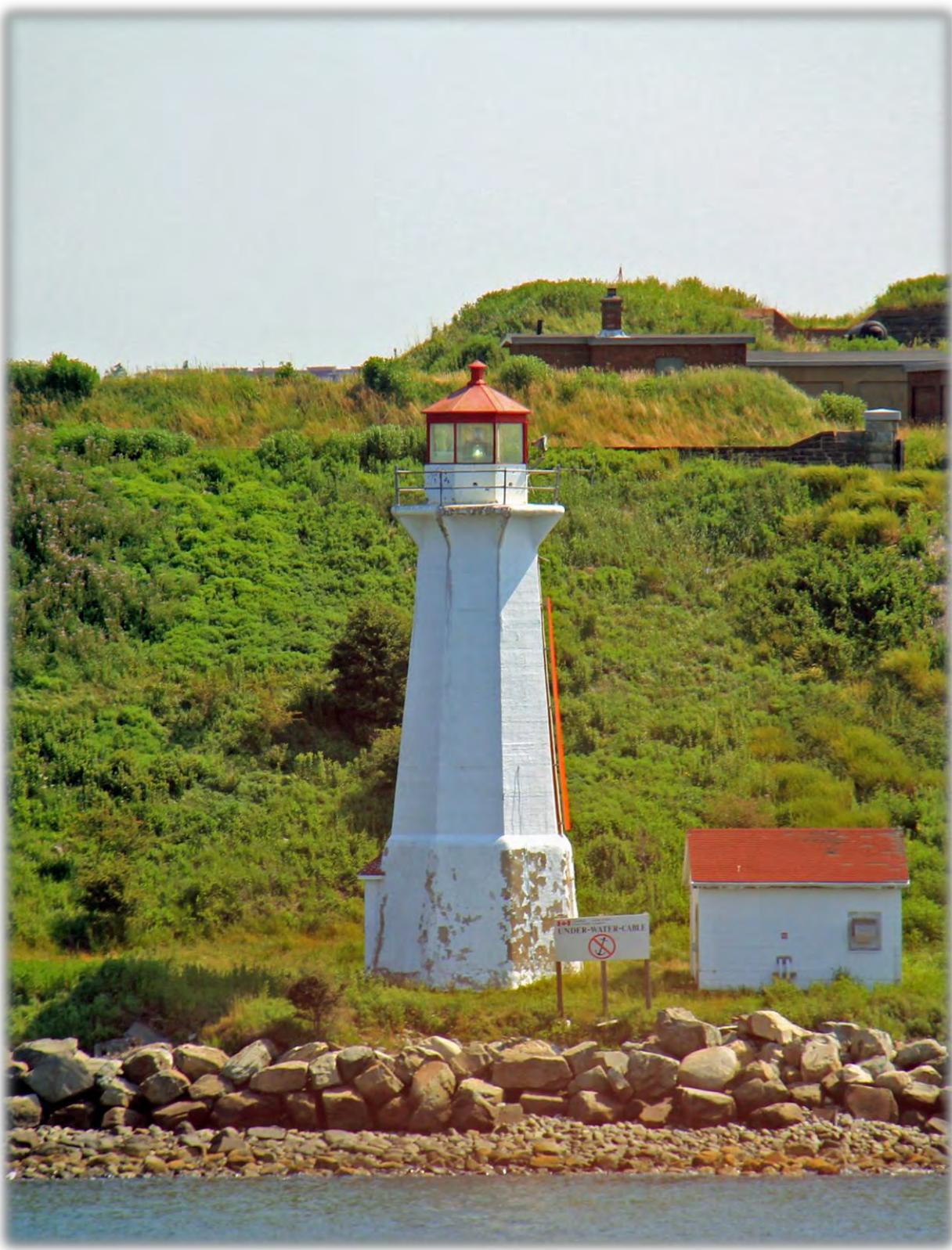




Rod and Sheri's Excellent Maritime Adventure July 2012

Volume 3 Halifax Uptown Downtown Tour



Rod and Sheri Crawford July 4th to 19th 2012

Day 10 – Pier 21, The Harbor, Jazz and Ice Caps – July 14th

Last night we both slept hard. Getting up at 8:00 am was our latest start to the day on our vacation. We showered up and headed to the breakfast room for a nibble. I had a vast helping of smoked salmon, cheese, pineapple, grapes, some yogurt, tomato juice and a never ending cup of coffee. Sheri had much the same but nix to the salmon but aye the some smoked ham and cream cheese on a multi grain bagel. With bellies full, map in hand, water in my pack we headed down hill towards pier 21. Only about three and a half inches on the map, all downhill, early in the day, let's go.



Looking down Prince Street and at the bottom of the hill on the right is the Maritime Museum and about seven blocks to the right is Pier 21.



Argyle Street Left



Argyle Street Right

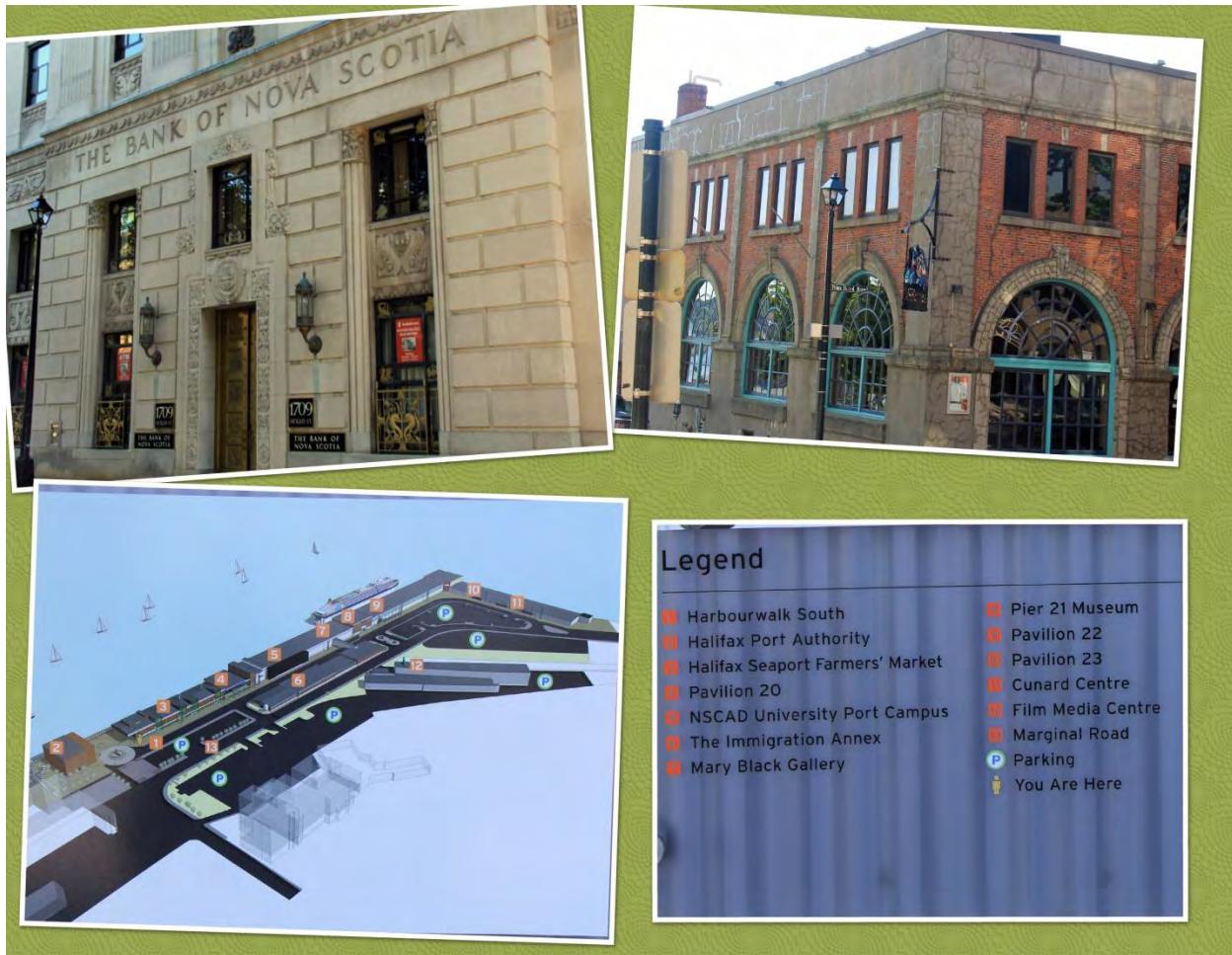


Looking up Prince Street

We stopped at the Town Hall/Province House (Under Renovations) briefly – Argyle Street Left Side.



We walked through the court yard of between St. Paul's Church and City Hall and continued our stroll to Upper Water Street above the Harbor. The weather could not have been better for a mid-morning hike.

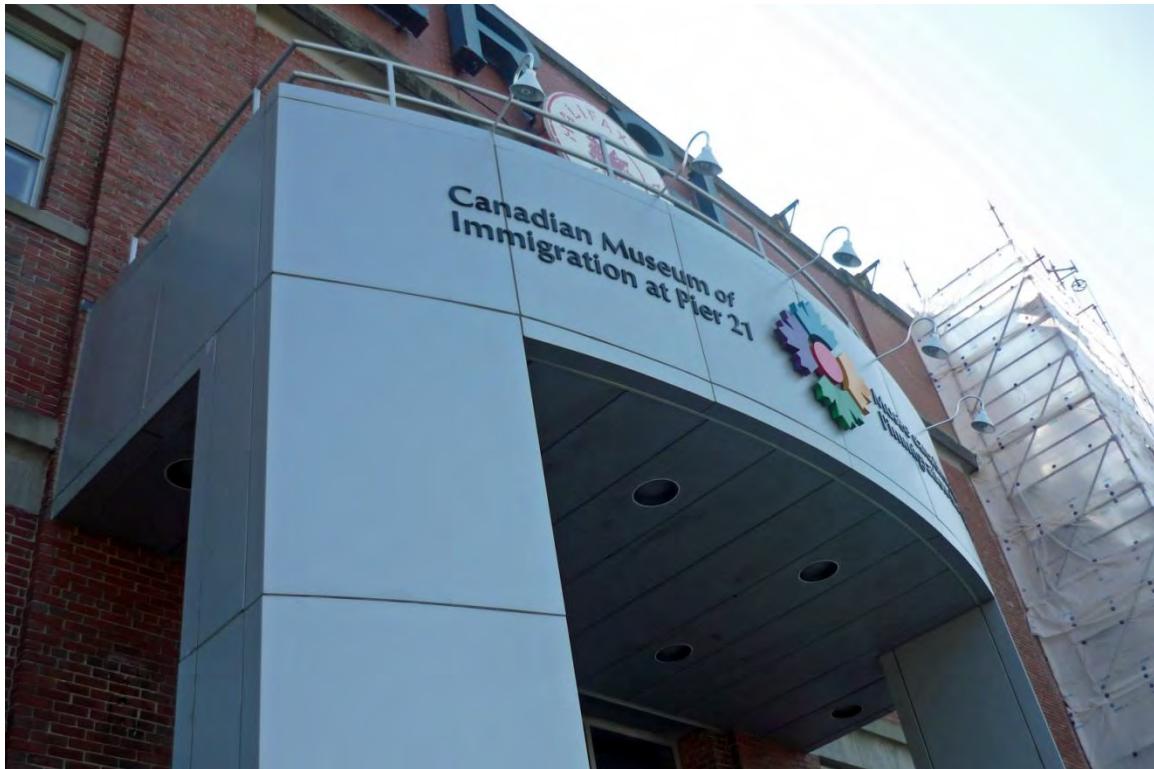


We stopped at where Upper Water Street became Lower Water Street to look at our map and discovered we were still in the same province and the Pier was only 2 inches away.



Yippee – A sit down on the market place benches and a drink of water gave us enough refresh to continue the trek. We could hear music in front of us and discovered a Jazz Festival was in being set up on the harbor front. We passed this long dining rail car display in by the entrance to Pier 21. The dining car was a closed display.

Finally we have arrived.

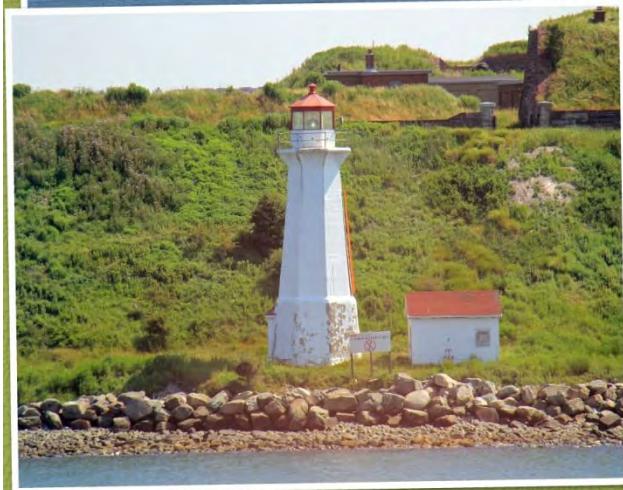


Pier 21 (Wikipedia) was used as a passenger terminal for trans-Atlantic ocean liners from 1928 until 1971. It replaced an early immigration facility at Halifax's Pier 2 in the Halifax's North End. Liners docked at a long seawall wharf divided into Piers 20, 21, 22 and 23. The immigration facilities were located at Pier 21, although the term is often used to describe all the Ocean Terminal piers. Pier 21 had a railway booking office and passenger train sidings for special immigration trains as well as an overhead walkway to the Halifax, Nova Scotia railway station. The Pier was the primary point of entry for over one million immigrants and refugees from Europe and elsewhere, as well as the departure point for 496,000 military personal Canadian troops during World War Two. The facility became known informally as the 'Gateway to Canada.'

Sheri's Grandfather's Lasser and Howe both served in WW1 left for overseas from Halifax and her Uncle Bob in WW2 would have left from Pier 21. They also have a storage facility of documents from passenger lists, immigration records and shipping manifests with limited public access. We had a quick bathroom break and entered the museum. After a video presentation (boring) we elected for a guided tour. Our tour

guide was a young lady from Mexico Canadian roots that was tri-lingual. She spoke French, English and Spanish. She had the perfect personality for the job.





Pier 21 was worth the visit to understand immigration, the people, places and protocols and those turned away such as Jews in the Wheel of Conscience display.

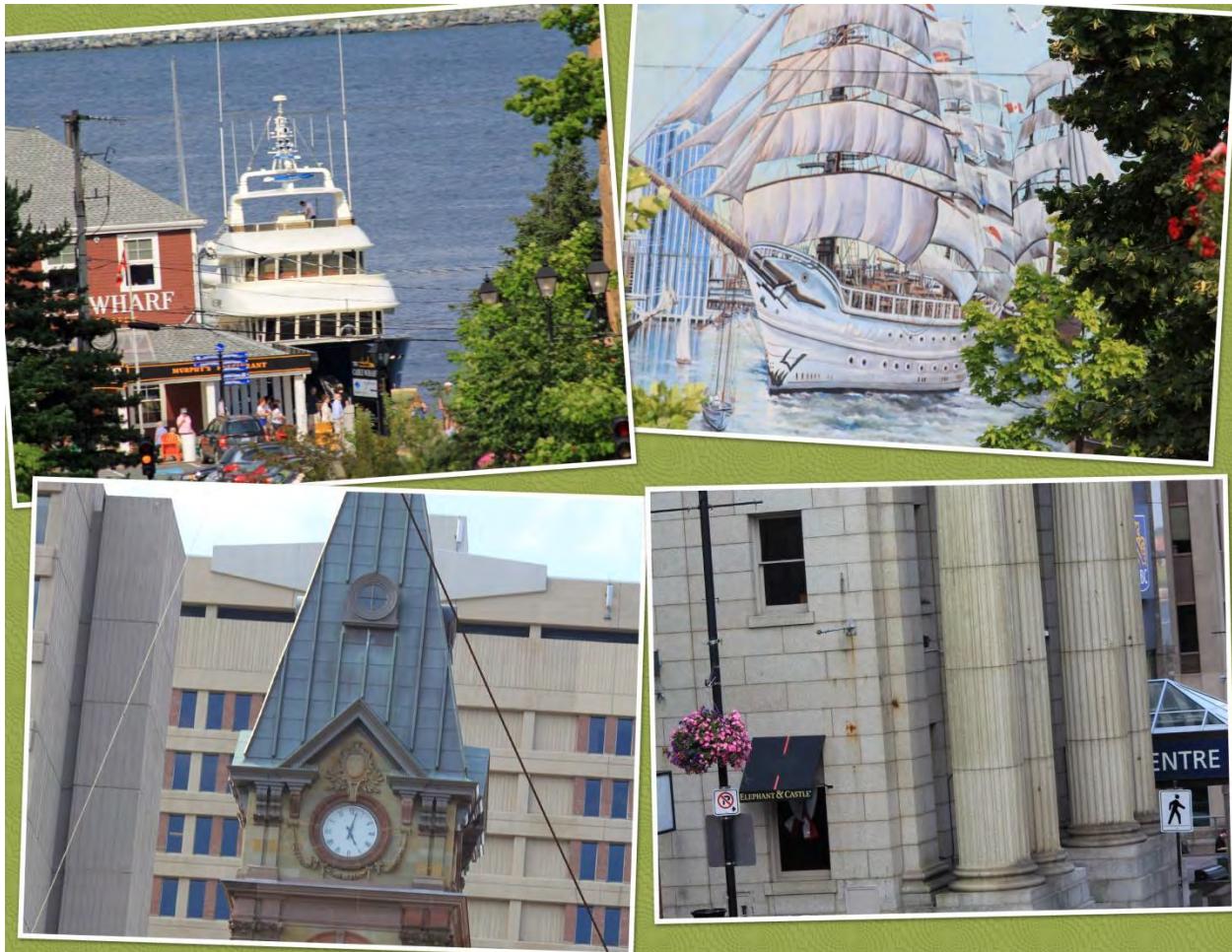
It was warm outside and after a snack and water break we decided to take the Harbor walk for the next part of our adventure. For a Saturday afternoon on a hot sunny day it was not crowded. No street vendors, no music, no smell of food – nothing, off we go a new adventure waits.



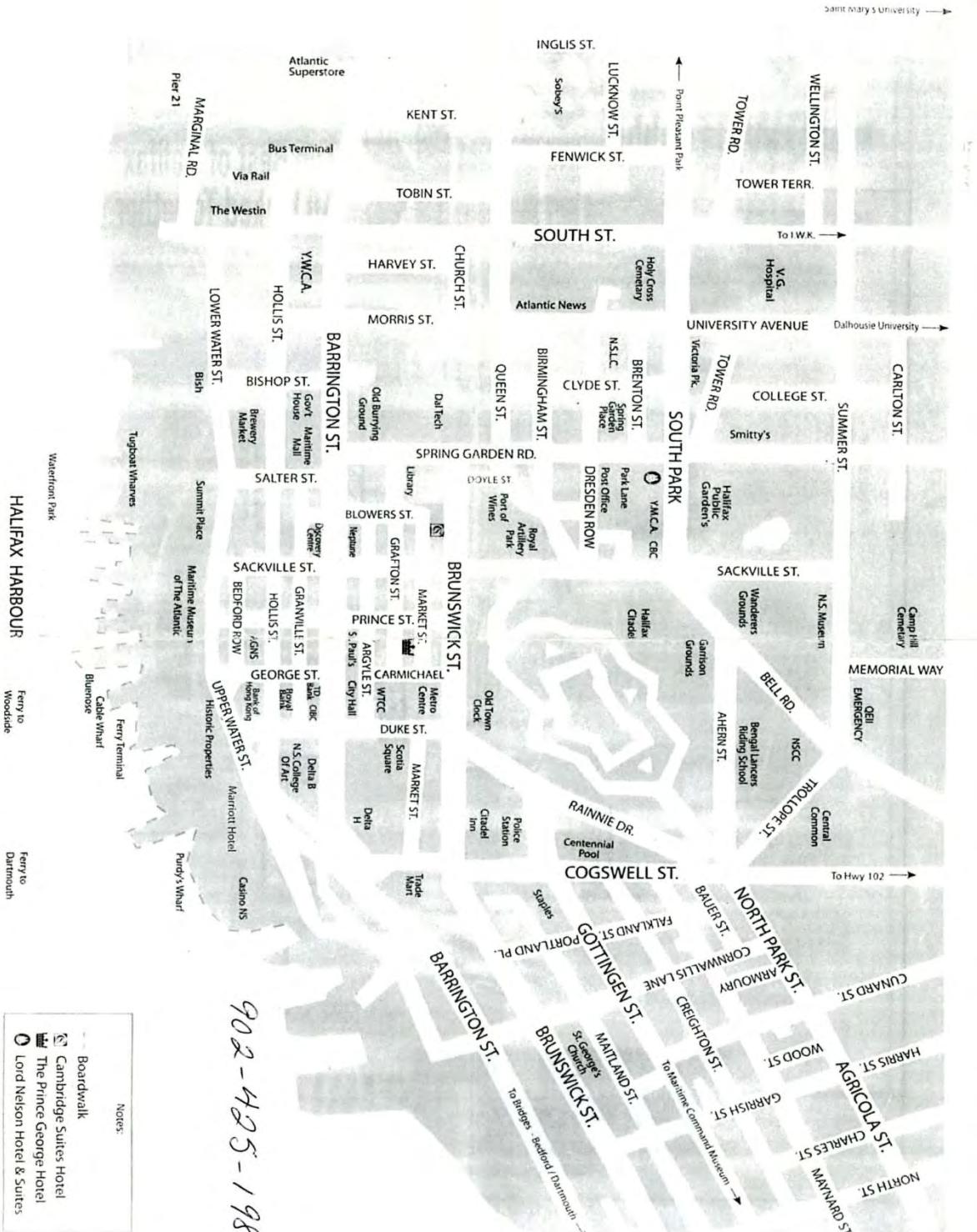




We stopped at the harbor Timmy's for an ice cap and a snack before the uphill trek to our hotel.



We walked back to our air conditioned room at the hotel and had a cool refreshing shower. After a change of clothes and a nap we headed to the underground tunnels to the Scotia Square Mall, out the exit doors and to the Blue Nose II Café. We each had the fish special for dinner. Haddock on a bed of rice and fresh vegetables, I had fish chowder while Sheri had a salad and we both had bread pudding for desert. We walked back to our room tired and happy with our days achievements.



Day 11 – Buildings, Boats, Birds and Bagpipes – July 15th



The Wooden Monkey is busy restaurant with multi-floor seating and an all organic menu, we planned to eat their before today. It was Sunday morning in Halifax, a bright and sunny day. I had just climbed out of the shower, towed off, and was sipping a cold glass of water. Sheri was in the bathroom applying whatever to her face and hands. I look out our hotel room window at the view in front of me. The gazebo on the top of the building was full of people enjoying a Sunday morning brunch perhaps before church. I am musing about what those folks may have been eating when the little light in my head goes – Bink – Here I am standing full bare assed naked, curtains fully open in the room, staring out an almost ceiling to floor window, sipping water. I am sure, myself included, that is not the view a person wants to see first thing on a Sunday morning sipping coffee and entertaining an idea of a wholesome breakfast. I hope privacy glass actually works and if not at least made me look like someone else. To be on the safe side we did not eat in or walk near the place for the rest of our tour.



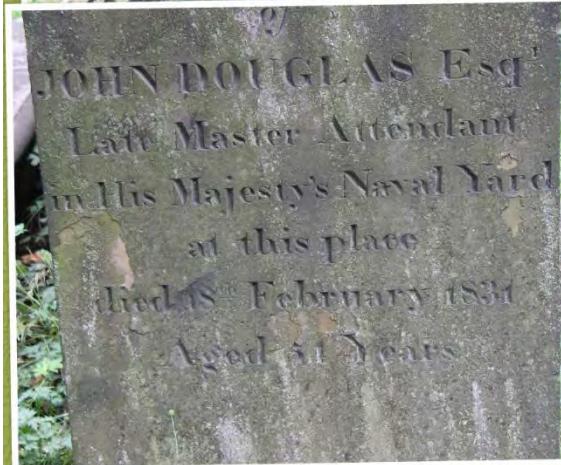
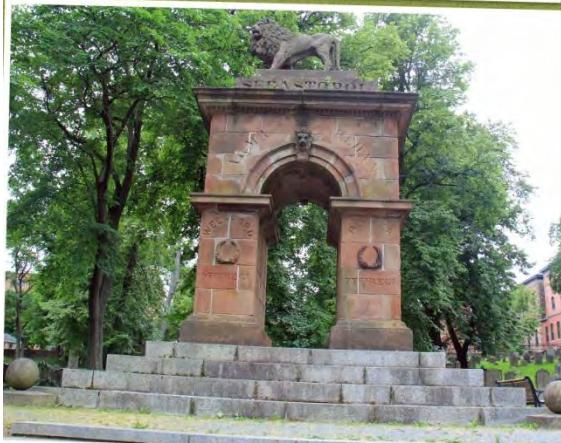
Every morning when we left the elevator into the main lobby of the hotel there was a display of fresh flowers. The concierge who by now new us asked about our daily activities and offered a ride if required or a pick up if we were tired. We went to the breakfast room and were greeted warmly by the staff that by now also

new us, coffee and juice were poured as we were seated and we went about choosing our continental breakfast. Smoked Atlantic salmon, fruit cups with yogurt and granola, selections of fruit, smoked meats and Danish. After breakfast we went to the room to gather our gear – Cameras, Packs, Water, Snacks, Jacket and Chilled Water.

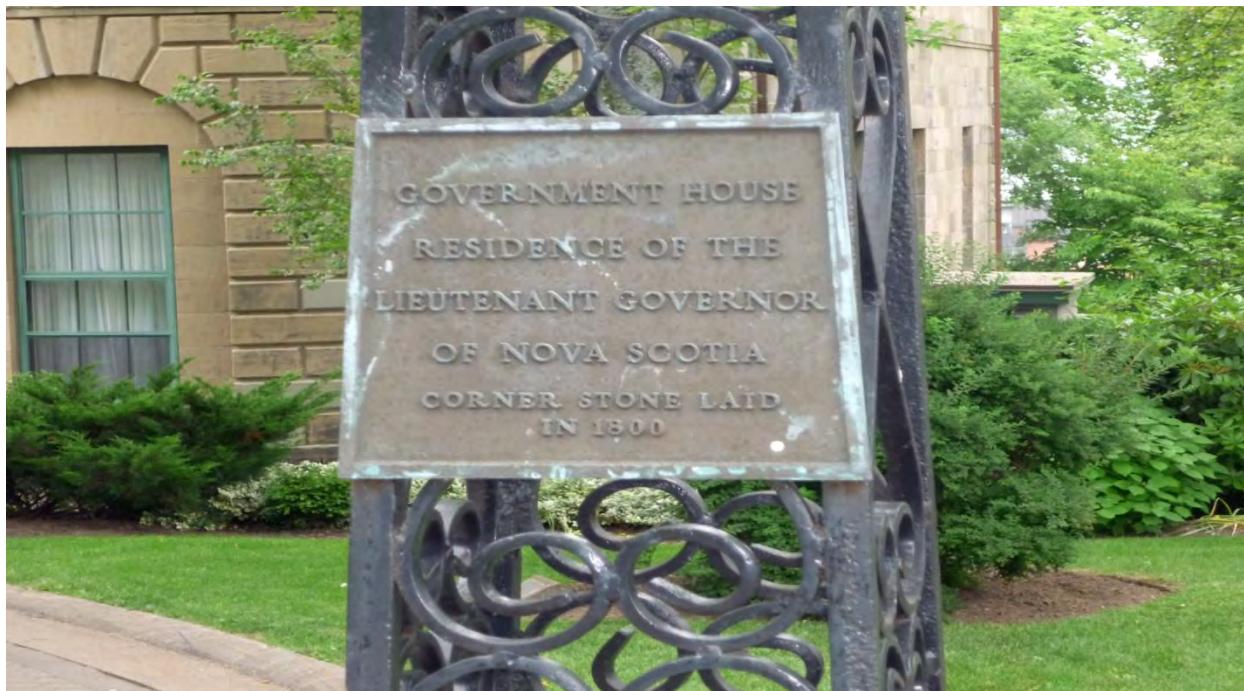


Heritage Building – Street with the Irish Ale House, St Mary's Basilica and the Military Headquarters from 1862 to 1917.

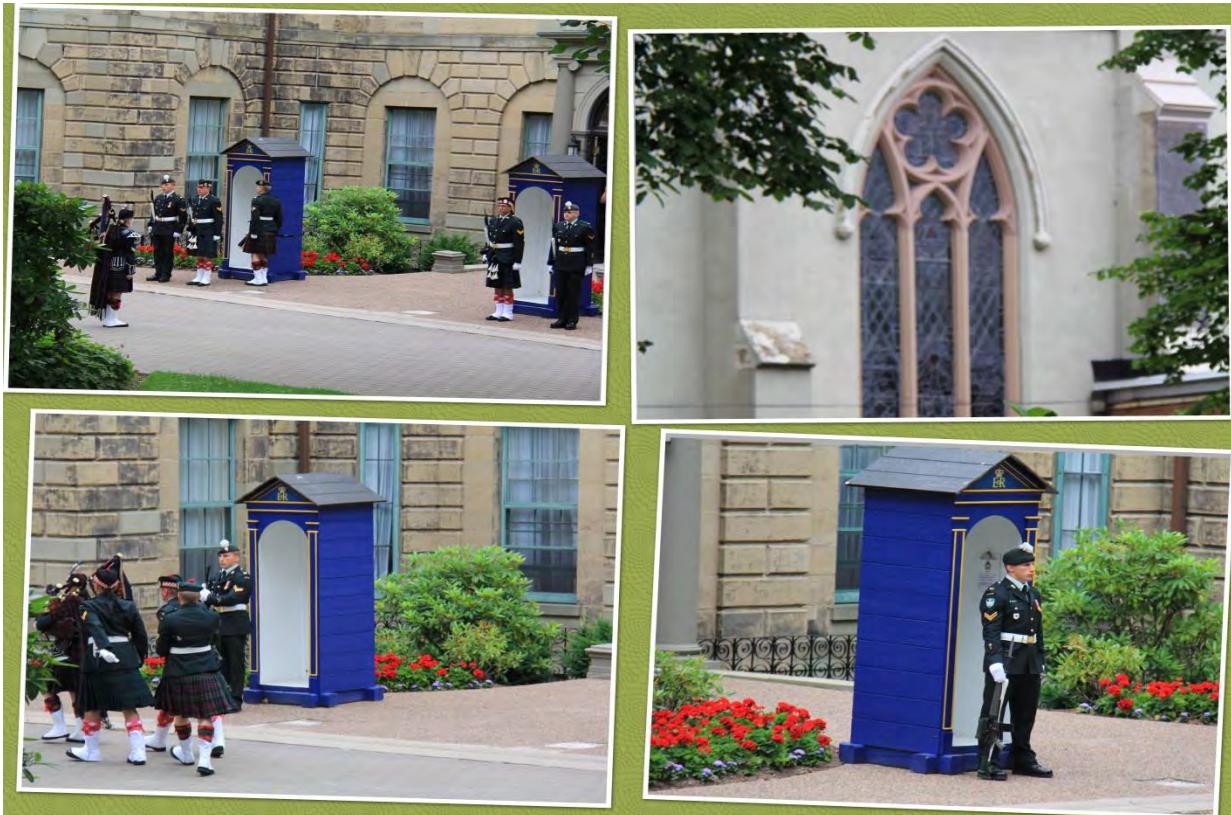
The Old Burying Ground (also known as St. Paul's Church Cemetery) (Wikipedia) is an historic cemetery in Halifax, located at the intersection of Barrington Street and Spring Garden Road. It was founded in 1749, the same year as the settlement, as the town's first burial ground. It was originally non-denominational and for several decades was the burial place for all Haligonians. In 1793 it was turned over to the Anglican St. Paul's Church. The cemetery was closed in 1843, with the Camp Hill Cemetery used for subsequent burials. The site steadily declined until the 1980s when it was restored and refurbished by the Old Burying Ground Foundation, which now maintains the site and employ tour guides to interpret the site in the summer. Ongoing restoration of the rare 18th century grave markers continues.

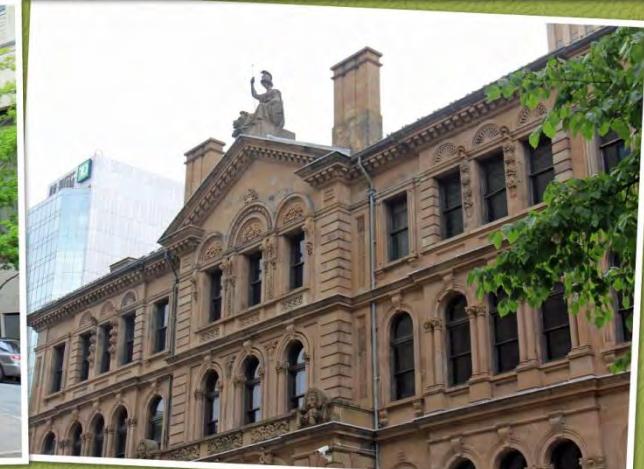
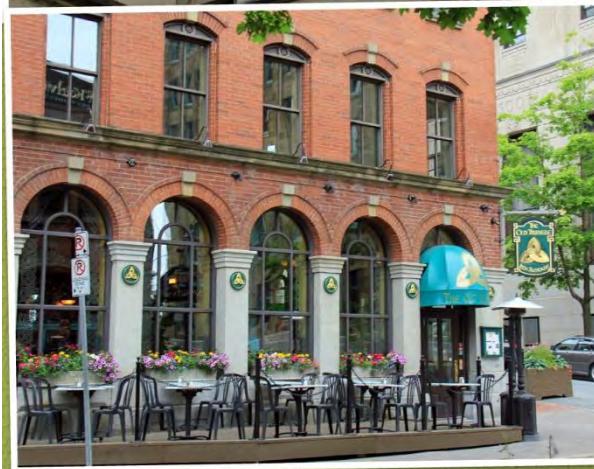


Right across the road from the cemetery is Government House



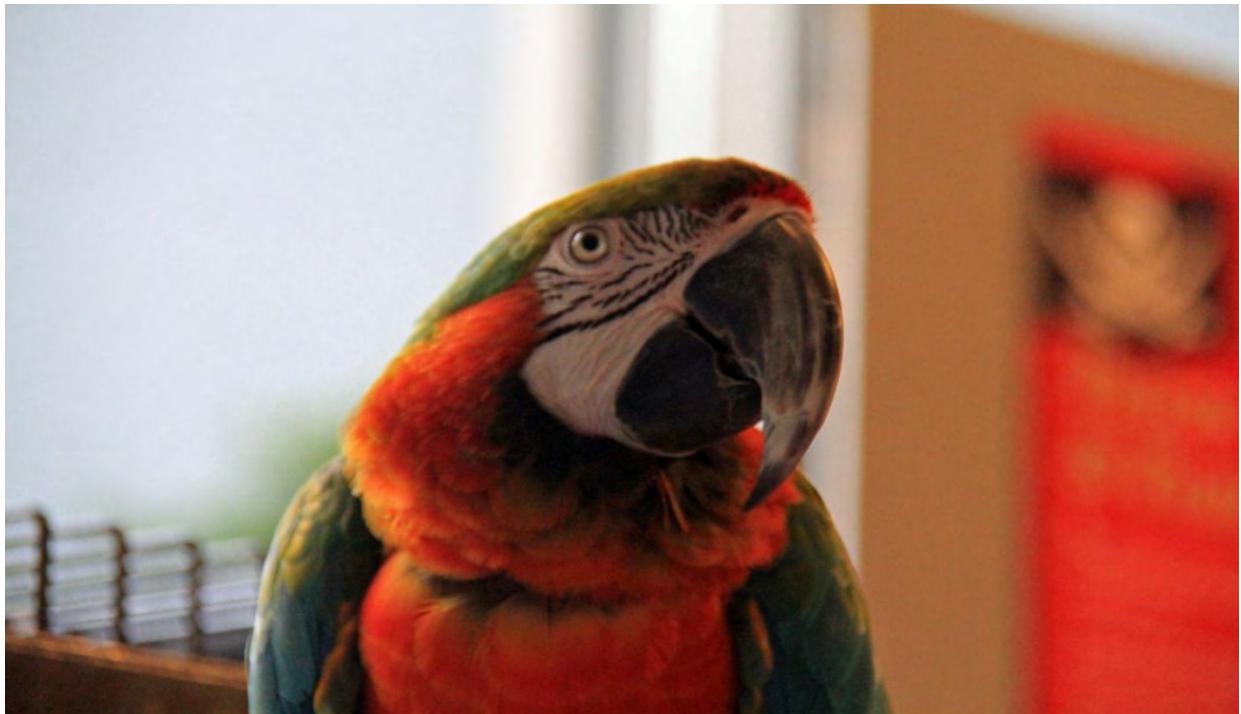
We opted not to take a tour as there was a large group inside the premises, but we did enjoy the pipers and change of the guard.



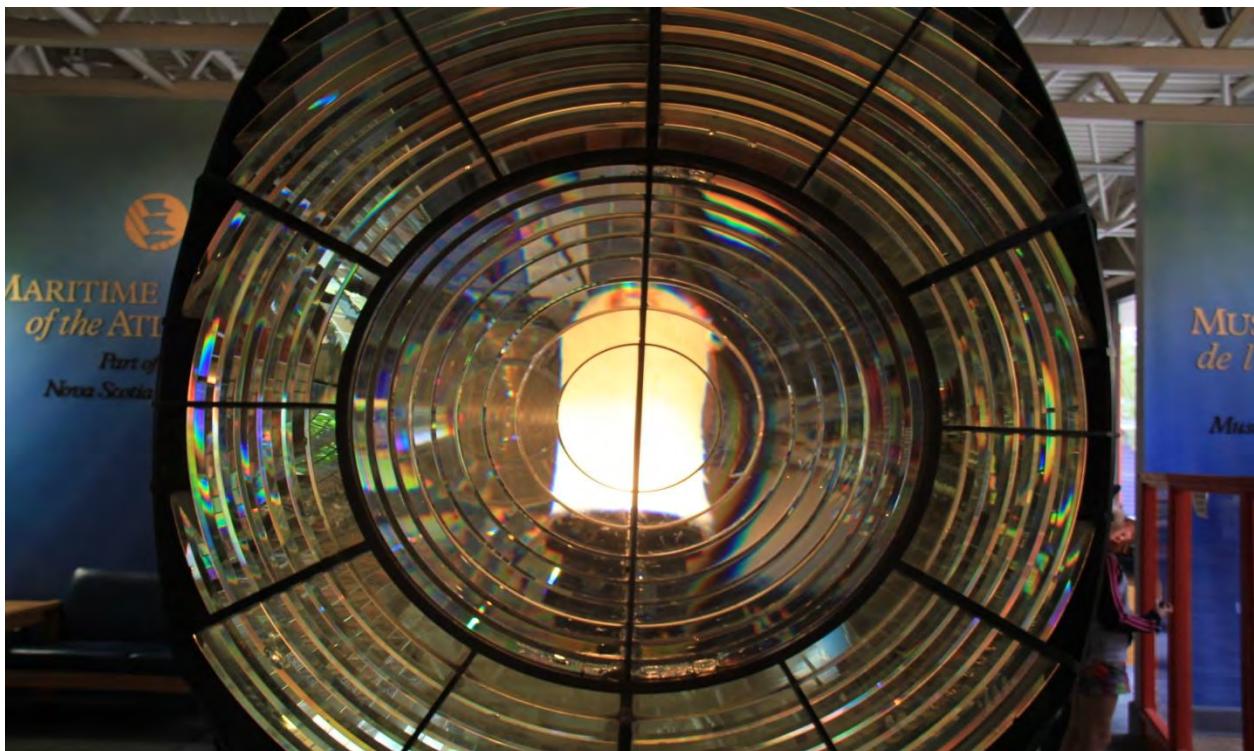


Military HQ, St Mary's Basilica, St Matthews, Public House, Officers Club, Dominion Bld

It was a nice walk down Spring garden Road to Barrington Street, left to Sackville Street and down the hill to the Maritime Museum of the Atlantic – Our Destination Met.



One of the first things we met on entering the museum was the mascot. I forgot the bird's name because I was momentarily distracted.....





Debris From Halifax Explosion



Vincent Coleman Telegraph Operator

AN INCREDIBLE FORCE

These fragments are believed to be from *Mont Blanc*, the ship that blew up. The explosion ripped the ship apart and threw pieces of metal, some weighing hundreds of kilograms, up to 5 and a half km from the explosion site.

MMA MP18.196.1, N-4395

1 PORTION OF UPPER RUDDER PINTLE

This cast iron fragment, weighing around 300 kg (660 lbs), is probably part of the upper rudder pintle from *Mont Blanc* (a pintle is a large metal pin that acts as a hinge for the rudder).

M93.14.1, Gift of Mr. William McFatridge

2 PORTION OF HULL PLATING

This fragment is most likely a piece of hull plating, much twisted by the force of the explosion.

3 UNIDENTIFIED FRAGMENT

The original location of this fragment is difficult to determine, but it may be part of the join of the *Mont Blanc's* stempost and keel.

M77.27.1, Gift of Mrs. Julie Curtis, in memory of Mr. George Curtis



Rudder Pintle

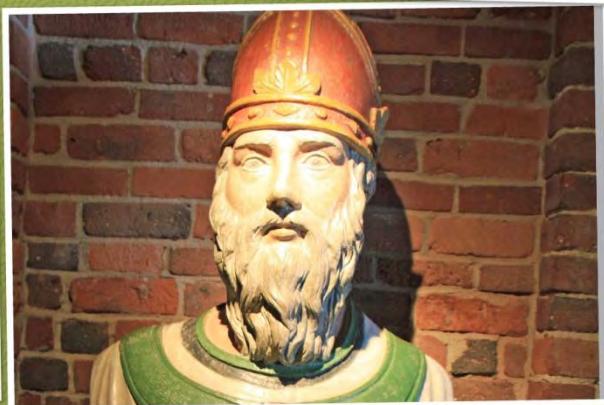


Unidentified Fragment



Hull Plating





Titanic

Form No. 19.

Signal Letters (if any) H V M P

Transcript of Register for Transmission to Registrar-General of Shipping and Seamen.

Official Number 131428	Name of Ship Titanic	No., Date, and Port of Registry 1912 Liverpool
No., Date, and Port of previous Registry (if any) New vessel		
Whether British or Foreign Built British	Whether a Sailing or Steam Ship; and if a Steam Ship, how propelled Steamship Triple screw.	Where Built Belfast
Number of Decks five	Length from fore part of stem, under the bowsprit, to the aft side of the head of the stern post 82.5	
Number of Masts two	Length at quarter of depth from top of weather deck at side amidships to bottom of keel 84.9	
Rigged ... Schooner	Main breadth to outside of planks 92	
Stern ... Elliptical	Depth in hold from tonnage deck to ceiling at midships 31	
Build ... blanches	Depth in hold from upper deck to ceiling at midships, in the case of three decks and upwards 59	
Galleries ...	Depth from top of beam amidships to top of keel 64	
Head ...	Depth from top of deck at side amidships to bottom of keel 65	
Framework and description of steel vessel vessel	Round of beam ... Length of engine room, if any	
Number of Bulkheads ... fifteen	Length of engine room, if any	
Number of water ballast tanks, and their capacity in tons seventeen	<i>Regency closet 3rd May 1912 Vessel wrecked</i>	
PARTICULARS OF DISPLACEMENT. Total to quarter the depth from water deck at side amidships 17740 Tons in the Atlantic Ocean 14th April 1912 Certificate		
PARTICULARS OF PROPELLING ENGINES, &c. (if any).		
No. of Engines 1	Description of Engines Expander triple expansion inverted vertical direct British	Whether British or Foreign British
No. of Shafts 1	When made G12	Name and address of makers Harland and Wolff Ltd.
Shafts from 20 to 24 ft. long from 20 to 24 ft. long	Boilers 1	Reinforcing Engines 1 - 8
PARTICULARS OF TONNAGE.		
GROSS TONNAGE.		
Under Tonnage Deck	No. of Tons 17870.66	DEDUCTIONS ALLOWED.
Space or spaces between Decks	17142.81	On account of space required for propelling power ...
Turret or Trunk	270.57	On account of spaces occupied by Seamen or Apprentices, and appropriated to their use, and kept free from Goods or Stores of every kind, not being the personal property of the Crew ...
Forecastle	332.60	These spaces are the following, viz.: -
Bridge space	294.21	In lower middle upper and saloon between decks for forecastle bridge and round houses
Poop	292.87	2628.96
Side Houses		
Deck Houses		
Chart House		
Spaces for machinery, and light, and air, under Section 78 (2) of the Merchant Shipping Act 1894	1124.16	
Excess of Hatchways		
Gross Tonnage	46728.87	Deductions under Section 79 of the Merchant Shipping Act, 1894, and Section 54 of the Merchant Shipping Act, 1906, as follows:
Deductions, as per Contrac-	26447.23	For scale water ballast tanks 121.07.25 Masters' accommodation 20.98 Comptor house 76.00 Chart house 6.23
Register Tonnage	21,831.34	Total 148.87
NOTE.—1. The tonnage of the engine room spaces below the upper deck is 1120.97 tons, and the tonnage of the total spaces framed in above the upper deck for propelling machinery and for light and air is 1124.16 tons.		
NOTE.—2. The undermentioned spaces above the upper deck are not included in the cubical contents forming the ship's register tonnage:		
<i>After space in front of poop 16 feet long x 6.5 feet wide Open space about 2nd deck smoke room 6 feet long x 10.84 feet Open space on foredeck deck, abreast windows port side - 19.2 feet long x 5.43.2 feet Staircase - 19.8 feet x 5.43.2 feet</i>		
Name of Master		
Certificate of Service and Competency No.		
Names, Residence, and Description of the Owners, and Number of Sixty-four Shares held by each, viz.,		
<i>Oceanic Steam Navigation Company Limited having its principal place of business at 20 James Street Liverpool } the Harold Arthur Langman 20 James Street Liverpool Managing Director</i>		
Advises received 25th day of March 1912. Under the seal of the managing director		
Dated 26th March 1912.		
Registrar.		

Note.—Registrars in the Columns are requested to distinguish the Managing Owner by placing the letters "M.O." against his name.

M.R.—To be sent in a sealed envelope addressed to the Registrar-General,

of Her Majesty's Stationery Office, Tower Hill, London, E.C.

Fee 10/- Postage 1/-

Weight 10 lbs

Size 12 x 18 inches

Price 1/-

No. 345. Instructions to Registrars of British Ships, para. 26.—See 1910.

The Titanic Disaster as viewed
from Cape Race by Wireless.

April 14th 1912.

EST

- 10.25 pm EST. Lt. Godwin on watch
hears Titanic calling C.Q.D. giving
position 41° 44' N. 50° 24' W. About
380 miles S.S.E. of Cape Race.
35. Titanic gives corrected position as
41° 46' N. 50° 16' W. A matter of five
six miles difference. He says "have
struck iceberg."

40. Titanic calls Carpathia and says
"we require immediate assistance."

~~Gray~~ Gray on duty

43. Titanic gives some information
to Californian giving Titanic's position.

45. Caronia circulates same information
broadcast to Baltic and all ships
who can hear him. R.H. on duty

55. Titanic tells German steamer
"Have struck iceberg and sinking."

- 11.00. Titanic continues calling for assistance
and giving position.

25. Establish communication with Virginian
here and give him all information
re Titanic telling him inform
captain immediately. OK.

36. Olympic asks Titanic which way
latter steering. Titanic replies
"We are putting women off in boats."

50. Virginian informs us he is 200 miles
from scene of disaster.

55. Virginian says he is now going
to assistance Titanic.

- Titanic meanwhile continues
circulating position & calling for help.
The sea weather is calm & clear.

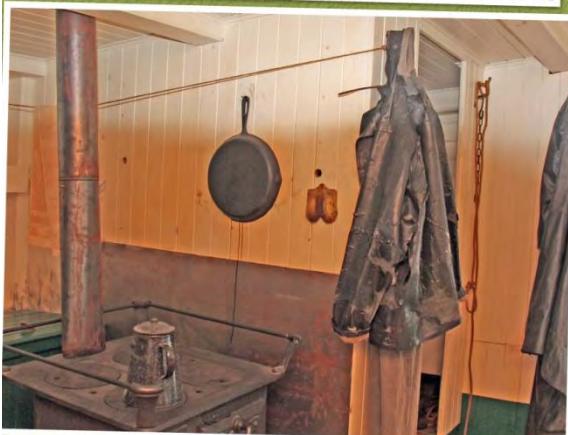
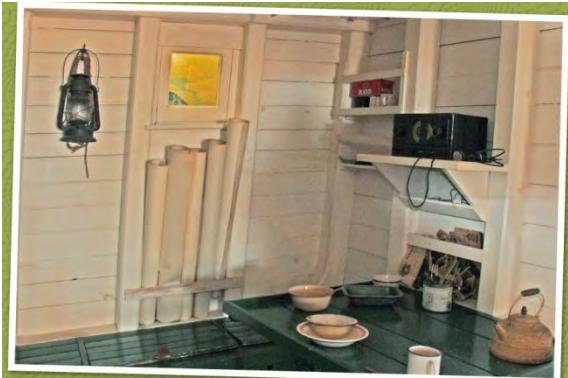
12.50 am Virginian says last he heard of
Titanic was at 12.27 when
callers signals were blurried and
ended abruptly.

From now on boats working amongst
themselves relative to Titanic
disasters. Nothing more heard from
Titanic.

2.01 am First message from New York asking
for details. This is followed by
about 300 more chiefly from
newspapers to many ships asking
for news.

After daylight news commences to
arrive from ships stating
Carpathia picked up 20 boats
of people no word of any more being
saved.

Fishing Boat Interior



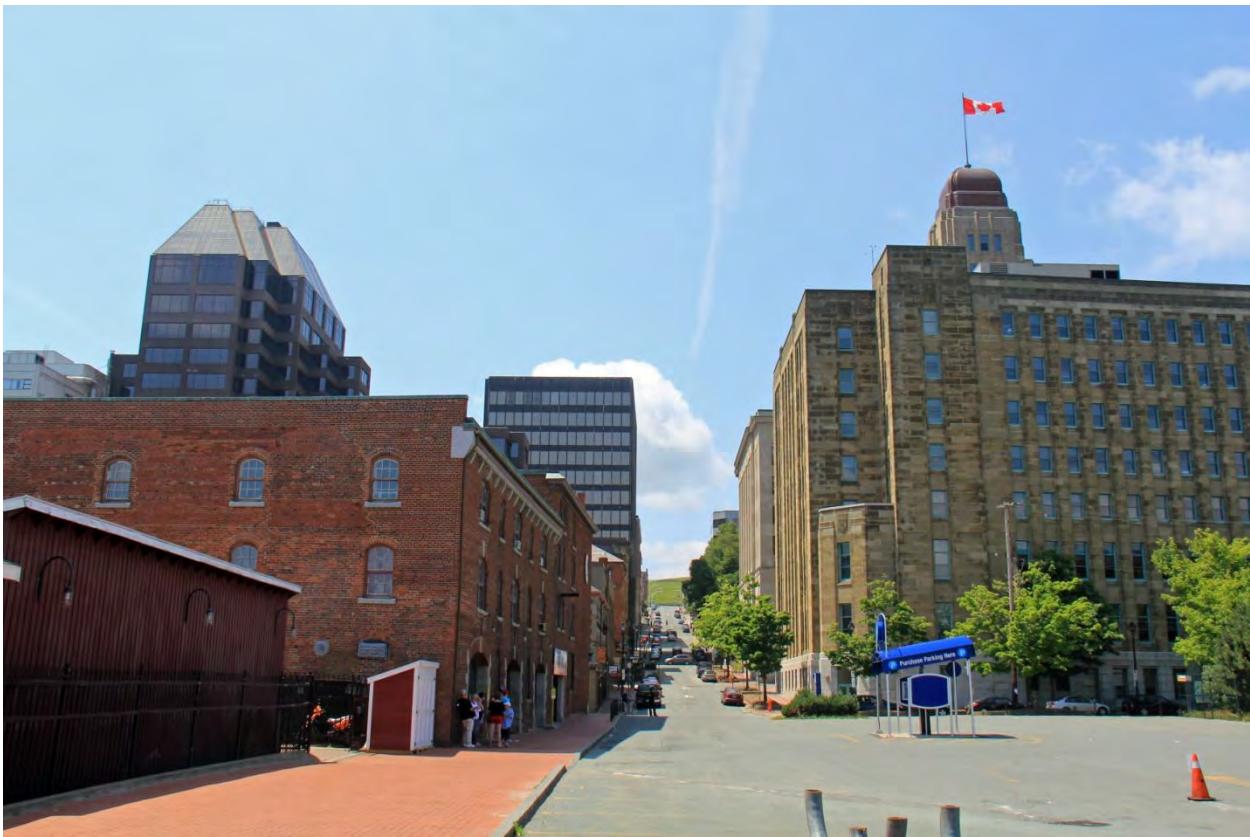
Old Boys Club



It was easy to lose time in the museum. The models were incredible of hundreds of ships. Many of the displays were under construction and not viewable. We left the cool confines of the museum and we immediately blasted with the noon day heat.



We stopped at a sidewalk vendor on the wharf for a cheeseburger and pop (only 5 bucks). We both agreed that the burger was one of the best we ever had – real meat and real cheddar cheese. The vendor had a choice of every kind of condiment possible from relish to sour kraut, mustard to jalapenos, lettuce and tomato, catsup and mayonnaise, about 30 condiment types.

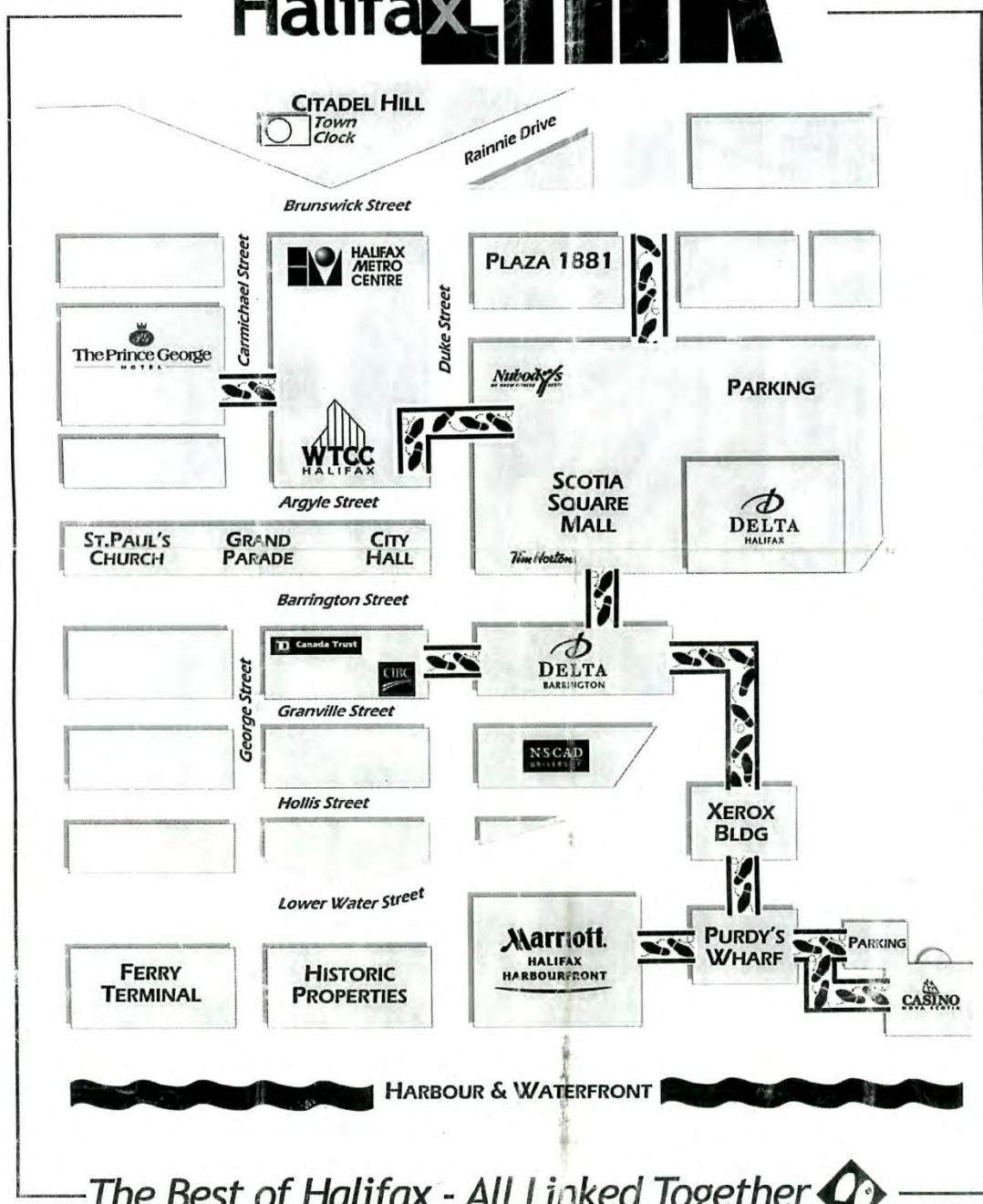


We walked up Duke Street to the Scotia Mall, picked up a few goodies and headed to our room using the tunnels. It really is all uphill.

We decided that before supper we were going to have a soak in the hot tub. It was HOT. I got a good sweat going. At the cool off shower we met a couple celebrating their anniversary. I remarked that we were celebrating 34 years, with this trip we had planned 34 years ago. They remarked that this was their first and they are staying in the suite they had when they married at the hotel a year ago. They asked where we were from, I replied across the water a way, Chetwynd. The fellow laughed and said I know where it was, he had travelled Vancouver, Prince George to Fort Saint John many times on sales trips. I asked where they were from; they were also from across the water – Dartmouth across the bridge. The couple was in their seventies and remarried after losing spouses. They'd known each other most of their lives.

After the hot tub we went to the room for a shower and a cool off. We walked to Boston Pizza on Granville at the exit of the Scotia Mall. It was a nice location on the corner of a blocked in street – college students. We each ordered an adult drink and an appetizer – Yam Fries and ranch dip. We also ordered a large Tuscany Chicken pizza and shared the same. We took home half for a snack later. Back at the room we shucked down into relax clothes, poured a glass of wine and ended the day in style.

Downtown Halifax Link



Day 12, 13 – Public Archives of Nova Scotia – July 16th and 17th

We feel like we are family at the Prince George Hotel. Breakfast was the usual after another great night of rest. On this vacation we have not watched much news and today is no different. We left early for the Public Archives as the walk is map inches.



Painting in one of the Prince George Hotel Hall ways

I put on the knap sack and we headed out for our trek to the archives. The day was cool with a slight drizzle. We walked up to Brunswick Street, Turned left to Spring Garden Road. From there we walked up to South Park. Turn Left again to University Avenue. We stopped for a water and rest break. We walked up University Avenue towards Robie Street – not on the map. We walked up University Avenue until we were pooped. A bench looked like it was made for us near an intersection and we planted our butts on the bench. We were thinking maybe we had been misdirected. With tired feet and full bladder I looked up and started to laugh. Their exactly kitty corner to was our destination about an hour and a half walk from where we started.



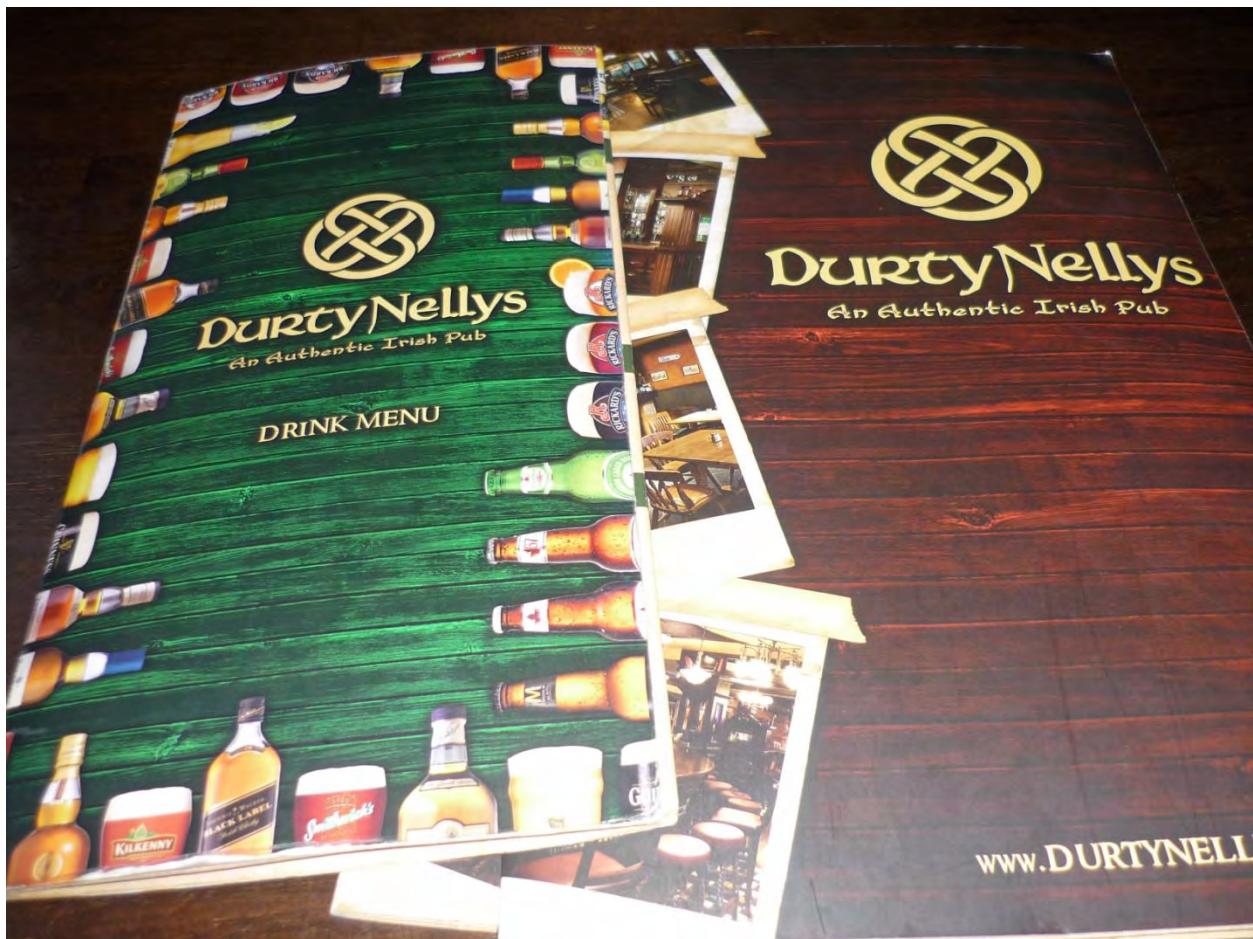
Once in the Archives the receptionist had us fill in some paperwork. We secured lifetime memberships to the society. The rules are No food, no drink, permission to use cameras, no pens, computers are okay as long as you do not take pictures. No cell phones, recorders for audio are okay. Do not talk loud. If you want to copy a document you must make an application and it is 50 cents a copy. We were given a key to a locker to place our packs, umbrella and other gear. We stowed our camera and computer – if we needed them we would get permission. Off to the bathroom – How do you spell relief with one letter? “P”. Our searches were for Birth, Death and Marriage Church records and land grants and titles for the Jollymore and Douglas name.

We found the reels of the Waughs River and Town Point Presbyterian Churches and stared our search on micro fiche reel machines. You search the documents on the reels (many have alphabetical directories) and when you found a hit, we wrote it down as the church records had a view only restriction on them. You had to get written permission from the church executive to copy records. We found many document for birth, baptism, marriage and death. With our hand written notes we will match that to known information on our family tree to give exacting location, date and age. We searched from 9:30 am until about 2:00 pm and called it a day. We had a load of noted to go over and were about famished. We ate our packed snacks with a bottle of water and headed back to the Hotel. We stopped at the Alehouse for a bite.



We were parched we started and stayed with lemon water, Sheri has a meat medley pot pie and I had a flat bread club. Both meals were quite tasty. We walked the two blocks back to our room go over our notes and build a spreadsheet.

For supper we went for a walk and wound up at Durty Nellies in the Toothy Moose Pub. The music was fun and décor okay – College Student Pub



It was cheap beer night at \$3.06 a pint. Yes, bring it on – Sheri ordered a vegetarian cheesie bread thing that was superb, my steak sandwich was shoe leather smothered in cheese, onions and juice. I sent most of the meat back as not edible. The chips and beer soon had my mood better.

July 13th was much the same as the 12th except we searched land titles at the archives and had a Timmy's Ice Cap on the way home. Supper was at the Blue Nose II for the nightly seafood special – Haddock. Soup, the entrée and dessert including taxes was all for under \$25.00. Tomorrow was our last day and tonight we are going to relax with a bottle of Nova Scotia Jost red wine and some nibbles.

Day 14 – Prince George Hotel, Around the Block – July 18th

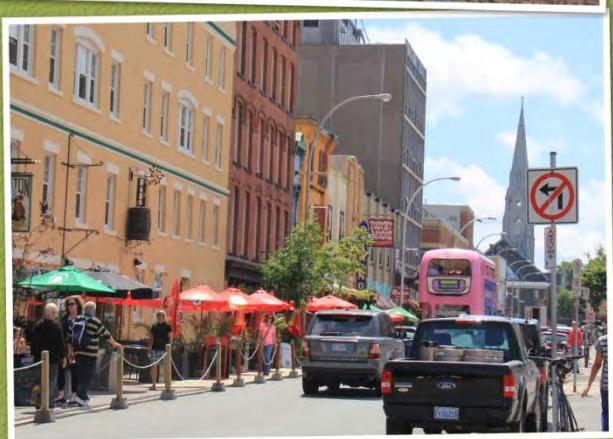
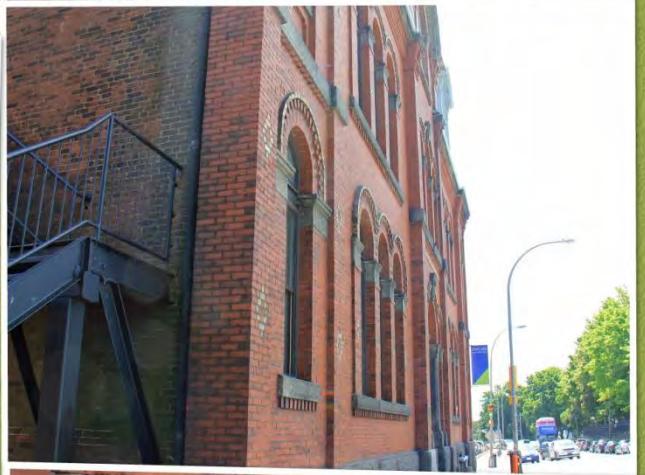
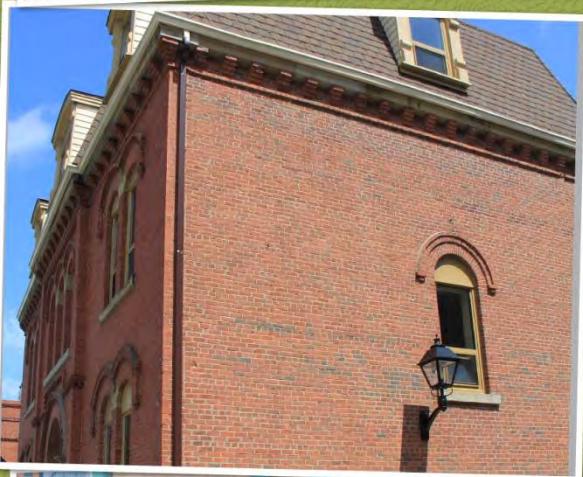
Wow, day 14 our final day of touring Halifax. We got up this morning and went for our usual breakfast. We mentioned to Catherine our waitress that this is our last breakfast. She brought us take out containers with the order that we fill them up before we leave so that we can have something to eat before our early morning flight. She also filled two large containers with juice to take with us and at no charge. The service staff all came by to wish us a safe trip home and tell us how much they enjoyed our visit. The breakfast chef even said a nice goodbye and wished us a good trip home.

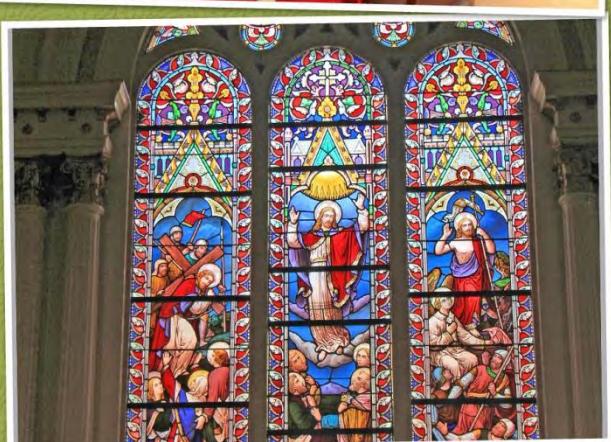
We went outside and walked around the block taking a few pictures. Once on Brunswick Street we crossed the highway and went to the Clock Tower for a few final pictures and to hear the noon cannon go off. Tomorrow was the start of the Halifax Longboat Festival and who knows what's in the harbor.

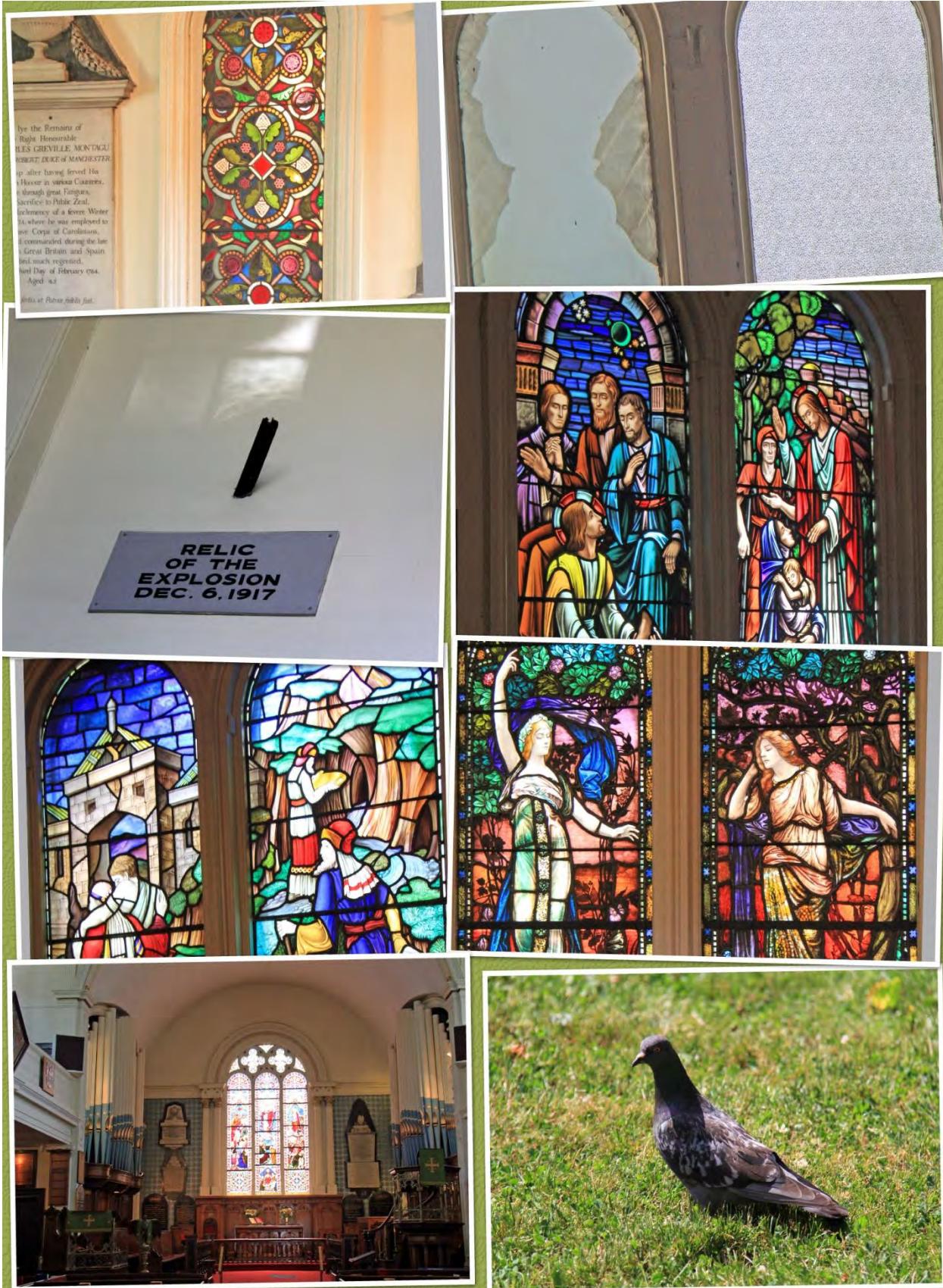


I still can't believe that not only did we walk down the hill but we walked back up and it as far as it looks. I can just imagine in the early years looking out over the harbor on a clear day without all of the modern buildings. The view would have been spectacular and no cameras to record the occasion. We have walked more, seem more and done more adventures than we ever thought possible, a lifetime of memories.









After we visited St Mark's Church we walked to the Scotia Center Mall Food Court for a bowl of Timmy's Chili and a bun. This is a never miss recipe that is comfort and filling. We went back to the hotel to pack our gear. I asked the Concierge for a 4:00 am wakeup call and to arrange for a 5:00 am ride to the airport. The ride takes about 30 minutes for our 7:30 am departure. This being done we retired to our room. For supper we decided to use the hotel dining room. Although we did not have a reservation we were accommodated after a short wait. We each ordered a homemade ribbon pasta with duck and cracklins in a cheese sauce. It was a memorable meal along with complementary champagne, appetizer and chocolates for dessert. Once back in the room we packed, had our final glass of wine and fell to a restless sleep.



Good Bye Halifax

Day 15 – Nova Scotia to Alberta to British Columbia – July 19th

Three am jolted out of slumber by some god awful chirping – turned out to be the cell phone blasting out the electronic version of When the Saints go Marching in. Its dark outside and I decide to crawl back into the confines of a warm bed. Fat chance of a doze with your heart thumping and nerves fried. My other half says “I’m going back for another doze”, rhythmic snoring as at least she’s comfortable. Whatever – I get up and mount one of those fancy coffee makers that you open a lid and pour in water, then mount a cartridge into a magazine, close the lid and wait for a light to go on, press start and wait. While I’m waiting might as well have a shower. I am just crawling into the shower when that *%\$#@^ band starts blasting out the wretched saint song. I turned the cell phone to off – the band nicely silenced, the coffee pot was groaning like a pig wallowing in mud as I crawled into the shower. I pulled the cup of coffee out of the machine and added a splash of cream – CURDLED – What a way to start the day – Suddenly the phone comes to life yelling out these basts akin to an evacuation alarm. I answered the phone in my best low stress voice “Hello”. “Good morning Mr. Crawford this is your 4:00 am wake up”, in one of those cheerful voices.

Sheri gets up and gives me her best “Good morning honey”. We have our cold breakfast of juice, fruit, a bun, cheese and smoked ham. All of our gear is packed and the room given the once over. Its quarter to 5 in the morning and time to check out. When we crawled out of the elevator I saw the concierge and confirmed our 5 am airport ride. That done we checked out and settled the tab. The ride should be here any minute. The thought had barely registered when a taxi pulled up. I looked at the concierge and he said “I don’t think that’s for you”. I went outside and checked, the Toyota was tiny and the lady said “I’m not a reserved ride but would be happy to take you to the airport”. I was just about to get Sheri and load up when the concierge yelled out “I think this is your ride sir”. A gleaming cream colored Lincoln Limousine.

Our luggage magically was loaded into the limo. Door magically opened and we sat down into the most plush bum pleasing heated seat possibly on earth. We felt like celebrities as we got to the airport a ½ hour later. Now comes the payment part – only 53 dollars. That’s better than a taxi. The hotel gave us one last surprise with the special rate for the limousine ride.

In the airport our security checks were a breeze, the lady in front and man behind us were both hauled off for further checks and we never even got a chirp on the screening. I bought a couple of bottles of water and took a seat to wait for our flight. We boarded the plane for Edmonton after a short delay – off to Edmonton.





Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!

RODERICK CRAWFORD

Flight/Vol

WS 391

Dep 7:50AM

**HALIFAX
(YHZ)**

Arr 10:07AM

**EDMONTON
(YEG)**

Date

19JUL12

Electronic/Électronique

8382179619009/3

PNR

OQLEFN

Seq

00021

Boarding time/

Heure d'embarquement

7:15AM

Gate/Porte Seat/Siège

3E

18

*Flights close 10 minutes to departure

*La porte d'embarquement ferme 10 minutes avant le départ



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!

SHERI CRAWFORD

Flight/Vol

WS 391

Dep 7:50AM

**HALIFAX
(YHZ)**

Arr 10:07AM

**EDMONTON
(YEG)**

Date

19JUL12

Electronic/Électronique

8382179619010/3

PNR

OQLEFN

Seq

00022

Boarding time/

Heure d'embarquement

7:15AM

Gate/Porte Seat/Siège

3F

18

*Flights close 10 minutes to departure

*La porte d'embarquement ferme 10 minutes avant le départ

We slept for a lot of the flight to Edmonton. After a meal at Rocky Mountain Pup we boarded the flight for our final leg to Grande Prairie.

The flight was on time and I was coffee'd up I was ready for the drive home.



Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!
SHERI CRAWFORD

Flight/Vol

WS 167

Dep 1:25PM

**EDMONTON
(YEG)**

Arr 2:21PM

**GRANDE
PRAIRIE
(YQU)**

Date

19JUL12

Electronic/Électronique
8382179619010/4

PNR

OQLEFN

Seq

00007

Boarding time/

Heure d'embarquement

12:50PM

Gate/Porte Seat/Siège

3F

*Flights close 10 minutes to departure

*La porte d'embarquement ferme 10 minutes avant le départ

Boarding pass / Carte d'embarquement



Welcome aboard! Bienvenue à bord!
RODERICK CRAWFORD

Flight/Vol

WS 167

Dep 1:25PM

**EDMONTON
(YEG)**

Arr 2:21PM

**GRANDE
PRAIRIE
(YQU)**

Date

19JUL12

Electronic/Électronique
8382179619009/4

PNR

OQLEFN

Seq

00006

Boarding time/

Heure d'embarquement

12:50PM

Gate/Porte Seat/Siège

3E

*Flights close 10 minutes to departure

*La porte d'embarquement ferme 10 minutes avant le départ

We arrived in Grande Prairie to a blistering hot day. Took a taxi to the dealership where our car was being serviced. We loaded our luggage into the MKZ and headed home 2 ½ hours away. It was nice to arrive home happy, tired and full of memories.







One Last Look at the Harbor – Until Next Time



Rod and Sheri August 03, 2012