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# **Agricultural Additives and Enhanced Soils Facility – Oceanview Estates**

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An Environmental Assessment Registration Submission



JULY 15, 2019  
OCEANVIEW ESTATES  
97 Front Road, PO Box 456, Port au Port, NL, A0N



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[Annex D](#): Aerial Photo of the proposed undertaking outlining



**NAME OF UNDERTAKING:** Agricultural Additives and Enhanced Soils Facility – Oceanview Estates

**PROPONENT:** Oceanview Estates

- (i) Name of Corporate Body: Oceanview Estates Inc.
- (ii) Address: 97 Front Road, PO Box 456, Port au Port, NL, A0N 1T0
- (iii) Chief Executive Officer:  
Name: Theresa Keeping  
Official Title: President and Chief Executive Officer  
Address: 97 Front Road, PO Box 456, Port au Port, NL, A0N 1T0  
Telephone No: +1 403 797 4114
  
- (iv) Principal Contact Person for purposes of environmental assessment:  
Name: Colin Maddock  
Official Title: Chief Development Officer (CDO)  
Address: Oceanview Estates  
97 Front Road, PO Box 456,  
Port au Port, Newfoundland and Labrador  
A0N 1T0  
Telephone No.: +1 709 649 6437

**THE UNDERTAKING:**

- (i) **Name of the Undertaking:** Agricultural Additives and Enhanced Soils Facility – Oceanview Estates
- (ii) **Purpose/Rationale/Need for the Undertaking:** The development of a range of naturally derived agriculture additives and enhanced soils to support the development of Agriculture in Newfoundland



## DESCRIPTION OF THE UNDERTAKING:

- (i) **Geographical Location:** The proposed site for the development of Agricultural Additives and Enhanced Soils undertaking, will be implemented on the former Abitibi Mill Site located on Harbour Drive in Stephenville Newfoundland and Labrador. The site of the undertaking is 26.65 acres or 10.797 Hectares. The proposed sites are bounded by:

### Site 1 (Enhanced Soils Production):

Site 1, where the enhanced soils business is planned to be located is abutted and bounded as follows:

- Beginning at a survey marker on the northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, the said point being the most westerly angle of the herein described parcel and having co-ordinates of North 5,376,802.670 and East 303,335.617;
- Thence running along the southeasterly limit of Connecticut Drive, north fifty-three degrees forty-nine minutes zero seconds east (N 53° 49' 00" E) thirty-nine decimal seven two five (39.725) metres to a survey marker;
- Thence running along the aforesaid southeasterly limit of Connecticut Drive, north thirty-nine degrees two minutes thirty-two seconds east (N 39° 02' 32" E) thirty-eight decimal two two one (38.221) metres to a survey marker;
- Thence running by the aforesaid southeasterly limit of Connecticut Drive, north thirty-seven degrees forty-three minutes thirty-seven seconds east (N 37° 43' 37" E) one hundred twenty-two decimal one five zero (122.150) metres to a survey marker;
- Thence running by the aforesaid southeasterly limit of Connecticut Drive, north thirty-seven degrees twenty-two minutes eleven seconds east (N 37° 22' 11" E) one hundred twenty-four decimal five two seven (124.527) metres to a survey marker;
- Thence running by land of Newfoundland and Labrador Housing Corporation, south thirty-eight degrees fifty-eight minutes twenty-eight seconds east (S 38° 58' 28" E) two hundred eighteen decimal three six five (218.365) metres to a survey marker;
- Thence running by land of Vinking Industrial Inc. Parcel No. 2, south fifty degrees twenty-five minutes fifty-seven seconds west (S 50° 25' 57" W) three hundred fifteen decimal three two seven (315.327) metres to a survey marker;
- Thence running by the aforesaid northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, north thirty-nine degrees thirty-four minutes three seconds west (N 39° 34' 03" W) one hundred fifty-eight decimal one three eight (158.138) metres; more or less, to the point of beginning and being more particularly shown and delineated on the attached plan;





All bearings referenced to the Meridian of fifty-eight degrees thirty minutes west longitude of the Three Degree Modified Transverse Mercator Projection, Zone 3, NAD 83 for the Province of Newfoundland and Labrador.

**Site 2: (Natural Fish Fertiliser and Fish Meal Production Facility):**

Site 2, which the Natural fish fertiliser and fish meal production facility, is abutted and bounded as follows:

- Beginning at a survey marker on the northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, the said point being the most westerly angle of the herein described parcel and having co-ordinates of North 5,376,680.765 and East 303,436.349;
- Thence running along the aforesaid northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, south thirty-nine degrees thirty-four minutes three seconds east (S 39° 34' 03" E) one hundred fifty-nine decimal five two eight (159.528) metres to a survey marker;
- Thence running by land of Vinking Industrial Inc. Parcel No. 3, north fifty degrees twenty-five minutes fifty-seven seconds east (N 50° 25' 57" E) three hundred thirteen decimal six seven six (313.676) metres to a survey marker;
- Thence running by land of Newfoundland and Labrador Housing Corporation, north thirty-eight degrees fifty-eight minutes twenty-eight seconds west (N 38° 58' 28" W) one hundred fifty-nine decimal five three six (159.536) metres to a survey marker;
- Thence running by land of Vinking Industrial Inc. Parcel No. 1, south fifty degrees twenty-five minutes fifty-seven seconds west (S 50° 25' 57" W) three hundred fifteen decimal three two seven (315.327) metres; more or less, to the point of beginning and being more particularly shown and delineated on the attached plan;

The above described land contains an area of five decimal zero one seven (5.017) hectares. All bearings referenced to the Meridian of fifty-eight degrees thirty minutes west longitude of the Three Degree Modified Transverse Mercator Projection, Zone 3, NAD 83 for the Province of Newfoundland and Labrador.

The proposed route access is through existing on-site paved road on the former Abitibi Mill Site. Please see attached Survey of land, with specific attention to Parcel 1 and Parcel 2, included at Annex A. In addition, proposed route access for transfer of fish manure and fish bio-mass is outlined below, and included at Annex D.

A large scale (e.g. 1:12,500) original base map and recent air photos clearly indicating the site location relative to existing communities and transportation facilities, and showing the proposed route of access, is attached at Annex B. The National Topographic Survey edition has been affixed to the application at Annex C.



(ii) Physical Features:

The Agricultural Additives and Enhanced Soils Project will operate on 26.65-acre site (two sub-divided sites of 14.25 acres (5.780 Hectares) and 12.4 acres (5.017 Hectares) = 26.65 acres or 10.797 Hectares) located on the former Abitibi price mill site in proximity to Harbour Drive / Connecticut Drive. Being a former mill site, roads and water pipelines and electricity have been installed. Access to the site of the undertaking will be by way of a secured gate to the overall mill site. The overall site is fenced with an 8 ft fence around the entirety of the overall former mill site.

The area where the proposed site is located, is located on industrial site on approximately 391 acres of industrial land owned by Vinking Industrial Incorporated, a sister company of Oceanview Estates whom proposes this undertaking. To the East, the site is bounded by the Indian Head mountain range, with no residential or industrial inhabitants. To the West, the other industrial sites include: The Port of Stephenville, a sister company of both Vinking Industrial Incorporated (the leasor of the site) and Oceanview (the operator of the undertaking); NEWCO Metals, which operates a scrap metals business; Irving Asphalt Bitumen facility; and Atlantic Harvest Salmon Smolt Facility. To the West, the Stephenville Airport further separates the Town of Stephenville residential areas. Route 490 passes approximately 500 Meters to the north of the proposed undertaking. To the South of the undertaking is the Stephenville Basin, which is controlled by the Port of Stephenville. No residential property is in close proximity (within 2 KM) to the undertaking.

We do not anticipate that any physical or biological environments will be affected. The location of the two (2) proposed buildings are on existing footprints of previously existing buildings. The overall location is a brownfield site of the former mill site. The undertaking and activities of the undertaking, will provide a net positive benefit, as the soils manufactured, will be utilised for the remediation of the existing mill site to promote future development.

(iii) Construction:

The construction of two (2) buildings with their respective production lines are planned|:

- A) One (1) storage and mixing building with metal roofing (11,000 ft<sup>2</sup>): Enhanced Soils production and storage. The building will be enclosed and include storage of mixed soils and soil inputs. The building will be equipped with atomisers to reduce any strong odors. The existing concrete pad and foundation (18-inch slab on grade pad), including drainage system (liquid collection to be established), currently exist. A steel frame building will be erected on the foundation (to be constructed in October 2019). Any liquid effluent will be contained, collected and added to soils. Any odor will be suppressed with atomisers (to be added to building).
- B) One (1) liquid Natural Fish Fertiliser production and Fish Feeds Production Facility (8,500 ft<sup>2</sup>): The building will be constructed on an existing foundation and concrete slab on grade footprint. The building has existing drainage, which will be collected and re-introduced into the cycle, if spillage. Two lines are anticipated: A) **Natural Liquid Fish Fertilizer**: The process involves mixing the ingredients in a sealed container (with bleed valves), fermenting the wort for up to 2 weeks, and fermentation has been completed, the eventual bottling (indicatively 4 liter or 220-liter containers) or bulk transfer to farmers. All fertilizers will be held in Liquid tight containers. The amount of Fish Fertilizer produced, will be based on



projected demand. Line will include: Biomass Shredder; Mixer/Emulsifier; fermentation tanks; bottling apparatus and storage tanks. Any odor will be suppressed by atomisers and a B) **Fish Meal:** To ensure full and timely usage of fish biomass, an additional line to produce fish meal will be commissioned. Any residual fish biomass, which will not be processed to Natural Liquid Fish Fertiliser, will be processed in a timely manner (before decomposition of biomass) into fish meal.

We anticipate commencing construction as soon as environmental approvals are attained and finance for the development of the undertaking is secured. As the facility will be constructed on an existing footprint or foundation of the former mill site, we anticipate a more rapid construction. We anticipate the first date of construction as 01 October 2019. We anticipate completion of construction by end of December 2019, with internal features and systems added by April 2020.

### **Possible Resource Issues or Conflicts during Construction**

As all inputs to the process are both natural and either on-site or accessed locally, no resource issues or conflicts are anticipated. The undertaking will comply with all permitting for additional soil components used in the facility, as these are required. At this point in the development process, none are foreseen.

**Emissions Abatement and Mitigation during Construction:** We do not anticipate any pollutants which either will be accepted or produced in the construction of the undertaking. Consideration will also be given to storm water management throughout the construction of the undertaking. Specific activities and mitigation efforts will be put in place as is required utilising the best practicable methods to reduce any liquid effluent. These include:

- Perimeter (the former mill site is ringed by a barrier fence) controls are in place;
- Through utilisation of an existing building footprint, land disturbance and construction will be kept to a minimum; and,
- Drainage systems are in place to intercept surface water that might enter the site, although the site has been constructed to reduce the risk of unexpected water events.

(iv) Operation:

The facility will be focused on the development of a range of agricultural additives and enhanced soils utilising a set of inputs, including:

- A. Fish (Salmon) mortalities received from the Atlantic Harvest Salmon Smolt facility: It is anticipated to receive up to 400 Metric Tons of salmon biomass per annum;
- B. Salmon Manure / un-consumed fish meal: It is anticipated to receive up to 600 Metric Tons of solid fish manure;
- C. Decomposed Wood Chip / Bark: Remaining from the time of operations of the Abitibi Mill, the undertaking has in excess of 35,000 Metric Tons of Decomposed Wood Chip/Bark which has been piled on the mill site since the facility was closed in 2007;
- D. Sand: The facility will be located on a significant deposit of sand, which will be harvested as required and added to soil recipes;



- E. Topsoil: as a legacy of the mill operation, in excess of 35,000 Metric Tons of topsoil has been piled at various locations for over 15 years; and,
- F. Peat: Significant deposits of agricultural peat exist in close proximity to the proposed undertaking.

We anticipate three specific products:

- 1) Natural Liquid Fish Fertilizer: Natural Liquid Fish Fertilizer has three ingredients: 1) Fish Biomass which is emulsified/liquified; 2) Water; 3) Lactobacillus (naturally occurring bacteria culture used in yogurt). The process involves mixing the ingredients in a sealed container (with bleed valves), fermenting the wort for up to two (2) weeks, and fermentation has been completed, the eventual bottling (indicatively 4 liter or 220-liter containers) or bulk transfer to farmers. All fertilizers will be held in Liquid tight containers. The amount of Fish Fertilizer produced, will be based on projected demand, with excess converted to Fish Meal. A concrete floor will collect and localise any fluids, which will be re-introduced into the process.
- 2) Fish Meal: To ensure all fish biomass will be processed in a timely manner to reduce the risk of odor and attraction of animals/insects, fish biomass not used for fish fertiliser production will be cooked, fish oils extracted (oil placed in sealed containers and refrigerated) and processed into fish meals (including drying and pelletizing). Fish meal will then be bagged and stored in a dry location. Fish Meal, Fish Oil Extraction and Natural Liquid Fish Fertiliser production will be processed in an enclosed building in an 8,500 ft<sup>2</sup>, with odor suppression systems (atomisers and other appropriate systems as required). A concrete floor will collect and localise any fluids, which will be re-introduced into the process.
- 3) Enhanced Soil Mixing and Manufacture: Fish manure will be received, processed/mixed with other soil additives and either bagged or transported in bulk to end-user. An enclosed building of approximately 11,000 ft<sup>2</sup> will be constructed to maintain the soil mixture and allow year-round operation. A concrete floor will collect and localise any fluids, which will be re-introduced into the process.

The undertaking is a permanent undertaking/facility which will operate year-round in two purpose made buildings, as described in Section iii.

**Emissions Abatement and Mitigation:** We do not anticipate any pollutants which either will be accepted or produced in the undertaking. All ingredients are natural. Any liquids will be contained and re-integrated into the production cycles. Appropriate techniques will be utilised to minimise any airborne emissions, which are natural emissions mostly from the fermentation process for liquid fish fertiliser (main emissions are lower levels of Hydrogen Sulfide (H<sub>2</sub>S) and Carbon Dioxide (CO<sub>2</sub>)), although these will be limited concentration due to the restricted volumes produced. To mitigate against any odor, the undertaking will utilise an Iron sponge system<sup>1</sup>, entry-way atomisers and lime

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<sup>1</sup> An Iron sponge, hydrogen sulfide remediation system has been used for over 100 years for remediation purposes, which is enhanced with biological agents. Hydrogen sulfide is converted to iron hydroxide which neutralizes the H<sub>2</sub>S by converting it into iron sulfide compounds through a chemical reaction. Bacteria serve to “refresh” the available reactant, which results in removal of numerous non-sulfur bearing species such as VOC’s and readily biodegradable organic compounds, and improved re-oxidation of the iron sulfide compounds to regenerate iron oxides for subsequent reactions.



to restrict odor. Iron sponges/systems has been successfully used to remove H<sub>2</sub>S from gas streams for over a century and are well prescribed as a mitigation measure.

Consideration will also be given to storm water management throughout the construction and operation of the undertaking. Specific activities and mitigation efforts are currently or will be put in place as is required utilising the best practicable methods to reduce any liquid effluent. These include:

- Perimeter controls are in place.;
- Through utilisation an existing building footprint, land disturbance will be kept to a minimum;
- Exiting drainage systems are in place, but will be modified, or constructed to intercept surface water that would enter the site.

#### **Storage of biomass during the production process:**

The facility will utilise naturally occurring inputs such as decomposed woodchip, peat, sand, limestone and topsoil. As the specific products are prepared or developed, the required permits will be obtained. The facility will utilise fish biomass which will be utilised and processed in a timely manner. In the event that elevated volumes of fish bio-mass are received, the undertaking will utilise refrigeration units to store fish biomass until processing.

#### **Possible Resource Issues or Conflicts**

As all inputs to the process are both natural and either on-site or accessed locally, no resource issues or conflicts are anticipated. The undertaking will comply will all permitting for additional soil components used in the facility, as these are required. At this point in the development process, none are foreseen.

#### **(v) Occupations:**

The undertaking anticipates a total of ten (10) contracted staff for the construction and commissioning of the undertaking. The undertaking anticipates Five full time (5) employees required for the initial operation of the facility. The number of employees is anticipated to double by end 2021 to Ten (10) full time employees. The required will require:

2019 – Five (5) employees

- One (1): National Occupations Classification 0821 – Managers in Agriculture (Facility Manager/Coordinator)
- Two (2): National Occupations Classification 2225 – Landscape and Horticultural Technicians and Specialists (Soil Technicians)
- Two (2): National Occupational Classification: 8431 - General Farm Workers (Laborers and Facility Workers)

2021 – Ten (10) employees

- One (1): National Occupations Classification 0821 – Managers in Agriculture (Facility Manager/Coordinator)



- Five (5): National Occupations Classification 2225 – Landscape and Horticultural Technicians and Specialists (Soil Technicians)
- Three (3): National Occupational Classification: 8431 - General Farm Workers (Laborers and Facility Workers);
- One (1): National Occupational Classification 6133 – Business Development officers and marketing researchers and consultants

All positions will be direct full-time hires. As the facility will operate year-round, all positions are full time. The facility manager/coordinator has already been hired, Holly Woods, is an Indigenous (Qalipu) woman. The facility director and Oceanview's Vice President Development and Chief Development Officer (CDO), Colin Maddock, is a Status Indian and the President and CEO of Oceanview Estates, Theresa Keeping, is a Status Indian and an Indigenous Woman. Employment equity will be addressed through all points in the hiring and employment processes.

Management Team: Theresa is a competent entrepreneur and business manager as well as a skillful Aboriginal artist. Since she has moved back to Newfoundland, she has continued to actively pursue business opportunities and to explore her aboriginal heritage through her art. She has committed to her community, she has invested into the community and now operates and owns several local businesses, one of which is Port of Stephenville and the adjoining Indian Head Industrial Park. Theresa is supported by Dale Merkel, Vice -President of Operations and Chief Operating Officer. Dale additionally functions as the Oceanview commercial construction supervisor dedicated to the implementation of safe working procedures and construction oversight. Being proficient at organizing and monitoring materials supplies, delegating and assigning tasks to staff, workers and contractors alike, Dale has spent many years in on-site coordination and management. Dale specializes in maintaining quality control and safety inspections, while overseeing multiple millions of dollars' projects. To further support the development process, the company has retained a development led by Colin Maddock, Vice-President, Development and Chief Development Officer (CDO). Colin is an aboriginal development professional (Qalipu Mi'kmaq First Nations) with over 20 years of development experience in the field of regional economic and multi-sector business development, including recent regional and climate change/environmental experience.

(vi) Project Related Documents:

Project-related documents are currently pending, awaiting successful completion of the environmental approvals process, although no significant deviation from the plans outlined in this document are anticipated.

APPROVAL OF THE UNDERTAKING:

Other than the currently requested environmental approvals which is the purpose of this application, the other required permits include:

- Municipal Building/Construction Permit for two (2) buildings; and,
- Municipal Occupancy Permits for two (2) buildings.



**SCHEDULE:**

Based on the successful completion of this application process with the Department of the Environment, and successful approvals from funding / financial agencies (We are in discussions with both ACOA and BDC Bank), we anticipate commencing construction in October 2019, with commissioning by April 2020.

**FUNDING**

This project depends upon loans for capital funds from ACOA, financing from Business Development Bank of Canada (BDC) and from own Corporate funding. We anticipate initial capital costs of \$750,000, with operational costs primarily covered from own financing (revenue).

----- Signature of Chief Executive Officer

Theresa Keeping, President and CEO Oceanview Estates

Date

**Annexes**

Annex A: Survey of Land for the proposed undertaking (Parcel 1 and Parcel 2), including land description and survey maps

Annex B: 1:12,500 base map, provided by the Survey company

Annex C: An extract from the National Topographical Map – Survey edition from Map 12B/10

Annex D: Arial Photos of the proposed undertaking outlining



Annex "A"

*Copied*

DESCRIPTION OF LAND FOR  
VINKING INDUSTRIAL INC.  
CONNECTICUT DRIVE, STEPHENVILLE, NL

Parcel No. 1

All that piece or parcel of land situate and being at Stephenville, abutted and bounded as follows, that is to say:

Beginning at a survey marker on the northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, the said point being the most westerly angle of the herein described parcel and having co-ordinates of North 5,376,802.670 and East 303,335.617;

Thence running along the southeasterly limit of Connecticut Drive, north fifty-three degrees forty-nine minutes zero seconds east (N 53° 49' 00" E) thirty-nine decimal seven two five (39.725) metres to a survey marker;

Thence running along the aforesaid southeasterly limit of Connecticut Drive, north thirty-nine degrees two minutes thirty-two seconds east (N 39° 02' 32" E) thirty-eight decimal two two one (38.221) metres to a survey marker;

Thence running by the aforesaid southeasterly limit of Connecticut Drive, north thirty-seven degrees forty-three minutes thirty-seven seconds east (N 37° 43' 37" E) one hundred twenty-two decimal one five zero (122.150) metres to a survey marker;

Thence running by the aforesaid southeasterly limit of Connecticut Drive, north thirty-seven degrees twenty-two minutes eleven seconds east (N 37° 22' 11" E) one hundred twenty-four decimal five two seven (124.527) metres to a survey marker;

Thence running by land of Newfoundland and Labrador Housing Corporation, south thirty-eight degrees fifty-eight minutes twenty-eight seconds east (S 38° 58' 28" E) two hundred eighteen decimal three six five (218.365) metres to a survey marker;

Thence running by land of Vinking Industrial Inc. Parcel No. 2, south fifty degrees twenty-five minutes fifty-seven seconds west (S 50° 25' 57" W) three hundred fifteen decimal three two seven (315.327) metres to a survey marker;

Thence running by the aforesaid northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, north thirty-nine degrees thirty-four minutes three seconds west (N 39° 34' 03" W) one hundred fifty-eight decimal one three eight (158.138) metres; more or less, to the point of beginning and being more particularly shown and delineated on the attached plan;

The above described land contains an area of five decimal seven eight zero (5.780) hectares, more or less;

All bearings referenced to the Meridian of fifty-eight degrees thirty minutes west longitude of the Three Degree Modified Transverse Mercator Projection, Zone 3, NAD 83 for the Province of Newfoundland and Labrador.

Yates and Woods Limited  
S19001

May 7, 2019





**DESCRIPTION OF LAND FOR  
VINKING INDUSTRIAL INC.  
CONNECTICUT DRIVE, STEPHENVILLE, NL**

**Parcel No. 2**

All that piece or parcel of land situate and being at Stephenville, abutted and bounded as follows, that is to say:

Beginning at a survey marker on the northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, the said point being the most westerly angle of the herein described parcel and having co-ordinates of North 5,376,680.765 and East 303,436.349;

Thence running along the aforesaid northeasterly limit of a Road Reserve fifteen decimal two four (15.24) metres wide, south thirty-nine degrees thirty-four minutes three seconds east (S 39° 34' 03" E) one hundred fifty-nine decimal five two eight (159.528) metres to a survey marker;

Thence running by land of Vinking Industrial Inc. Parcel No. 3, north fifty degrees twenty-five minutes fifty-seven seconds east (N 50° 25' 57" E) three hundred thirteen decimal six seven six (313.676) metres to a survey marker;

Thence running by land of Newfoundland and Labrador Housing Corporation, north thirty-eight degrees fifty-eight minutes twenty-eight seconds west (N 38° 58' 28" W) one hundred fifty-nine decimal five three six (159.536) metres to a survey marker;

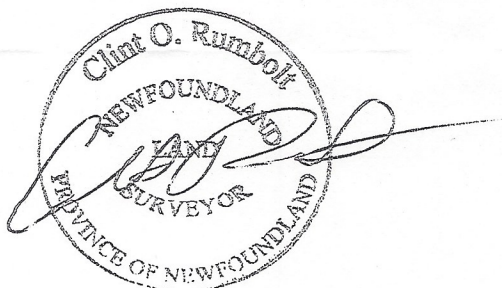
Thence running by land of Vinking Industrial Inc. Parcel No. 1, south fifty degrees twenty-five minutes fifty-seven seconds west (S 50° 25' 57" W) three hundred fifteen decimal three two seven (315.327) metres; more or less, to the point of beginning and being more particularly shown and delineated on the attached plan;

The above described land contains an area of five decimal zero one seven (5.017) hectares, more or less;

All bearings referenced to the Meridian of fifty-eight degrees thirty minutes west longitude of the Three Degree Modified Transverse Mercator Projection, Zone 3, NAD 83 for the Province of Newfoundland and Labrador.

Yates and Woods Limited  
S19001

May 7, 2019



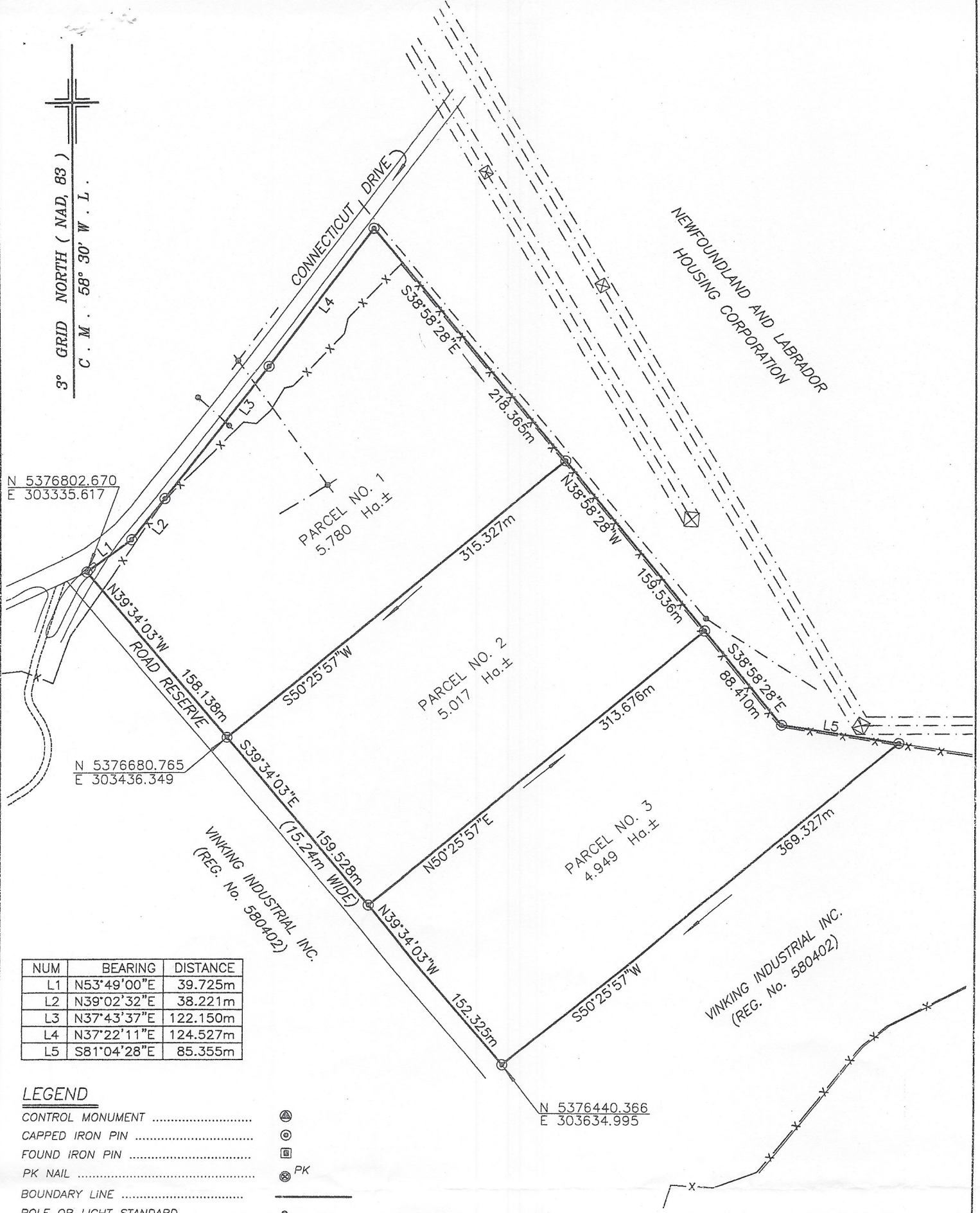


3° GRID NORTH ( NAD, 83 )  
 C. M. . 58° 30' W. L. .

N 5376802.670  
 E 303335.617

N 5376680.765  
 E 303436.349

N 5376440.366  
 E 303634.995



PARCEL NO. 1  
 5.780 Ha.±

PARCEL NO. 2  
 5.017 Ha.±

PARCEL NO. 3  
 4.949 Ha.±

VINKING INDUSTRIAL INC.  
 (REG. No. 580402)

VINKING INDUSTRIAL INC.  
 (REG. No. 580402)

NEWFOUNDLAND AND LABRADOR  
 HOUSING CORPORATION

NUM	BEARING	DISTANCE
L1	N53°49'00"E	39.725m
L2	N39°02'32"E	38.221m
L3	N37°43'37"E	122.150m
L4	N37°22'11"E	124.527m
L5	S81°04'28"E	85.355m

**LEGEND**

- CONTROL MONUMENT ..... (Symbol)
- CAPPED IRON PIN ..... (Symbol)
- FOUND IRON PIN ..... (Symbol)
- PK NAIL ..... (Symbol) PK
- BOUNDARY LINE ..... (Symbol)
- POLE OR LIGHT STANDARD ..... (Symbol)
- HYDRANT..... (Symbol)
- FENCE POST ..... (Symbol) FP
- FENCE LINES ..... (Symbol)
- GUY WIRE ..... (Symbol)
- POWER-TELEPHONE LINES ..... (Symbol)
- EASEMENTS ..... (Symbol)
- CENTERLINE ..... (Symbol)

REFERENCE MONUMENTS : 938058 N 5,378,289.816 E 302,147.255  
 ( COMBINED SCALE FACTOR : 0.999897 )  
 85G4108 N 5,378,471.641 E 298,912.301

ALL DISTANCES SHOWN ARE HORIZONTAL GROUND  
 DISTANCES MEASURED IN METERS .



Annex "B"

NFLD. & LABRADOR HOUSING CORPORATION

AREA = .738 HA / 1 AC

existing Roadway access

14.25A 12.4A 12.25A

16.36 A.

5.324 HA

7.11 AC

ARITIBI PRICE INC.

AREA = 2.088 HA / 7 AC

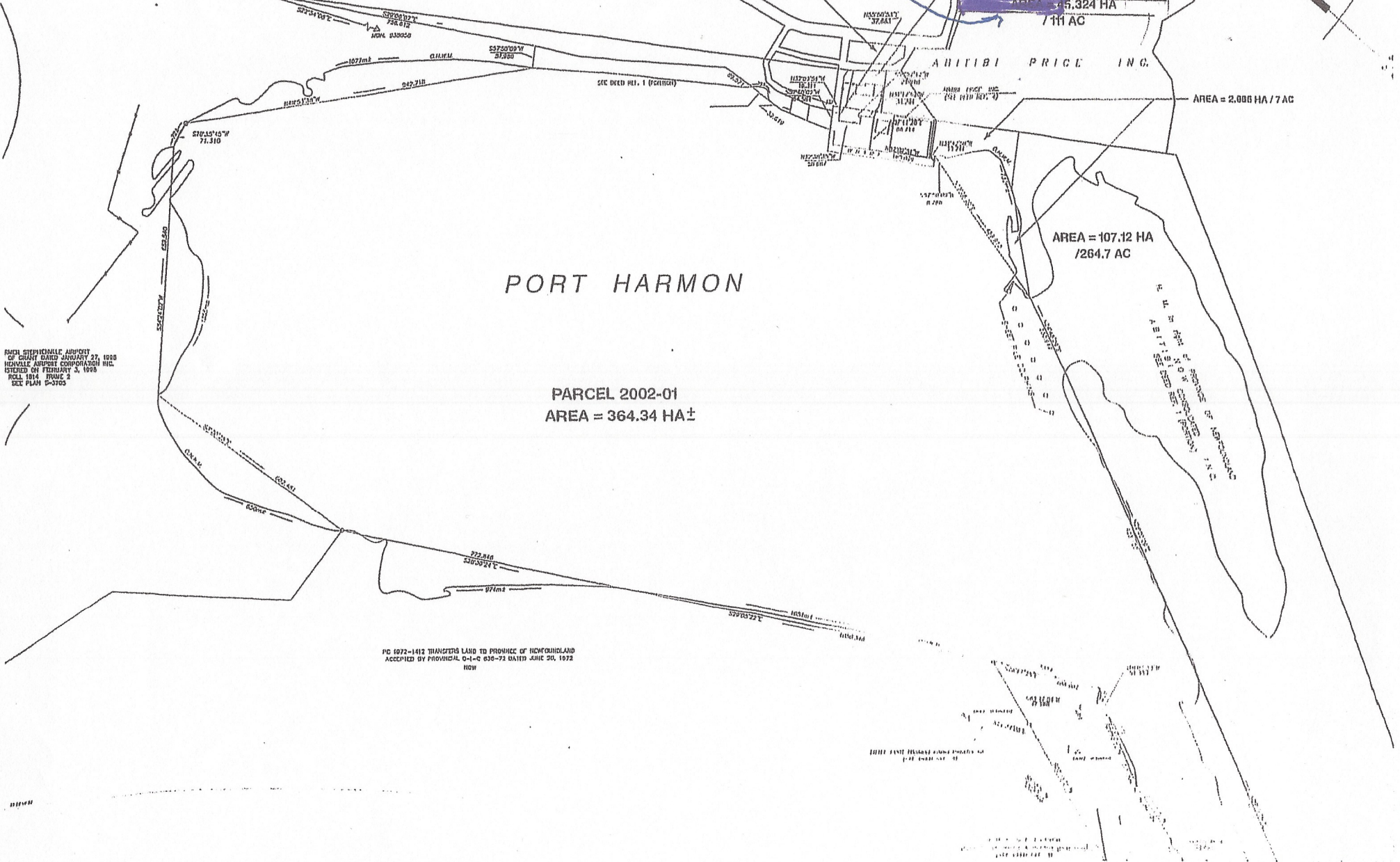
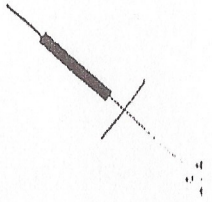
AREA = 107.12 HA / 264.7 AC

PORT HARMON

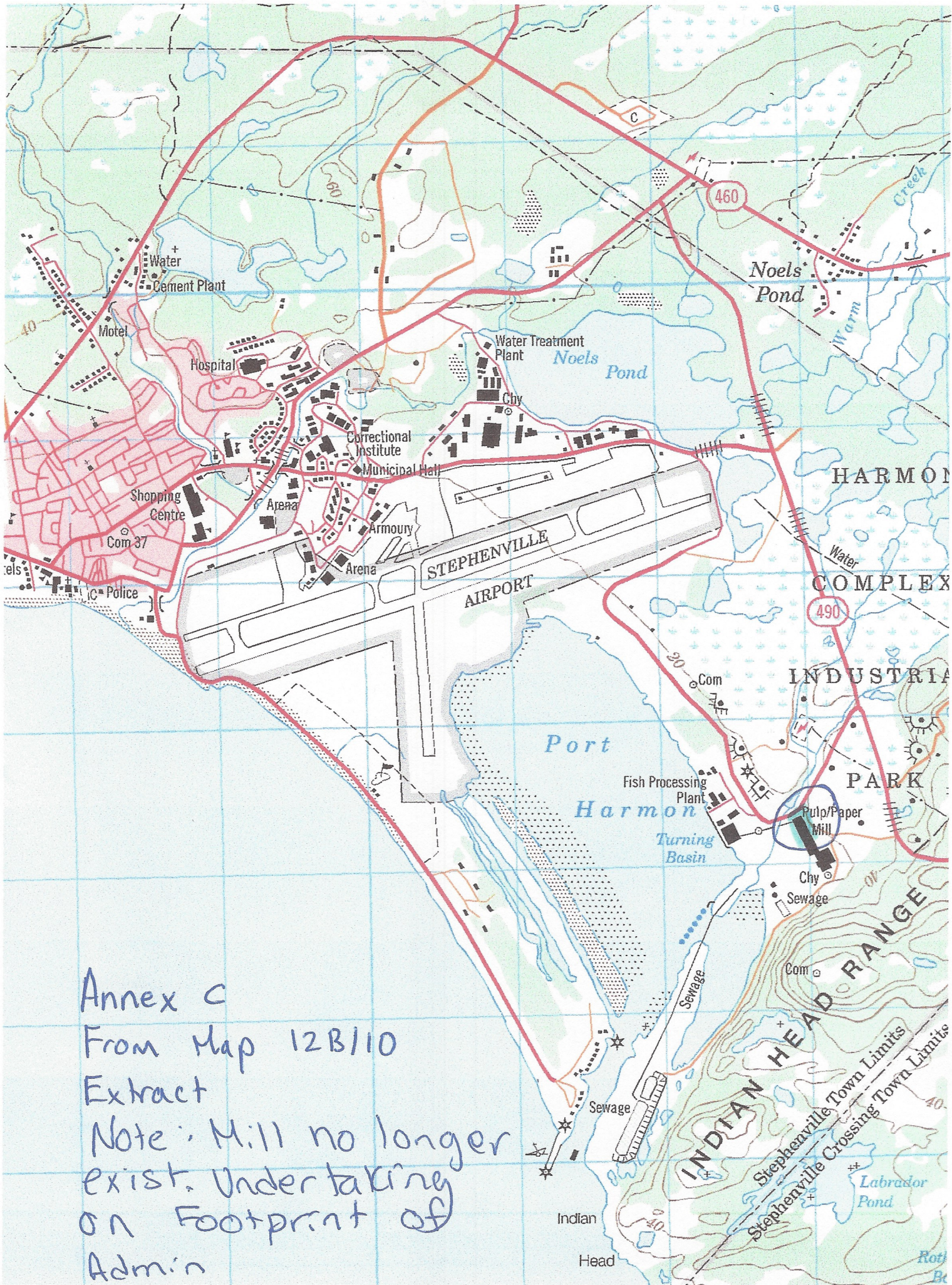
PARCEL 2002-01  
AREA = 364.34 HA ±

BASED ON SUPPLEMENTAL SURVEY OF CHAIN DATED JANUARY 27, 1988  
NEWVILLE AIRPORT CORPORATION INC.  
REGISTERED BY FEBRUARY 4, 1988  
ROLL 1814 FRAME 2  
SEE PLAN C-3705

PG 1072-1412 TRANSFERS LAND TO PROVINCE OF NEWFOUNDLAND  
ACCEPTED BY PROVINCIAL C-1-C 030-72 DATED JUNE 20, 1972  
NOW

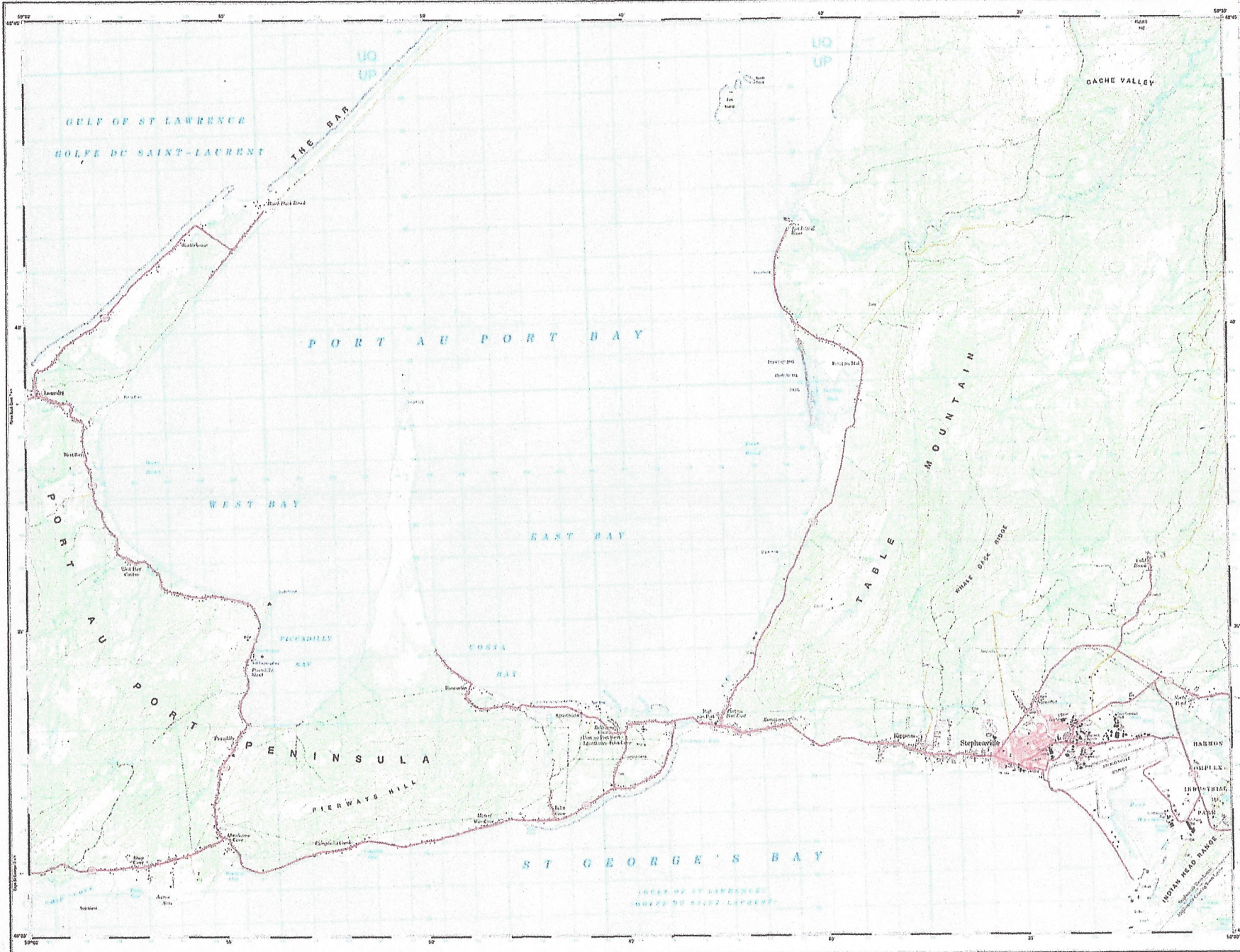






Annex C  
From Map 12B/10  
Extract  
Note: Mill no longer  
exist. Undertaking  
on Footprint of  
Admin





12 B/10

- Red line: Road (1st class)
- Red line with dots: Road (2nd class)
- Red line with dashes: Road (3rd class)
- Red line with small squares: Road (4th class)
- Red line with triangles: Road (5th class)
- Red line with circles: Road (6th class)
- Red line with diamonds: Road (7th class)
- Red line with stars: Road (8th class)
- Red line with crosses: Road (9th class)
- Red line with pluses: Road (10th class)
- Red line with asterisks: Road (11th class)
- Red line with hash: Road (12th class)
- Red line with percent: Road (13th class)
- Red line with ampersand: Road (14th class)
- Red line with at: Road (15th class)
- Red line with underline: Road (16th class)
- Red line with overline: Road (17th class)
- Red line with tilde: Road (18th class)
- Red line with colon: Road (19th class)
- Red line with semicolon: Road (20th class)
- Red line with comma: Road (21st class)
- Red line with apostrophe: Road (22nd class)
- Red line with quote: Road (23rd class)
- Red line with backslash: Road (24th class)
- Red line with forward slash: Road (25th class)
- Red line with pipe: Road (26th class)
- Red line with ampersand: Road (27th class)
- Red line with asterisk: Road (28th class)
- Red line with hash: Road (29th class)
- Red line with percent: Road (30th class)
- Red line with ampersand: Road (31st class)
- Red line with asterisk: Road (32nd class)
- Red line with hash: Road (33rd class)
- Red line with percent: Road (34th class)
- Red line with ampersand: Road (35th class)
- Red line with asterisk: Road (36th class)
- Red line with hash: Road (37th class)
- Red line with percent: Road (38th class)
- Red line with ampersand: Road (39th class)
- Red line with asterisk: Road (40th class)
- Red line with hash: Road (41st class)
- Red line with percent: Road (42nd class)
- Red line with ampersand: Road (43rd class)
- Red line with asterisk: Road (44th class)
- Red line with hash: Road (45th class)
- Red line with percent: Road (46th class)
- Red line with ampersand: Road (47th class)
- Red line with asterisk: Road (48th class)
- Red line with hash: Road (49th class)
- Red line with percent: Road (50th class)

12 B/10	12 B/10	12 B/10
12 B/10	12 B/10	12 B/10
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12 B/10	12 B/10	12 B/10

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STEPHENVILLE

**STEPHENVILLE**  
NEWFOUNDLAND-TERRÉ-NEUVE

Scale: 1:50,000

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# Annex "D"



In addition, the area bounded in Red Sets the approximate boundaries of the Undertaking.