S.N.C.A. Volume 147 April 2019

Sea of Clouds, Okisollo Channel, March 23, 2019

HISTORIC VISIONING EVENT A SUCCESS!

The day started out with community members identifying environmental, social/political, and economic features they think are integral to a healthy community. Some examples of the features people identified: local food security, wild-life protection, trails and parks, respect, housing, local jobs, child care options, reconciliation, seniors support, value added forestry, village, museum/art store.

We went on to explore "who lives here", thereby acknowledging the wide variety of ages (youth, adults, seniors), in-come levels (modest, middle, wealthy) , stages of life (singles, families, coupled, retired), and professions (builders, artists, musicians, cooks, tourism operators, forestry workers, nurses, gardeners etc.). Our community has a wealth of skills and knowledge.

Much of the day was spent in smaller "Table Talks" with about 9 people at each of the 4 tables. Each table had a host to facilitate the discussion and a person recording peoples input. There was a lot of meaningful dialogue and great input into the four questions asked:

1. What assets already exist in our community? What do we have that works or doesn't work?

2. Are there currently gaps or needs in our community that we could/should address?

3. What are your ideas for the Surge Store and Foreshore Lease?

4. What are your ideas for the Upland Property?

The event was well attended with thirty-eight community members. If you weren't able to attend the event and would like to add your answers and input to these questions, please visit the online survey located at https://forms.gle/E1q9DV2XR4TrnwZN8

The week before the event the visioning team talked with the Surge School children about their ideas for the future of the Surge Property. They had some great ideas, many of them being very different than the "adult" ideas. You can see their ideas in the Surge Visioning Summary which is located at the end of the Summary document.

The visioning team would like to say a BIG thank you to Judith for catering the delicious lunch and to SNCA for supporting the event. We'd also like to thank the table hosts and recorders (Rosie, Zephyr, Renate K, Violine, Sally, Kathy B) for their help during the Table Talks.

Next steps for this project:

Encourage community members who couldn't attend the event to complete the online survey

Compile the results of the online survey

Discuss the results with Jim Abram and Regional District staff to explore the feasibility of our "Visions" so far.

Plan the next Visioning event - date TBA (tentatively August)

Please contact us if you would like to get involved with planning the summer event or if you would like to help out with exploring how to make the ideas so far "work" (like what kind of permits would be needed to start a museum etc.).

Thanks to everyone for their input so far!

Visioning Team,

Mike R, Jorge L, Lise, Sheila

fashedo@hotmail.com

An email will be sent out shortly with a bullet point summary of the items discussed in the Table Talks, as well as a direct link to the Questionnaire, and a Visioning Dialogue model. It is too much information to include in the *Current*.

Drone shot of Read Island taken from Quadra by Rocky Royko

Current Events and Notices

MEDICAL CLINIC—MARCH

NP Pat will be at the clinic **April 3**, and TBA

Art and Culture Day at the Surge School
Friday, April 12th
Potluck lunch at 1:00 followed by an afternoon performance of drama, singing, dancing, and music.

Airplane Dock at Surge Narrows:
Just a reminder that our airplane traffic at the dock is increasing at this time of year. The pilots use either the north side or the end of
the airplane dock, depending on the wind and tide conditions.
Accordingly, boats are not to be tied (or moved to) the north side or end of the airplane dock.
Low profile boats can be docked on the south side but they should be 6 feet back from the end (airplanes sometimes swing around the end when
they are docked).

If planes can't dock safely, our mail won't be delivered.

Celebration of Life

for Donna Harvey Shields

The 18th of May at 12 o'clock at Browns Bay Resort. Please bring a potluck item.

Talk about Fire—May 11, 2019
Rob Cruickshank of the Powell River District will be coming to Read to talk about fire equipment and fighting wildfires. He directed the efforts to fight the fire on Read last summer. More information will be provided in the May Current.

North Island Vinyl Decks
North Island Vinyl Decks a Tufdeck dealer/installer, 15 year warranty. northislandvinyldeck.com
Contact Matt Malnarich or Eve Flager for more info, 250-202-0077.

Our Coastal Rock Gardens

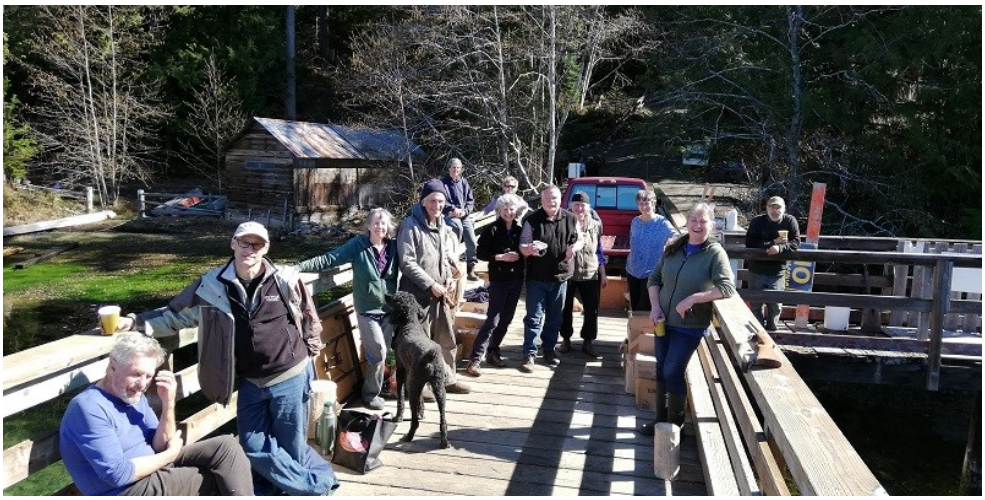
The Nitty-Gritty First Step in the *Downtown Surge* Renewal

And the award for…(drumroll)…outstanding achievement…(drumroll)…against all odds…(drumroll)…goes to… sixteen intrepid volunteers who braved the decay and detritus of the derelict remains of what was once the proud store and wharf head at Downtown Surge Narrows.

Wading through ankle deep debris of substances immutable and moldering, solid and slimy, dense and desiccated, they battled inch-by-inch, shelf-by-shelf, driving the (luckily diminutive) resident rodents before them. They vanquished, they overcame, and they went home to shower, to soak and soap and banish the odors and images from mind and body. Despite the challenges, it was a fantastic team effort and just goes to show you how much can be accomplished by people working together.

Participants Day 1: Renate Kviet, Rob and Laurie Wood, Bruce and Donna Keeling, Ralph and Lannie Keller, David and Sally Cox, Rand and Shauny Volk, Charmaine Mallis and Steve and Kathy Barnes. And a very special thank-you to the two wwoofers (currently working with Ralph and Lannie) Pierre and Alice, who worked as hard as any of us to get this job done.

All of this just reinforces the old adage—*don't bring anything to the Outer Islands you aren't prepared to take away before it becomes someone else's problem*.



Upcoming workdays, every Wednesday from 10 am to 2 pm until the job is done.

Week 2: Volunteer Beach Cleanup

Week 3: Cleanout of the yellow "Eaton's" house and assembling of the abandoned appliances.

Week 4 +: Removal of all debris from Surge to Campbell River.

Beyond: To be determined by the ongoing Visioning process.

From the Discovery Islander March 1, 2019 Regional Directors Report/Jim Abram

Read Island Issues

I am not going to go into the details of most of these, because it would just be too much! We are still in the final stages of purchasing the six acres of land adjacent to our Surge Narrows Dock facility and I am still working on the final details of the water lot reassignment with our planners and with the Ministry of Forest and Natural Resources. A huge volunteer project is underway to clean up the mess on the water lease that is due to lack of maintenance. The debris is becoming an environmental threat and the community is doing this and bringing it to the Quadra side where it will be shipped to the landfill. I have gotten the landfill (run by the CVRD) to waive the fees since it is a "beach" clean up! We are also negotiating with a new woodlot owner on the island to see if it will be possible to purchase a piece of one of the lots that he just purchased from Raven Industries. This is adjacent to land that the Read Islanders already own (Lot 309) and also adjacent to SRD land down the road. The forest practices of one of the other small companies and one of other large companies is causing a great deal of concern and is the subject of a great deal of discussion in the community. (Please understand that I am trying to keep this short, so few details at this time). The SRD is also being asked to continue its participation in a huge comprehensive mapping project that will benefit the community and the SRD and all others that might need to reference it. During the upcoming visioning process and ICSP process large scale maps are being produced by the SRD.

Wolves *by Ralph Keller*

You don't have to live on Read Island very long before you hear wolves, usually a howling, spine chilling, enchanting chorus. And it doesn't take much longer before you see one or a group of wolves along one of Read Island's roads. It's interesting that even though we live amongst wolves, we know surprising little about them and much of what we popularly believe about wolves, isn't actually true.

Here are a few interesting facts about local wolves.

The term *Wolf Pack* is a misleading description. A wolf pack in general, is not a pack at all any more than we might call your family a pack of humans. Nearly all "packs" are in fact, family groups made up of a mom, a dad, and various age classes of offspring with a peppering of aunts and uncles. Most of these family groups are related and there is no real alpha male or alpha female. It's mom, dad, and the kids along with uncle so-n'-so. Not surprisingly, inbreeding doesn't usually happen within the group, and occurs only as a last desperate measure to ensure survival.

It's a hard life in the wilderness so wolves live an average of 6-8 years in the wild. Injuries are common and can often spell the end of life for an otherwise young and healthy wolf. This is why they prefer to seek out the vulnerable, the very young, the very old, and the sick when selecting prey. Wolves can live to be quite old, even by dog standards with some wolves in captivity reaching 20 years. Wolves will care for injured family members by allowing them to feed on a kill without having participated in that task.

Wolves are highly social and survival rates are much higher when they work together as a team than when hunting alone or in pairs. They are also very intelligent and can reason. Researchers have determined that wolves can learn a task about 10 times faster than most dogs.

It is not uncommon for members of the family group to split off in pairs or as individuals and roam about on their own, but sooner or later, they get back into touch with the group to socialize or to organize a hunt. This is when they are the most vocal. We hear them call (howl) in order to locate one another hence the call and answer effect. Sometimes, just like our family dogs, they howl because they're lonely.

Wolves dislike dogs and view them as territorial transgressors and won't hesitate to kill one if the opportunity arises. Dogs aren't usually killed for food, but it does happen. Very rarely, a dog will be accepted into a family group of wolves. This probably only happens when there is little or no outside genetic diversity available. You won't generally hear a wolf bark. Barking is considered an immature behaviour. By wolf standards, a barking dog would be acting like a juvenile. Our domestic dogs like to run around and play, barking the whole time. Wolves would never act that way. From a wolf's point of view, our dogs never really grow up.

North American wolves have been known to kill people but it's extremely rare (2 confirmed fatal attacks). European and Asian wolves have a long history of killing people, probably because they have lost their fear of humans. To read Hans Christian Anderson, the Danish fable writer, you'd think that little kids were a staple item of a wolf's diet but most likely these stories were concocted to keep little kids appropriately traumatized and close to home. Nevertheless, as wolves become habituated to people, there is an increased likelihood of an attack. This is where we all have an important role to play. Try not to become tolerant of wolves in and around your area. You don't have to kill them but be sure to scare them off whenever possible. And, as is true for bears, a fed wolf is a dead wolf.

More Wolf Stories

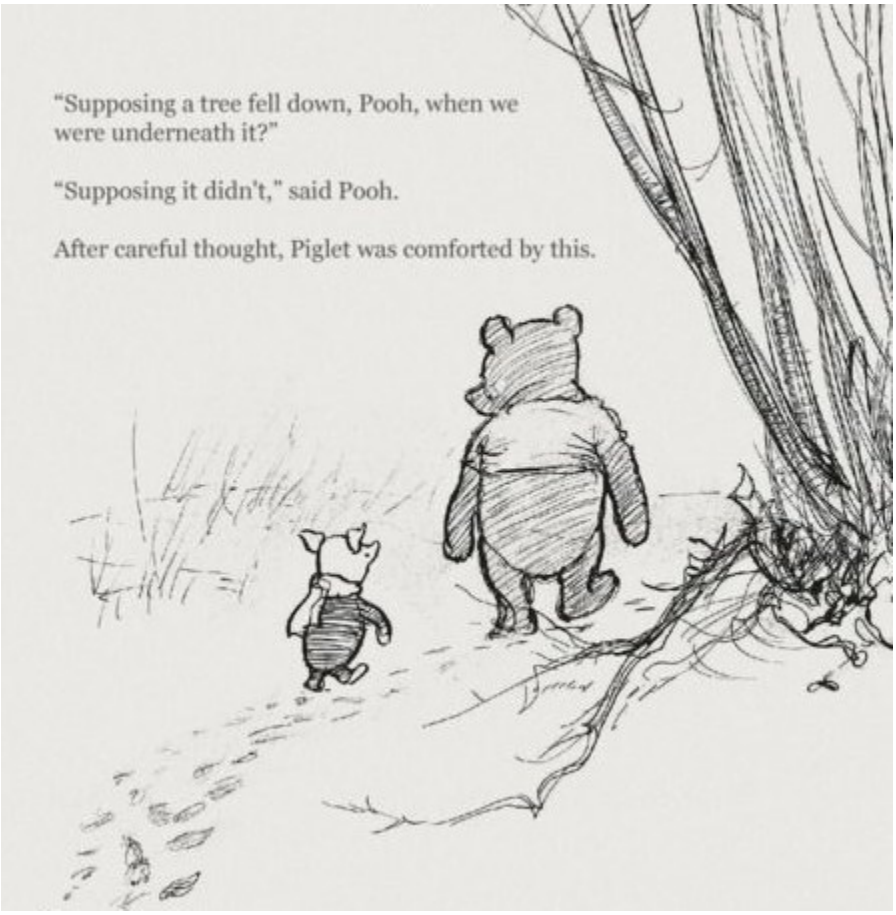
From **Kathy McLean**—this wolf came down our driveway last week at around 7:30 pm. This was the first time we have actually seen a wolf in person. We yelled at it to go away but it was not scared at all and finally slowly turned away and walked back up the road.

Charmaine told me she saw a wolf with an injured hind leg on our road from the dock a few days ago. It stood and looked at her for a long time and was not afraid. Only when she continued driving towards it did it run down the road with a strange gimpy gait due to its injury. Maybe it is the same wolf Clarke saw in February and Salix wrote about in the March Current. KB

Ralph and Lannie reported seeing a wolf last Tuesday night. "Seeing the wolf was exciting. It is the same location where we have seen wolves on a number of occasions over the years - above the swamp, near the little quarry. One time we saw a mama and three little ones; same place on the road. Makes us suspect it's a special location for them – maybe a den there or something? Cedar was disturbingly interested as this wolf ran down the road ahead of us for a few hundred metres before turning off on the North Mountain road.

Not wolves but a bear and a piglet…and a chickadee

Pooh Wisdom



A Sumi-e painting by Shona Allen, a Surge Point land partner

STEAMBOAT TRAIL
A Little History and More
Provided by Tom Hollanders and Sheila Hollanders

Tom Hollanders: I believe the name of the trail came from when the steamboat occasionally sought refuge in the bay where the Evans Bay dock is now when southeast gales stopped the boat from going to Whaletown. At least once the boat was there for over a week during a breakdown.

The trail was the "end of the road" for south-enders heading north. A short dingy trip to Lambert's Beach was required to continue to the north end, where the road went to Surge as it does now. Both ends of the island had their own school, Post Office, store and steamboat dock.

The Union Steamship float for the south end was in Burdwood Bay on the west side of the southernmost island there. The float was attached to a cliff with pilings called stiff legs to keep it from the rock. The storekeeper, who also had the Post Office, rowed his dingy out for the mail and supplies when the boat arrived. The float was there for over 50 years until, in 1952, it was moved to Evans Bay where it still is, including the old freight shed.

A Post Office and a store were in place at Evans Bay for a brief period prompting the highways department to start surveying and investing in the trail's development for residents. This idea was soon abandoned for a new route inland connecting to the north end Post Office in the late 60's.

The trail had many uses over the years. In the early days it was used by various logging outfits and some camps including horse loggers who may have originally built the punching trail whose remnants are still visible. The government recognized the importance of this route and did help finance some work for improvements. The wagon trail didn't make it up the trail, however there were kilometres of wagon trails from Blockhouse to Rosen lake.

As the forest matured the trail became increasingly scenic and at present provides the public with an easily accessible nature trail. This mature forest is a great place for viewing many natural values, including the greatest mushroom diversity of any trail in our region. The interesting topography creates dynamic ecosystems supporting a wide range of species including Pygmy owls and green tree frogs. Several different types of old forests still provide unique habitats around the trail. The logging company is planning on building roads through these old forests and logging much of it in the process.

Steamboat Trail is half a kilometre long and is frequently used by residents and tourists mostly for scenic walks but also still viably used as a short cut by boaters from the south end as they've done for over a century.

Sheila Hollanders: Today, this trail is one of our only accessible trails on Read Island. Boaters can step out of their boat and hike the trail from the Evans Bay Park Wharf to the south end of Read and explore Hotel Bay and Blockhouse along the way. Many boaters use the trail. It's a pristine forest that includes a small swamp. Any road or industrial activity through it will totally change the unique ecosystem and the special quietness of the trail.
In recent years there have been several letter writing campaigns. I believe the first was in the winter of 2007/ 2008 when the Ministry of Forests at the time was drafting up the proposal that would later be bid on. They asked for comments. I initiated the letter writing campaign from Montreal where I was living. I am not sure how many letters were sent saying people wanted to protect the trail, but it was enough that the Ministry put a special restriction on the woodlot saying there would have to be a buffer along the trail.

The buffer is 100m total but more accurately would be 50m either side of the trail.
Though it has been designated as a buffer, 20% of that buffer can still be harvested.

In 2011 the Steamboat block was threatened again. We resurrected SNFAC and began another letter writing campaign. Over 100 letters were written.

Eventually, there was a standoff on the road.
And now it has come up again. Logging on that block will commence shortly.

From Derek Lefler, District Manager, Sunshine Coast Natural Resource District in February: "The Steamboat Trail is on W2062 schedule B (Crown land) it is a gazetted road but has no legal protection" (though the buffer clause still stands).

And that is where we stand.

"Woodlot Licensees work with the community, taking into consideration local values and objectives on issues that include the protection of scenic values, forest ecosystems, watershed values and recreation features."
(Woodlot Program Mission Statement, MOF website circa 2010)

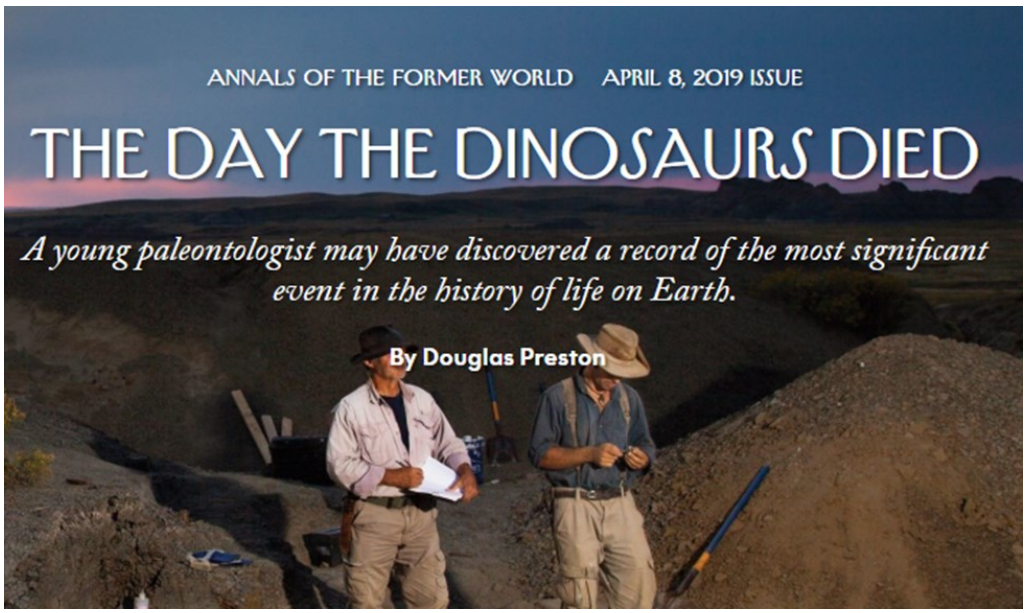
Pictures from 2011

Frost Flowers Seen on Read in February

A frost flower is formed when thin layers of ice are extruded from long-stemmed plants in autumn or early winter. The thin layers of ice are often formed into exquisite patterns that curl into þetals"that resemble flowers.

Wikipedia

https://www.newyorker.com/magazine/2019/04/08/the-day-the-dinosaurs-died



From the New Yorker

Sixty-six million years ago an asteroid over six miles wide slammed into the Yucatan Peninsula near Chicxulub. The asteroid now bears that name. More than 99.9999% of life on Earth, plant and animal, perished in little over a day. This detailed description of what happened is an unbelievable story. It is estimated that impact rubble flew out beyond our atmosphere and reached all the way to "Titan, a moon of Saturn, and on Europa and Callisto, which orbit Jupiter—three satellites that scientists believe may have promising habitats for life. Mathematical models indicate that at least some of this vagabond debris still harbored living microbes. The asteroid may have sown life throughout the solar system, even as it ravaged life on Earth". But that is just a little bit of what went on.

A tangled mass of fish from the deposit in North Dakota's Hell Creek formation. (Robert DePalma) Picture courtesy of the Washington Post.

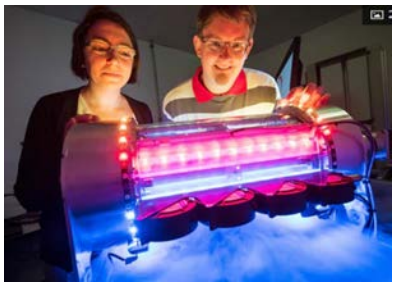
A German Research Team has Prototyped an Extraordinary Heating/Cooling System

https://newatlas.com/shape-memory-alloy-nitinol-heating-cooling/58837 From Scott Davidson

All text and photos courtesy NewAtlas.com

A German research team has prototyped an extraordinary heating/cooling system that stresses and unloads nickel-titanium "muscle wires" to create heated and cooled air at twice the efficiency of a heat pump or three times the efficiency of an air conditioner. Crucially, the device also uses no refrigerant gases, meaning it's a much more environmentally friendly way to heat or cool a space. The device is based on a peculiar property of certain shape-memory

metal alloys that spring back into shape after being deformed. In some cases – particularly with nickel-titanium, also known as nitinol – these metals absorb significant amounts of heat when they're bent out of shape, and then release that heat when they're allowed to revert to their normal shape. The difference between the loaded wire and the released wire can be as much as 20° C (36° F).



Aviation Leaders Set to Transform Seaplanes into ePlanes — a Zero-emission Aircraft for the Future

REDMOND, WA and VANCOUVER, B.C. – March 26, 2019 – magniX, the company powering the electric aviation revolution, and Harbour Air, North America's largest seaplane airline, today announced a partnership to transform Harbour Air seaplanes into an all-electric commercial fleet powered by the magni500, a 750 horsepower (HP) all-electric motor.

Climate Change and Vancouver Island

Join the conversation

6 to 8:15 pm,
Thursday, April 4, 2019

Maritime Heritage Centre, Rotary Hall
621 Island Hwy.

6 to 7 pm: Causes and effects of human-induced climate change on Vancouver Island (Dr. Jeff Lewis, Vancouver Island University)

7 to 7:30 pm: Questions & Answers (Dr. Jeff Lewis)

7:30 to 8 pm: City of Campbell River Climate Adaptation Initiatives

8:00-8:15pm: Questions & Answers (City of Campbell River Staff)

No Charge – Drop-in Event
(Light refreshments provided)

Questions? Please contact Shaun Koopman, Strathcona Regional District Protective Services Coordinator (250-830-6702 or skoopman@srd.ca).

City of Campbell River

Strathcona REGIONAL DISTRICT

April

Beazley

Turns		Maximum		renverse		maximum	
Day	Time	Time	Knots	jour	heure	heure	noeuds
1	**0219**	0537	−6.9	16	**0146**	0504	−7.4
	0836	1130	+5.8		**0807**	1106	+7.3
MO	**1436**	1726	−5.6	TU	**1413**	1709	−6.5
LU	**2020**	2347	+7.8	MA	**2002**	2318	+8.5
2	**0258**	0614	−7.3	17	**0233**	0552	−8.0
	0910	1209	+6.6		**0852**	1156	+8.2
TU	**1515**	1808	−6.3	WE	**1505**	1804	−7.1
MA	**2102**			ME	**2057**		
3		0023	+8.1	18		0007	+8.6
	0332	0646	−7.5		**0317**	0633	−8.2
WE	**0942**	1245	+7.4	TH	**0934**	1241	+9.0
ME	**1550**	1850	−6.9	JE	**1552**	1853	−7.7
	2139				**2147**		
4		0055	+8.2	19		0051	+8.5
	0402	0714	−7.5		**0357**	0710	−8.2
TH	**1011**	1322	+7.9	FR	**1014**	1322	+9.5
JE	**1623**	1922	−7.3	VE	**1636**	1940	−8.1
	2214				**2234**		
5		0125	+8.1	20		0133	+8.2
	0430	0739	−7.3		**0436**	0746	−8.0
FR	**1040**	1343	+8.4	SA	**1053**	1403	+9.9
VE	**1654**	1956	−7.5	SA	**1720**	2025	−8.3
	2249				**2320**		
6		0157	+7.7	21		0215	+7.8
	0458	0802	−7.4		**0514**	0822	−7.9
SA	**1110**	1411	+8.9	SU	**1133**	1443	+9.9
SA	**1727**	2030	−7.5	DI	**1805**	2110	−8.2
	2325						
7		0223	+7.6	22	**0008**	0259	+7.1
	0527	0826	−7.7		**0553**	0900	−7.4
SU	**1140**	1441	+9.4	MO	**1212**	1526	+9.7
DI	**1802**	2105	−7.4	LU	**1852**	2157	−7.9
8	**0004**	0255	+7.3	23	**0058**	0349	+6.5
	0559	0854	−7.9		**0635**	0942	−6.7
MO	**1214**	1514	+9.8	TU	**1253**	1611	+9.2
LU	**1841**	2145	−7.2	MA	**1943**	2250	−7.5
9	**0046**	0332	+6.7	24	**0155**	0443	+5.7
	0636	0928	−7.7		**0720**	1030	−5.9
TU	**1250**	1553	+9.9	WE	**1336**	1701	+8.4
MA	**1927**	2236	−6.9	ME	**2041**	2344	−6.8
10	**0135**	0418	+5.9	25	**0300**	0538	+4.9
	0717	1010	−7.2		**0814**	1133	−5.1
WE	**1333**	1640	+9.7	TH	**1424**	1754	+7.6
ME	**2021**	2327	−6.6	JE	**2143**		
11	**0234**	0516	+4.9	26		0047	−6.2
	0808	1104	−6.4		**0413**	0637	+4.3
TH	**1422**	1737	+9.1	FR	**0925**	1237	−4.4
JE	**2124**			VE	**1520**	1901	+6.8
					2248		
12		0026	−6.2	27		0156	−5.7
	0346	0621	+4.3		**0523**	0752	+4.2
FR	**0912**	1212	−5.5	SA	**1057**	1342	−4.0
VE	**1522**	1846	+8.4	SA	**1626**	2012	+6.4
	2236				**2349**		
13		0145	−6.0	28		0303	−5.5
	0505	0751	+4.4		**0622**	0903	+4.6
SA	**1030**	1325	−5.0	SU	**1220**	1454	−4.1
SA	**1631**	2002	+8.0	DI	**1740**	2117	+6.4
	2347						
14		0301	−6.1	29	**0044**	0400	−5.9
	0618	0901	+5.2		**0711**	1004	+5.4
SU	**1155**	1453	−5.3	MO	**1322**	1557	−4.6
DI	**1746**	2117	+8.1	LU	**1849**	2213	+6.6
15	**0050**	0408	−6.6	30	**0131**	0447	−6.4
	0717	1009	+6.2		**0752**	1053	+6.3
MO	**1312**	1606	−5.9	TU	**1410**	1652	−5.3
LU	**1858**	2223	+8.4	MA	**1946**	2304	+6.9

Hole in the Wall

Turns		Maximum		renverse		maximum	
Day	Time	Time	Knots	jour	heure	heure	noeuds
1	**0225**	0547	−7.0	16	**0149**	0511	−7.3
	0850	1139	+5.8		**0821**	1112	+7.4
MO	**1441**	1733	−5.9	TU	**1419**	1715	−6.7
LU	**2032**	2354	+7.9	MA	**2014**	2324	+8.8
2	**0304**	0623	−7.3	17	**0238**	0557	−7.8
	0924	1217	+6.7		**0905**	1202	+8.5
TU	**1522**	1815	−6.5	WE	**1511**	1810	−7.2
MA	**2113**			ME	**2109**		
3		0030	+8.1	18		0012	+8.9
	0338	0654	−7.4		**0322**	0638	−7.9
WE	**0954**	1250	+7.5	TH	**0946**	1246	+9.3
ME	**1557**	1853	−6.9	JE	**1558**	1859	−7.5
	2149				**2158**		
4		0101	+8.2	19		0056	+8.9
	0408	0721	−7.3		**0403**	0714	−8.1
TH	**1023**	1321	+8.1	FR	**1026**	1327	+9.9
JE	**1630**	1928	−7.2	VE	**1643**	1945	−7.8
	2224				**2245**		
5		0131	+8.1	20		0139	+8.6
	0436	0745	−7.2		**0442**	0749	−8.3
FR	**1052**	1349	+8.7	SA	**1105**	1408	+10.3
VE	**1702**	2002	−7.4	SA	**1726**	2030	−8.0
	2259				**2331**		
6		0200	+8.0	21		0221	+8.0
	0505	0807	−7.6		**0521**	0825	−8.2
SA	**1121**	1417	+9.2	SU	**1144**	1449	+10.3
SA	**1734**	2036	−7.4	DI	**1811**	2116	−8.0
	2336						
7		0230	+7.8	22	**0019**	0307	+7.3
	0535	0831	−8.0		**0600**	0904	−7.7
SU	**1152**	1447	+9.7	MO	**1223**	1532	+10.0
DI	**1809**	2111	−7.4	LU	**1857**	2204	−7.9
8	**0015**	0303	+7.4	23	**0111**	0355	+6.5
	0607	0859	−8.2		**0641**	0948	−7.0
MO	**1226**	1522	+10.1	TU	**1305**	1618	+9.3
LU	**1848**	2150	−7.3	MA	**1948**	2257	−7.6
9	**0059**	0341	+6.7	24	**0209**	0454	+5.6
	0643	0934	−8.1		**0727**	1038	−6.1
TU	**1303**	1602	+10.2	WE	**1349**	1709	+8.4
MA	**1934**	2237	−7.1	ME	**2045**	2345	−7.1
10	**0149**	0429	+5.8	25	**0318**	0550	+4.8
	0725	1018	−7.5		**0820**	1142	−5.4
WE	**1346**	1650	+9.9	TH	**1439**	1807	+7.5
ME	**2027**	2333	−6.8	JE	**2147**		
11	**0251**	0529	+4.8	26		0058	−6.5
	0815	1113	−6.7		**0433**	0650	+4.2
TH	**1437**	1748	+9.3	FR	**0929**	1249	−4.8
JE	**2129**			VE	**1537**	1914	+6.7
					2252		
12		0039	−6.5	27		0208	−6.1
	0405	0638	+4.2		**0542**	0803	+4.2
FR	**0918**	1221	−5.8	SA	**1059**	1353	−4.5
VE	**1538**	1856	+8.6	SA	**1644**	2028	+6.3
	2239				**2353**		
13		0154	−6.3	28		0314	−6.0
	0525	0759	+4.4		**0640**	0913	+4.6
SA	**1035**	1343	−5.3	SU	**1223**	1504	−4.6
SA	**1647**	2011	+8.2	DI	**1756**	2131	+6.4
	2349						
14		0309	−6.4	29	**0048**	0410	−6.2
	0636	0905	+5.2		**0727**	1012	+5.4
SU	**1200**	1456	−5.6	MO	**1326**	1606	−5.0
DI	**1801**	2125	+8.2	LU	**1903**	2224	+6.7
15	**0053**	0415	−6.7	30	**0135**	0456	−6.5
	0733	1016	+6.3		**0806**	1100	+6.4
MO	**1317**	1614	−6.2	TU	**1415**	1700	−5.7
LU	**1912**	2229	+8.6	MA	**1958**	2312	+7.0

Campbell River

Day	Time	Metres	Feet	jour	heure	mètres	pieds
1	0301	**4.0**	13.1	16	0230	**4.2**	13.8
	1036	**2.8**	9.2		0959	**2.5**	8.2
MO	1424	**3.4**	11.2	TU	1415	**3.6**	11.8
LU	2102	**1.8**	5.9	MA	2019	**1.6**	5.2
2	0331	**4.0**	13.1	17	0306	**4.3**	14.1
	1102	**2.6**	8.5		1042	**2.1**	6.9
TU	1511	**3.5**	11.5	WE	1515	**3.7**	12.1
MA	2139	**1.9**	6.2	ME	2101	**1.9**	6.2
3	0359	**4.0**	13.1	18	0340	**4.3**	14.1
	1125	**2.5**	8.2		1122	**1.8**	5.9
WE	1553	**3.6**	11.8	TH	1612	**3.8**	12.5
ME	2208	**2.0**	6.6	JE	2140	**2.1**	6.9
4	0427	**4.0**	13.1	19	0413	**4.3**	14.1
	1141	**2.3**	7.5		1158	**1.4**	4.6
TH	1634	**3.7**	12.1	FR	1710	**3.9**	12.8
JE	2231	**2.1**	6.9	VE	2221	**2.4**	7.9
5	0452	**4.0**	13.1	20	0446	**4.3**	14.1
	1059	**2.0**	6.6		1230	**1.2**	3.9
FR	1716	**3.7**	12.1	SA	1809	**4.0**	13.1
VE	2254	**2.3**	7.5	SA	2310	**2.7**	8.9
6	0512	**4.0**	13.1	21	0519	**4.2**	13.8
	1135	**1.8**	5.9		1255	**1.1**	3.6
SA	1801	**3.8**	12.5	SU	1909	**4.0**	13.1
SA	2320	**2.5**	8.2	DI			
7	0531	**4.0**	13.1	22	0114	**3.0**	9.8
	1211	**1.6**	5.2		0553	**4.1**	13.5
SU	1852	**3.8**	12.5	MO	1316	**1.0**	3.3
DI	2350	**2.8**	9.2	LU	2007	**4.0**	13.1
8	0553	**4.0**	13.1	23	0213	**3.2**	10.5
	1249	**1.4**	4.6		0626	**3.9**	12.8
MO	1950	**3.8**	12.5	TU	1348	**1.1**	3.6
LU				MA	2105	**4.0**	13.1
9	0029	**3.0**	9.8	24	0316	**3.3**	10.8
	0621	**3.9**	12.8		0658	**3.6**	11.8
TU	1330	**1.3**	4.3	WE	1429	**1.2**	3.9
MA	2054	**3.9**	12.8	ME	2204	**4.0**	13.1
10	0126	**3.2**	10.5	25	0445	**3.3**	10.8
	0655	**3.9**	12.8		0726	**3.4**	11.2
WE	1415	**1.2**	3.9	TH	1515	**1.4**	4.6
ME	2202	**3.9**	12.8	JE	2305	**4.0**	13.1
11	0310	**3.4**	11.2	26	1609	**1.6**	5.2
	0735	**3.7**	12.1				
TH	1508	**1.2**	3.9	FR			
JE	2311	**4.0**	13.1	VE			
12	0505	**3.4**	11.2	27	0000	**4.0**	13.1
	0826	**3.6**	11.8		0848	**3.0**	9.8
FR	1608	**1.2**	3.9	SA	1005	**3.0**	9.8
VE				SA	1708	**1.7**	5.6
13	0014	**4.0**	13.1	28	0047	**4.0**	13.1
	0706	**3.3**	10.8		0904	**2.8**	9.2
SA	0942	**3.4**	11.2	SU	1158	**3.0**	9.8
SA	1717	**1.3**	4.3	DI	1806	**1.9**	6.2
14	0107	**4.1**	13.5	29	0127	**4.0**	13.1
	0819	**3.1**	10.2		0927	**2.6**	8.5
SU	1135	**3.3**	10.8	MO	1316	**3.0**	9.8
DI	1827	**1.4**	4.6	LU	1900	**2.0**	6.6
15	0151	**4.2**	13.8	30	0202	**4.0**	13.1
	0913	**2.8**	9.2		0952	**2.4**	7.9
MO	1306	**3.4**	11.2	TU	1415	**3.2**	10.5
LU	1928	**1.5**	4.9	MA	1948	**2.2**	7.2

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If you have paid your SNCA dues and do not see your name listed please be patient. The information will be updated soon. Thank You.