



S.N.C.A.

*On the Lot 302 Trail*

Volume 166

November 2020

### SNCA BOARD UPDATE

Happy Fall everyone! Thank-you to the 20 people who joined in for our first ever virtual SNCA Annual General Meeting. As with the in-person AGM's, various reports and updates were presented. The election of Directors went smoothly with Dood Turner, Jim Mallis and Sheila Hollanders being elected by acclamation. The Board would like to thank Dood for being willing to volunteer her skills and energy. We would also like to thank Ginny again for her 10 years of community service; her attention to detail and tireless energy for moving community projects forward will be sorely missed!

At the moment the new Board is determining its priorities and plans for the coming year. In addition to regular reporting and administration duties here is what we are working on right now:

- Applying for grants (to update the SNCA Directors Handbook, as well as installing a heating system for the Gym)
- Moving forward on tidying up the Lot 302 property. We plan to burn the piles at the old homestead by on Friday, Nov. 6. We have registered the burn with the appropriate authorities. If you have any questions about this, please contact Steve Barnes.
- Developing an online survey for SNCA members to give input on the future of the Mary Anne Moss Salmon Viewing Bridge. This is in response to a concern raised by a member. If SNCA members vote in favour of keeping the bridge then SNCA Board will work with relevant authorities to ensure the Bridge meets any legislative requirements.
- Reviewing the SNCA Constitution to ensure it is in line with the current scope of SNCA projects and objectives (please see Rosie's article about this for more information)
- Looking into possibilities/funding to build an outdoor pavilion at Surge to enable safe gatherings and meetings throughout the fall and winter.

SNCA is looking to hire several people to help with bookkeeping and building maintenance duties. The bookkeeping work involves assisting SNCA with quarterly and annual reporting. Please contact Sheila at [fashedo@hotmail.com](mailto:fashedo@hotmail.com) if you are interested in either of these paid contracts.

Just a friendly reminder that memberships for 2020/2021 are now due. Please pay via etransfer to [surgenarrows@gmail.com](mailto:surgenarrows@gmail.com), or via snail mail to PO Box 52, Surge Narrows, BC. V0P 1W0, or at the Post Office.

If you have any questions or if you'd like to get involved with any of the above projects, please let us know.

Thanks,  
SNCA Board of Directors  
*Sheila, Rosie, Jim, Steve, Dood*

## What is the purpose of SNCA?

The purpose of SNCA, defined in our constitution as the “Objects of the Society”, has not been updated since its inception in the 1970’s. As you can imagine, a lot of things have changed since then and while some aspects are still relevant, there appears to be a big gap between the current activities of SNCA and the constitutional goals of the organization. In the past SNCA had a limited mandate of maintaining the community buildings, promoting education, and organizing social activities. However, over the last several years the role of SNCA has expanded immensely and currently SNCA is not only doing the things mentioned above but is also involved in a wide array of other activities, including, but not limited to:

- setting up a medical clinic (which involved renovating space) and coordinating and Covid cleaning for bi-monthly doctor visits
- working closely with SRD staff regarding regional (ICSP) and local (Fire Prevention) plans
- raising over \$150,000 in four months to purchase Lot 302 and negotiating for the purchase of over 100 more acres for which the funding is available from a multinational non-profit
- arranging first aid and fire safety courses
- administering grants to benefit the seniors in the community (and provide some income for younger people): grocery delivery, storytelling, firewood and home support
- working with SRD to help maintain the Hoskyn Dock

The gap between SNCA's current activities and its constitutional goal presents a number of problems for the Directors, something that is becoming increasingly apparent as the demands on SNCA increase. Furthermore, it is important that we have an accurate purpose when applying for grants.

Given this, we believe it is appropriate to update the purpose of SNCA to guide us both now and in the future. On behalf of the Directors, Rosie has agreed to spearhead this discussion with the goal of presenting a revised purpose to the membership at next year’s AGM. However, it is important that the membership be involved in this discussion, and it not solely be undertaken by the Board. As a result, we’re looking for a few volunteers to help with this process. If you are interested in joining Rosie on a small committee to discuss the purpose of SNCA please contact her at [rosie@executiveworks.org](mailto:rosie@executiveworks.org).

SNCA Board of Directors

### Wilderness First Aid Course Report by Jasmine Harvey and Salix Webb

Along with 12 adults, we took part in a two-day Wilderness First Aid course in the school gym over the Thanksgiving weekend. It was taught by Greg from Wilderness Medical Associates.

We covered topics such as how to treat wounds, vital signs to check and questions to ask to help determine when you should bring someone to hospital, went over symptoms of various ailments such as hypothermia, heat stroke, anaphylactic shock and burns, learned about broken bones and dislocations and how to splint them, and learned how to do CPR and use an AED.

We worked in the gym much of the time for lectures, and outside for the scenarios when it wasn’t raining too hard. During the scenarios, half the people were assigned symptoms and the other half had to practice asking them questions to determine what their ailment might be and whether it was serious enough to take them to town or not, and how quickly we needed to get them there.

This course will help us be safer and more confident when babysitting, boating, hiking, and living out here in general. It also will help in case anything happens at school, especially if it was Susanne who was injured, and we had to be in charge.

Jasmine’s favorite part of the course was learning about treating



wounds and treating hypothermia. Salix's favorite was the scenarios and the lunch breaks. Greg got the two of us to come in early on Sunday morning and showed Salix how to make a really yucky fake impaled stick wound on Jasmine's hand, which will come in handy for Halloween costumes in the future.

We both found remembering all the names of everything the most challenging part, but we got the gist of what the teacher was telling us and feel much more confident to help deal with first aid situations. We didn't love wearing masks all day, but we figured that if nurses can do it, we can do it, and it was OK.

We would both recommend this course to anyone over 10 who lives out here or works in a wilderness situation.

Jasmine and Salix



## Current Events and Notices

### Medical Clinic November

**NP Pat will attend the clinic on Nov. 4th and Dr. Steve will attend on Nov. 25.**

### Notice of Intention to Burn

We are planning to burn the two piles at the corner of Lot 302 on Friday, Nov. 6, at 10 am. If you want to help bring a shovel and marshmallows. Jim Mallis will bring a pump and firehose. Steve Barnes

### Yoga

Reiko will be continuing yoga classes in the Bunkhouse through the month of November.

### Surge Narrows Forestry Advisory Committee UPDATE

SNFA has been busy during October with the following meetings:

- October 2: Lee Pond and David MacDonald (Wilderness International) as a result Wilderness International will be making an offer for Lot 309
- October 19: Phone call with David Graham's forester, Len Apedaile
- October 26: David Graham and Len Apedaile to discuss cut blocks on Evening Mountain.

#### Interfor's Pest Management Plan Application:

Community responses promote change: Send your comments (re Application: Interfor.PMP.Bute.1.2021-26) to [ken.watkin@interfor.com](mailto:ken.watkin@interfor.com) or 250-286-1881 ext. 45164.

Interfor has plans to use glyphosate (AKA Monsanto Roundup) in the Bute Forest License area which includes Homathko River, Bute Inlet, Ramsay Arm, and Stuart and Raza islands. Glyphosate is a potentially harmful chemical linked to adverse environmental health effects. It is found to be "probably carcinogenic" in independent studies that are dismissed as inconclusive and controversial by some government agencies; however, major court settlements continue the controversy.

Hopefully Interfor can be persuaded to drop the chemical component of their "pest" management plan. Manual suppression is effective, just more costly. The so-called pests are hardwoods and other native plants that naturally inhabit these areas and are part of the ecological regenerative cycle.

## Other items of interest for further reading:

Community Forests on Cortes and Bulkley Valley:

<https://www.nationalobserver.com/2020/10/26/news/community-forest-dividends-go-well-beyond-logging-profits>

Suzanne Simard on Forest Ecology and Biodiversity:

[https://bioneers.org/forest-wisdom/?fbclid=IwAR2zh\\_Q8C1ZlafUvKB84evUcLt5Rmk3uMbIhoE7416cWcohPcuwBPGoHAWQ](https://bioneers.org/forest-wisdom/?fbclid=IwAR2zh_Q8C1ZlafUvKB84evUcLt5Rmk3uMbIhoE7416cWcohPcuwBPGoHAWQ)

## Ten-Year Plan for Woodlot 046 Logging on Read Island: IMPORTANT NOTICE - YOUR INPUT NEEDED

### **Woodlot Licence Plan for Woodlot W0046 - Read Island**

Notice is hereby given that the proposed Woodlot Licence Plan for Woodlot Licence W0046 on Read Island is available for public review and comment for a period of 30 days beginning from the publication date of this notice.

The plan has been developed under the Forest and Range Practices Act (FRPA) and shows the location of resource features and of areas within the plan area where timber harvesting will be allowed, modified or avoided. The plan also includes information on performance requirements and strategies designed for the maintenance and protection of resource values in the plan area. The Woodlot is comprised of both Crown forest land and private forest land. The term of the Woodlot Licence Plan is 10 years.

The Woodlot Licence Plan is available electronically and can be requested by email from [len@econ.ca](mailto:len@econ.ca) or by phone at (250) 337-5588. A meeting or request to review a hardcopy of the plan may also be arranged with the licensee or a representative of the licensee either on Read Island or in Black Creek.

Written comments must be received no later than Monday November 30th, 2020 and should be sent to Len Apedaile RPF: [len@econ.ca](mailto:len@econ.ca) or David Graham, [grahamda84@hotmail.com](mailto:grahamda84@hotmail.com), or by mail to Econ Consulting, 2-8268 Island Highway, Black Creek, BC V9J 1H6

**There is a one month public review period starting now** for the Woodlot License Plan for Woodlot 0046, the largest of 3 woodlots on Read Island (~25% of land base, 1262.4 ha Crown, 165 ha private). This plan is an update to the previous plan, will have a term of ten years and will be submitted to the District Manager for approval.

The importance of this review is that all comments will be included in the submission and put on record at FLNRORD. This is an opportunity to share hopes or concerns regarding this woodlot, and what impact the operations may have on your lives, positive or negative.

Len Apedaile (Forester) has agreed to a public meeting to discuss and answer questions regarding the Application and the Woodlot License Plan submission. Please get in touch with the Forest Advisory Committee ([surgenarrowsfac@gmail.com](mailto:surgenarrowsfac@gmail.com)) if you have questions or if you would like to attend this meeting.

Please see the link below for the Woodlot License Plan, map, description of terms, etc.

<https://ln2.sync.com/dl/c7aab91b0/hipwucm-dg935q78-eydcxmjx-feexy8kp>

## The Hoskyn Channel Parking Story

Our friend and SRD Regional Director, Jim Abram, wanted you to know the story of how parking came to be at Hoskyn Channel Landing. This article has been written with the input of Rob Wood, key community member to grasp the importance of the dock and lead the original community efforts, and David Cox, who was involved for several years with the current cement ribbons and the predecessor community-built access.

From Jim – the 1<sup>st</sup> time he went to Surge Narrows in 1989 the grader made it as far as the Discovery Lodge B&B driveway, then the grader back wheels became completely submerged in a fish farm mort pit (previously the B&B was a Norwegian fish farm). The laneway to the ocean was impassible and overgrown.

Jim toured the Highways District Manger to persuade them to do the much-needed brushing of the roadway, which they agreed to do up to the edge of upper parking lot. He describes the access down to the water as a goat track, 2-3 giant furrows of wash out.

The “dock” at the time was a 10 x 12 plank float, which Rob & other islanders had purchased, accessed with a clothes-line pulley. There were occasions when people had to swim when the float was secured at the wrong end.

As part of a community plan review, Jim made sure the access for both Hoskyn Channel & Granite Bay would always remain public, never for commercial purposes. For Hoskyn Channel, he applied for and received a water lease extending north of the creek and south along the shore as a Regional District Park. Effective 2004, as a SRD park, the area was secured for transport of people & their goods and fish farms were prohibited.

As time went on, Quadra Trails initiated the Surge Narrows Trail which increased the profile of the area, but access was still rough.

Mainroad, the Highways contractor at the time, maintained the road, and graded the upper area to one blade width. Working with Mainroad, 12 angle parking spaces were put in place, and subsequently 6 more. However - regularly vehicles got stuck, and drivers had problems getting closer to the water.

Jim continued discussions with Highways management, resulting in 2 very large excavators being brought in from Campbell River, together with load after load of crush. The exciting result was grading right down to the water. As requested, Highways created the lower parking lot, pushed back the edges, and continued to maintain it to some degree.

The problem with the roadway to the water was wash-out at bottom, repeatedly. After a tense meeting between the new DM of Highways, RD, and the community under David’s leadership, an impasse was reached on maintenance of the lower portion of the road. Under David’s leadership, in 2009, a major work day with over 30 wet hard-working community members built the first hard pack road and the walking pathway alongside.



In 2013, with SRD providing cement, and Emcon and the community volunteering the labour, the current cement ribbons came to be. The wharf coming to be is a whole story on its own, and was published in the Currents in 2017. Suffice to say – the wharf and the road access – it worked!

## Bringing us to the present

Parking: The bluff side of the upper parking lot belongs to FLNROD – it is provincial forest.

FLNROD, in spite of continual lobbying, has firmly advised Jim more than once there is no possibility to create more parking on their land. The side sloping to the stream is crown forest land as well, and would require significant amount of fill to widen road.

Jim has kindly agreed to work on negotiating additional parking with Jenelle Irwin, Island Manager for MoTI (BC Ministry of Transportation & Infrastructure). However, this will take some time as it will require a site visit, and during Jim's recovery he isn't able to travel on the Hoskyn Channel roads.



The wear in the road from upper to lower parking lot: Worthwhile community suggestions have been heard which include putting a stop sign at the top of the hill, alternatively to extend the cement ribbons partly up the hill. Jim recommends we get Mainroad to grade annually, as once modifications such as cement are done, Highways is no longer responsible for the road. Mainroad will be contacted shortly.

I began working this past summer on the idea of moving the Surge Narrows Trail trailhead to the upper parking lot. Quadra Trails has considered the idea, and have suggested they would consider it further if we are willing to do some work. If you are willing to contribute your physical effort to potential trail sleuthing and building, please let me know.

*Ginny - gvassal2@gmail.com*

## My trip to Oma's in Cawston by Juniper

My favourite thing was horse-back riding.

We saw snow and fall colours.

We ate yummy food and drove our new car. It is white and sparkly.





As you likely know, Corilair provides delivery service to residents of the Outer Islands. In addition to flying out packages purchased from Campbell River stores that are delivered to the Corilair office you can also use the Corilair address for items you order on-line. Here's how it works:

**When making an order for merchandise** (from a local store, Amazon, or whomever):

On your order note the shipping/courier address as: *(Your Name Here)*

c/o Corilair Charters  
3050 Spit Road  
Campbell River, BC, V9W 5C5

Ensure that there are no COD charges as Corilair will not accept the package if there are.

If you're having merchandise delivered by Canada Post use the mailing address:

*(Your Name Here)*  
c/o Corilair Charters  
PO Box 1451  
Campbell River, BC, V9W 5C5

**Once you have placed your order you need to e-mail notification of an incoming package** to [reservations@corilair.com](mailto:reservations@corilair.com) or phone 250-287-8371. The following information is required:

- Your name
- Package description
- Phone number
- Credit card number (MasterCard and/or VISA preferred) or other payment method
- Note your choice of shipment mode - Priority or Standby. *See rates below*
- Mailing address
- Note that you require a phone call when the package arrives if you need to discuss delivery options and/or payment

**Once the package arrives at Corilair:**

If you have requested notification of your package arriving (above) you will be advised by e-mail or phone and you will confirm your delivery option and/or payment.

**On arrival packages will be delivered by the pilot to the blue table in the freight shed.**

**RATES:**

<b>Freight</b>	<b>Priority Rate:</b> (on the next flight to Surge Narrows)	<b>Standby Rate:</b> (on the next flight to Surge Narrows <i>with space available</i> )
Envelope (Min. Charge)	\$15.00	\$5.00
Parcel (Max. 2'x2'x2') (Min. Charge)	\$30.00	\$10.00
Excess freight charge (over 24 lbs.)	\$1.25 per lb. over 24 lbs.	\$0.60 per lb. over 24lbs

**Please note that the staff is not always in the office on *weekends* during the fall and winter.**

***Reminder: Priority winter ferry loading for outer island residents***

- Priority loading is available starting the fall time change (next weekend!) through to the March time change; on the **Monday and Thursday 9 AM sailings** only from Q-Cove to Campbell River.
- BC ferries has asked you reserve your spot: Phone ahead to BC Ferries Quathiaski Cove (250-285-3233) or send an email to the terminal ([QuathiaskiCove@bcferries.com](mailto:QuathiaskiCove@bcferries.com)) the night before or morning of the sailing.
- Official process: Identify yourself on arrival at Q-Cove to Terminal staff; ensure your pass is visible on your vehicle dashboard. Arriving earlier is preferred, say 8:30 AM if you can.
- 2 outer-islander vehicles are guaranteed spaces per sailing, however our experience is that the ferry staff will help if they possibly can.

*If your household doesn't already have a pass and would find one useful, please contact [gvassal2@gmail.com](mailto:gvassal2@gmail.com).*

*Ginny*

*Emergency Preparedness*



*Mary Anne Moss Salmon Viewing Bridge in use. (Sheila)*

*Wolf ambling through Jenn and Clarke's yard. (Jenn)*

*Grizzly swimming from Quadra to Sonora in the Owen Bay area. (Renate Harvey)*



# November 2020

## Beazley

## Hole in the Wall

## Campbell River

Turns	Maximum	reverse	maximum
Day Time	Time Knots	jour heure	heure noeuds
<b>1</b>	0135 +8.6	<b>16</b>	0130 +11.1
SU <b>0454</b>	0758 -7.5	MO <b>0457</b>	0805 -8.7
DI <b>1054</b>	1350 +6.4	MO <b>1105</b>	1346 +7.0
DI <b>1639</b>	1944 -6.8	LU <b>1639</b>	1941 -8.5
	<b>2251</b>	LU <b>2300</b>	
<b>2</b>	0202 +8.7	<b>17</b>	0213 +11.0
MO <b>0525</b>	0832 -7.5	MO <b>0544</b>	0853 -8.5
LU <b>1130</b>	1422 +5.9	TU <b>1156</b>	1435 +6.4
LU <b>1708</b>	2009 -6.7	MA <b>1724</b>	2026 -7.8
	<b>2320</b>	MA <b>2343</b>	
<b>3</b>	0230 +8.8	<b>18</b>	0259 +10.5
TU <b>0558</b>	0907 -7.3	WE <b>0633</b>	0944 -8.2
TU <b>1207</b>	1456 +5.3	WE <b>1250</b>	1527 +5.8
MA <b>1739</b>	2037 -6.5	ME <b>1812</b>	2116 -6.9
	<b>2351</b>	ME <b>1812</b>	
<b>4</b>	0301 +8.9	<b>19</b>	0349 +9.7
WE <b>0634</b>	0945 -6.9	TH <b>0727</b>	1038 -7.7
WE <b>1248</b>	1533 +4.6	TH <b>1350</b>	1621 +5.3
ME <b>1815</b>	2110 -6.1	JE <b>1907</b>	2213 -5.9
		JE <b>1907</b>	
<b>5</b>	0336 +8.8	<b>20</b>	0444 +8.7
TH <b>0716</b>	1028 -6.5	FR <b>0824</b>	1138 -7.1
TH <b>1337</b>	1627 +4.0	FR <b>1454</b>	1725 +4.8
JE <b>1857</b>	2152 -5.6	VE <b>2014</b>	2317 -5.0
		VE <b>2014</b>	
<b>6</b>	0420 +8.5	<b>21</b>	0546 +7.6
FR <b>0806</b>	1126 -6.1	SA <b>0924</b>	1249 -6.5
FR <b>1435</b>	1716 +3.6	SA <b>1601</b>	1833 +4.7
VE <b>1950</b>	2246 -4.8	SA <b>2137</b>	
		SA <b>2137</b>	
<b>7</b>	0513 +8.0	<b>22</b>	0633 -4.4
SA <b>0903</b>	1216 -5.8	SU <b>0317</b>	0656 +6.7
SA <b>1542</b>	1824 +3.7	SU <b>1025</b>	1349 -6.3
SA <b>2057</b>	2356 -4.2	DI <b>1705</b>	1955 +5.0
		DI <b>2306</b>	
<b>8</b>	0618 +7.4	<b>23</b>	0146 -4.1
SU <b>1005</b>	1323 -5.9	MO <b>0434</b>	0809 +6.1
DI <b>1649</b>	1943 +4.4	MO <b>1125</b>	1452 -6.5
		LU <b>1802</b>	2058 +5.7
		LU <b>1802</b>	
<b>9</b>	0117 -4.4	<b>24</b>	0259 -4.2
MO <b>0401</b>	0731 +7.1	MO <b>0554</b>	0916 +5.8
LU <b>1108</b>	1427 -6.2	TU <b>1219</b>	1547 -6.8
LU <b>1749</b>	2040 +5.6	MA <b>1851</b>	2211 +6.5
		MA <b>1851</b>	
<b>10</b>	0240 -5.1	<b>25</b>	0416 -4.8
TU <b>0516</b>	0835 +7.3	WE <b>0705</b>	1014 +5.7
TU <b>1206</b>	1524 -6.8	WE <b>1307</b>	1634 -7.1
MA <b>1841</b>	2130 +7.0	ME <b>1934</b>	2253 +7.4
		ME <b>1934</b>	
<b>11</b>	0338 -6.1	<b>26</b>	0507 -5.5
WE <b>0630</b>	0943 +7.7	TH <b>0803</b>	1102 +5.7
WE <b>1258</b>	1614 -7.4	TH <b>1349</b>	1713 -7.1
ME <b>1928</b>	2230 +8.3	JE <b>2012</b>	2334 +8.2
		JE <b>2012</b>	
<b>12</b>	0441 -6.9	<b>27</b>	0553 -6.3
TH <b>0735</b>	1038 +7.9	FR <b>0850</b>	1143 +5.7
TH <b>1346</b>	1658 -8.0	FR <b>1427</b>	1747 -7.1
JE <b>2012</b>	2318 +9.4	VE <b>2047</b>	
		VE <b>2047</b>	
<b>13</b>	0528 -7.6	<b>28</b>	0009 +8.6
FR <b>0833</b>	1127 +7.9	SA <b>0330</b>	0633 -7.0
FR <b>1431</b>	1740 -8.5	SA <b>0932</b>	1221 +5.7
VE <b>2055</b>		SA <b>1501</b>	1817 -7.0
		SA <b>2119</b>	
<b>14</b>	0003 +10.3	<b>29</b>	0041 +8.9
SA <b>0325</b>	0627 -8.1	SU <b>0404</b>	0709 -7.4
SA <b>0926</b>	1214 +7.8	SU <b>1010</b>	1256 +5.6
SA <b>1514</b>	1820 -8.9	DI <b>1533</b>	1846 -6.8
		DI <b>2150</b>	
<b>15</b>	0047 +10.9	<b>30</b>	0110 +8.9
SU <b>0411</b>	0717 -8.5	MO <b>0437</b>	0744 -7.7
SU <b>1016</b>	1300 +7.5	MO <b>1045</b>	1330 +5.5
DI <b>1556</b>	1900 -8.9	LU <b>1605</b>	1915 -6.8
		LU <b>2221</b>	

Turns	Maximum	reverse	maximum
Day Time	Time Knots	jour heure	heure noeuds
<b>1</b>	0140 +8.7	<b>16</b>	0133 +11.6
SU <b>0459</b>	0804 -7.4	MO <b>0502</b>	0809 -8.3
DI <b>1105</b>	1357 +6.4	MO <b>1116</b>	1352 +7.2
DI <b>1645</b>	1950 -7.0	LU <b>1645</b>	1944 -8.9
	<b>2303</b>	LU <b>2310</b>	
<b>2</b>	0207 +9.0	<b>17</b>	0217 +11.4
MO <b>0530</b>	0837 -7.4	MO <b>0549</b>	0857 -8.3
MO <b>1140</b>	1429 +5.9	TU <b>1207</b>	1442 +6.6
LU <b>1715</b>	2015 -6.9	MA <b>1730</b>	2029 -8.2
	<b>2332</b>	MA <b>2353</b>	
<b>3</b>	0235 +9.1	<b>18</b>	0303 +10.9
TU <b>0603</b>	0912 -7.3	WE <b>0638</b>	0948 -8.0
TU <b>1218</b>	1502 +5.2	WE <b>1302</b>	1535 +5.9
MA <b>1746</b>	2043 -6.8	ME <b>1818</b>	2120 -7.2
		ME <b>1818</b>	
<b>4</b>	0307 +9.1	<b>19</b>	0354 +10.0
WE <b>0639</b>	0950 -7.0	TH <b>0730</b>	1041 -7.7
WE <b>1301</b>	1537 +4.5	TH <b>1403</b>	1627 +5.3
ME <b>1822</b>	2117 -6.4	JE <b>1912</b>	2217 -6.2
		JE <b>1912</b>	
<b>5</b>	0344 +9.0	<b>20</b>	0450 +8.8
TH <b>0720</b>	1033 -6.6	FR <b>0827</b>	1144 -7.1
TH <b>1351</b>	1633 +3.9	FR <b>1509</b>	1732 +4.8
JE <b>1904</b>	2200 -5.9	VE <b>2018</b>	2315 -5.3
		VE <b>2018</b>	
<b>6</b>	0428 +8.7	<b>21</b>	0553 +7.6
FR <b>0809</b>	1131 -6.3	SA <b>0928</b>	1250 -6.6
FR <b>1452</b>	1728 +3.5	SA <b>1617</b>	1848 +4.7
VE <b>1956</b>	2255 -5.2	SA <b>2140</b>	
		SA <b>2140</b>	
<b>7</b>	0523 +8.2	<b>22</b>	0635 -4.7
SA <b>0906</b>	1222 -6.1	SU <b>0330</b>	0704 +6.6
SA <b>1601</b>	1843 +3.6	SU <b>1029</b>	1358 -6.4
SA <b>2101</b>		DI <b>1720</b>	2003 +4.9
		DI <b>2309</b>	
<b>8</b>	0628 +7.6	<b>23</b>	0148 -4.4
SU <b>0308</b>	0628 +7.6	MO <b>0447</b>	0817 +6.1
DI <b>1008</b>	1330 -6.2	MO <b>1129</b>	1501 -6.6
DI <b>1708</b>	1946 +4.4	LU <b>1816</b>	2113 +5.6
		LU <b>1816</b>	
<b>9</b>	0126 -4.7	<b>24</b>	0312 -4.5
MO <b>0417</b>	0740 +7.3	MO <b>0608</b>	0924 +5.8
LU <b>1110</b>	1433 -6.6	TU <b>1224</b>	1556 -6.9
LU <b>1806</b>	2041 +5.6	MA <b>1905</b>	2215 +6.5
		MA <b>1905</b>	
<b>10</b>	0246 -5.5	<b>25</b>	0411 -5.0
TU <b>0531</b>	0849 +7.5	WE <b>0718</b>	1021 +5.7
TU <b>1209</b>	1530 -7.1	WE <b>1312</b>	1642 -7.0
MA <b>1855</b>	2145 +7.0	ME <b>1947</b>	2300 +7.4
		ME <b>1947</b>	
<b>11</b>	0341 -6.3	<b>26</b>	0514 -5.7
WE <b>0643</b>	0950 +7.8	TH <b>0815</b>	1109 +5.7
WE <b>1302</b>	1619 -7.7	TH <b>1355</b>	1721 -7.1
ME <b>1941</b>	2236 +8.5	JE <b>2024</b>	2340 +8.1
		JE <b>2024</b>	
<b>12</b>	0447 -7.1	<b>27</b>	0600 -6.4
TH <b>0747</b>	1044 +8.1	FR <b>0902</b>	1151 +5.7
TH <b>1350</b>	1703 -8.3	FR <b>1432</b>	1754 -7.0
JE <b>2024</b>	2323 +9.8	VE <b>2059</b>	
		VE <b>2059</b>	
<b>13</b>	0542 -7.7	<b>28</b>	0640 -6.9
FR <b>0844</b>	1133 +8.2	SA <b>0336</b>	0640 -6.9
FR <b>1436</b>	1743 -8.9	SA <b>0943</b>	1228 +5.7
VE <b>2106</b>		SA <b>1507</b>	1828 -6.8
		SA <b>2130</b>	
<b>14</b>	0008 +10.7	<b>29</b>	0049 +8.7
SA <b>0331</b>	0633 -8.1	SU <b>0410</b>	0716 -7.3
SA <b>0936</b>	1219 +8.1	SU <b>1020</b>	1303 +5.6
SA <b>1519</b>	1822 -9.2	DI <b>1539</b>	1853 -6.9
		DI <b>2201</b>	
<b>15</b>	0051 +11.4	<b>30</b>	0115 +9.0
SU <b>0417</b>	0721 -8.2	MO <b>0442</b>	0751 -7.5
SU <b>1026</b>	1305 +7.8	MO <b>1056</b>	1337 +5.4
DI <b>1602</b>	1902 -9.2	LU <b>1612</b>	1921 -6.9
		LU <b>2232</b>	

Day	Time	Metres	Feet	jour	heure	mètres	pieds
<b>1</b>	0552	3.9	12.8	<b>16</b>	0610	4.3	14.1
SU	1040	3.1	10.2		1028	3.4	11.2
DI	1623	3.9	12.8	MO	1625	4.4	14.4
DI	2326	1.3	4.3	LU			
<b>2</b>	0639	4.0	13.1	<b>17</b>	0001	0.5	1.6
MO	1120	3.3	10.8		0706	4.4	14.4
LU	1638	3.9	12.8	TU	1221	3.6	11.8
LU	2357	1.2	3.9	MA	1703	4.2	13.8
<b>3</b>	0726	4.1	13.5	<b>18</b>	0043	0.5	1.6
TU	1222	3.4	11.2		0801	4.4	14.4
MA	1657	3.9	12.8	WE	1423	3.6	11.8
				ME	1745	4.0	13.1
<b>4</b>	0031	1.1	3.6	<b>19</b>	0128	0.7	2.3
WE	0815	4.1	13.5		0856	4.4	14.4
ME	1357	3.5	11.5	TH	1547	3.5	11.5
	1722	3.8	12.5	JE	1831	3.7	12.1
<b>5</b>	0107	1.1	3.6	<b>20</b>	0215	1.0	3.3
TH	0906	4.1	13.5		0951	4.3	14.1
JE	1510	3.6	11.8	FR	1726	3.3	10.8
	1748	3.7	12.1	VE	1932	3.4	11.2
<b>6</b>	0148	1.2	3.9	<b>21</b>	0305	1.3	4.3
FR	1001	4.1	13.5		1045	4.3	14.1
VE	1656	3.5	11.5	SA	1847	3.0	9.8
	1812	3.5	11.5	SA	2102	3.1	10.2
<b>7</b>	0235	1.3	4.3	<b>22</b>	0359	1.6	5.2
SA	1055	4.2	13.8		1134	4.3	14.1
SA				SU	1941	2.7	8.9
				DI	2250	3.0	9.8
<b>8</b>	0330	1.4	4.6	<b>23</b>	0453	2.0	6.6
SU	1146	4.2	13.8		1216	4.3	14.1
DI	1947	3.1	10.2	MO	2023	2.4	7.9
	2058	3.2	10.5	LU			
<b>9</b>	0433	1.6	5.2	<b>24</b>	0031	3.0	9.8
MO	1230	4.2	13.8		0546	2.3	7.5
LU	2014	2.9	9.5	TU	1252	4.2	13.8
LU	2325	3.1	10.2	MA	2059	2.2	7.2
<b>10</b>	0537	1.8	5.9	<b>25</b>	0152	3.2	10.5
TU	1308	4.3					

# November 2020

## Point Atkinson

Day	Time	Metres	Feet	jour	heure	mètres	pieds
<b>1</b>	0631	<b>4.3</b>	14.1	<b>16</b>	0651	<b>4.8</b>	15.7
	1156	<b>3.0</b>	9.8		1204	<b>3.3</b>	10.8
SU	1706	<b>4.1</b>	13.5	MO	1705	<b>4.6</b>	15.1
DI				LU			
<b>2</b>	0005	<b>1.1</b>	3.6	<b>17</b>	0022	<b>0.2</b>	0.7
	0713	<b>4.4</b>	14.4		0746	<b>4.9</b>	16.1
MO	1233	<b>3.2</b>	10.5	TU	1301	<b>3.4</b>	11.2
LU	1727	<b>4.1</b>	13.5	MA	1744	<b>4.4</b>	14.4
<b>3</b>	0035	<b>1.1</b>	3.6	<b>18</b>	0106	<b>0.3</b>	1.0
	0756	<b>4.4</b>	14.4		0842	<b>4.9</b>	16.1
TU	1313	<b>3.3</b>	10.8	WE	1406	<b>3.5</b>	11.5
MA	1750	<b>4.0</b>	13.1	ME	1826	<b>4.2</b>	13.8
<b>4</b>	0107	<b>1.0</b>	3.3	<b>19</b>	0152	<b>0.5</b>	1.6
	0842	<b>4.5</b>	14.8		0938	<b>4.8</b>	15.7
WE	1359	<b>3.5</b>	11.5	TH	1523	<b>3.5</b>	11.5
ME	1813	<b>3.9</b>	12.8	JE	1913	<b>3.9</b>	12.8
<b>5</b>	0143	<b>1.0</b>	3.3	<b>20</b>	0240	<b>0.8</b>	2.6
	0931	<b>4.5</b>	14.8		1032	<b>4.8</b>	15.7
TH	1459	<b>3.5</b>	11.5	FR	1651	<b>3.3</b>	10.8
JE	1838	<b>3.8</b>	12.5	VE	2011	<b>3.5</b>	11.5
<b>6</b>	0223	<b>1.1</b>	3.6	<b>21</b>	0332	<b>1.2</b>	3.9
	1024	<b>4.5</b>	14.8		1125	<b>4.7</b>	15.4
FR	1624	<b>3.5</b>	11.5	SA	1817	<b>3.1</b>	10.2
VE	1910	<b>3.6</b>	11.8	SA	2134	<b>3.3</b>	10.8
<b>7</b>	0310	<b>1.2</b>	3.9	<b>22</b>	0428	<b>1.6</b>	5.2
	1118	<b>4.5</b>	14.8		1213	<b>4.6</b>	15.1
SA	1807	<b>3.4</b>	11.2	SU	1920	<b>2.7</b>	8.9
SA	2010	<b>3.4</b>	11.2	DI	2327	<b>3.1</b>	10.2
<b>8</b>	0405	<b>1.4</b>	4.6	<b>23</b>	0529	<b>2.0</b>	6.6
	1210	<b>4.5</b>	14.8		1255	<b>4.6</b>	15.1
SU	1909	<b>3.2</b>	10.5	MO	2004	<b>2.4</b>	7.9
DI	2159	<b>3.3</b>	10.8	LU			
<b>9</b>	0510	<b>1.6</b>	5.2	<b>24</b>	0115	<b>3.2</b>	10.5
	1256	<b>4.5</b>	14.8		0636	<b>2.3</b>	7.5
MO	1947	<b>2.8</b>	9.2	TU	1332	<b>4.5</b>	14.8
LU	2354	<b>3.3</b>	10.8	MA	2039	<b>2.1</b>	6.9
<b>10</b>	0620	<b>1.8</b>	5.9	<b>25</b>	0238	<b>3.4</b>	11.2
	1337	<b>4.6</b>	15.1		0743	<b>2.6</b>	8.5
TU	2022	<b>2.5</b>	8.2	WE	1403	<b>4.4</b>	14.4
MA				ME	2110	<b>1.8</b>	5.9
<b>11</b>	0132	<b>3.5</b>	11.5	<b>26</b>	0341	<b>3.7</b>	12.1
	0728	<b>2.0</b>	6.6		0842	<b>2.9</b>	9.5
WE	1413	<b>4.6</b>	15.1	TH	1432	<b>4.3</b>	14.1
ME	2059	<b>2.0</b>	6.6	JE	2139	<b>1.5</b>	4.9
<b>12</b>	0250	<b>3.8</b>	12.5	<b>27</b>	0432	<b>4.0</b>	13.1
	0830	<b>2.2</b>	7.2		0934	<b>3.1</b>	10.2
TH	1447	<b>4.7</b>	15.4	FR	1458	<b>4.2</b>	13.8
JE	2137	<b>1.5</b>	4.9	VE	2208	<b>1.3</b>	4.3
<b>13</b>	0356	<b>4.1</b>	13.5	<b>28</b>	0515	<b>4.2</b>	13.8
	0926	<b>2.5</b>	8.2		1020	<b>3.2</b>	10.5
FR	1520	<b>4.7</b>	15.4	SA	1522	<b>4.2</b>	13.8
VE	2216	<b>1.0</b>	3.3	SA	2236	<b>1.1</b>	3.6
<b>14</b>	0456	<b>4.4</b>	14.4	<b>29</b>	0556	<b>4.4</b>	14.4
	1019	<b>2.7</b>	8.9		1102	<b>3.4</b>	11.2
SA	1553	<b>4.7</b>	15.4	SU	1547	<b>4.2</b>	13.8
SA	2257	<b>0.6</b>	2.0	DI	2306	<b>0.9</b>	3.0
<b>15</b>	0554	<b>4.6</b>	15.1	<b>30</b>	0634	<b>4.5</b>	14.8
	1110	<b>3.0</b>	9.8		1142	<b>3.5</b>	11.5
SU	1628	<b>4.7</b>	15.4	MO	1612	<b>4.1</b>	13.5
DI	2338	<b>0.3</b>	1.0	LU	2336	<b>0.8</b>	2.6



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