



SURGE CURRENTS

S.N.C.A.

Volume 163

August 2020

Danny Welch

February 27, 1937—May 25, 2020

Danny was born in Wiltshire, U.K. He left England in March 1961, at the age of 24, seeking adventure.

Sailing from Southampton, he arrived in Montreal on March 21st and five days later he was working in the high Arctic as a heavy-duty mechanic and a marine mammal technician with the Arctic Institute of Canada. His apprenticeship as a marine tool fitter in the U.K. stood him in good stead.

His inherent love of adventure and new places saw him in the fall of 1963 kitting out his 1960 Ford Econoline for a long drive to Central and South America. He couldn't enter Costa Rica though, because his puppy, recently purchased in Mexico, was refused entry, and Danny wouldn't move on without her.



July 1999

Undaunted, he pointed the van north arriving in Vancouver in February 1964, where he quickly found work as a mechanical draughtsman.

His adventurous spirit urged him on and the lure of South America was still strong. He became caretaker of a marina in Ladner, built a huge shed and proceeded to construct a 50' wooden ketch. Six thousand man-hours later, mostly evenings, holidays and weekends, Amethyst One was launched. Utterly beautiful, she was our home until we sold her to purchase land in Evans Bay. But before that we came to know the B.C. coast intimately, from Ladner, to the Charlottes and Alaska, deciding then that we'd rather live on a remote island here, than head offshore. South America quickly receded.

Moving to Evans Bay was temporarily put on hold because we bought a VW van, which we picked up in Germany. A grand tour followed, connecting with old friends, making new ones, and spending time with family in the U.K.

We and the van were loaded onto the *France* making her final Atlantic crossing from Southampton to New York. Docking in New York, we watched our home come up out of the hold in her cargo sling. We were on the road again, loving every mile across America to B.C.

Arriving in Campbell River, Danny found work at Gooldrup's Boatyard, Adam went to school, and I worked as a teacher's aide. During evenings and weekends we built a 30' landing barge in the boatyard parking lot. Home was still the VW.

Finally making our shift to Evan's Bay we obtained an oyster lease. Danny began building custom guide boats and started to mill lumber. During this period, he repositioned the sawmill to Surge, where with the help of islanders he cut the lumber for Murray Hall. He enjoyed volunteering for community projects when he could and milling the gym wood was very much a highlight for him.

In 1986—life dramatically and richly changed for us. Together we chose Jesus as our Lord. Then, the adventurous life we had always enjoyed really took off. Life took on a new wonderful meaning and purpose for us. Africa and her people still remain deeply entrenched in us. We also spent some time with Mercy Ships Canada in Africa and the Caribbean. We've been shot at, chased and discovered early one morning in a desert village near the Ethiopian border that a rifle-propelled grenade, aimed to deploy on a rock just outside our door, had skidded to a stop six inches shy of it's goal. On the oceans, the water was so rough at times that a bad southeast storm here was as a mill pond in comparison.

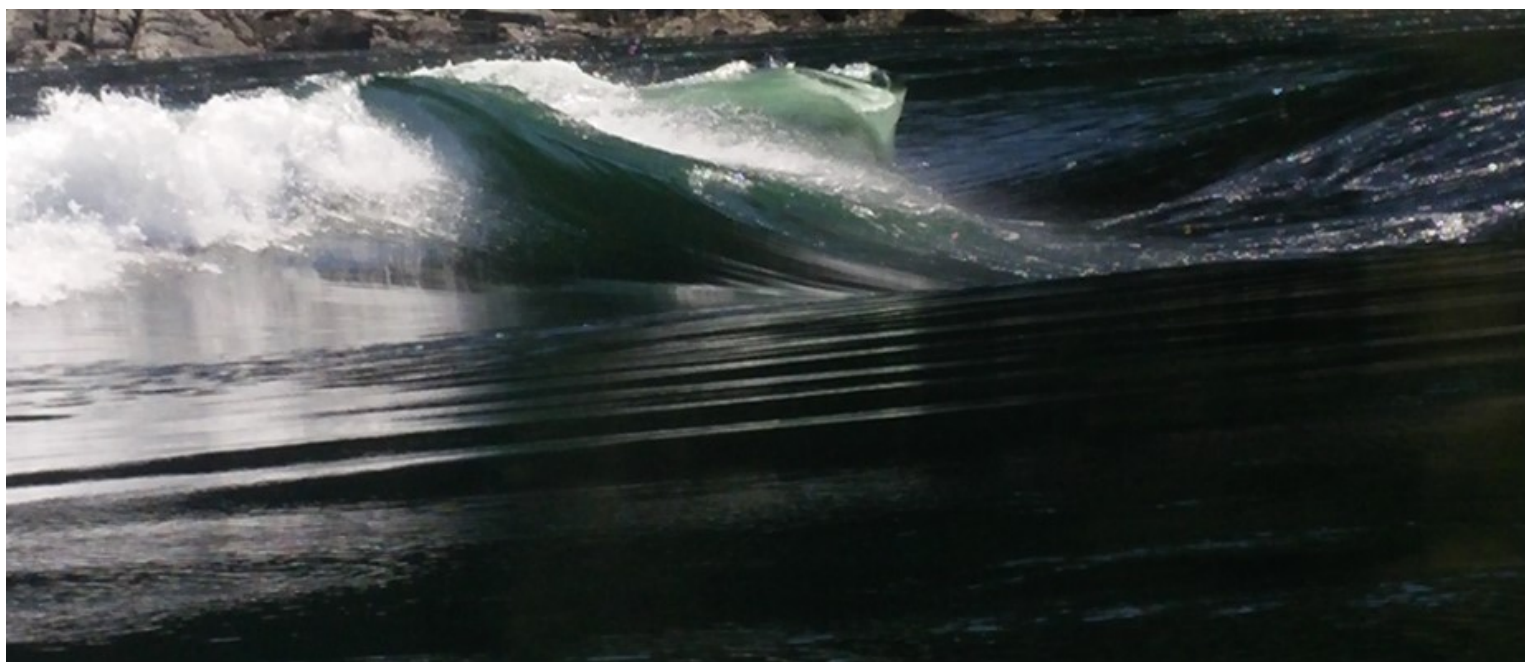
We loved Read but it was time to go. Danny and I lived and loved in this little Campbell River home for ten months, and then, so suddenly, it was Danny's time to embark on the next leg of his marvelous adventure.

We dearly and deeply miss him and are overwhelmed at the gestures of sympathy and kindness we have received. Danny would be so amazed and humbled at this outpouring because we always believed that we were very private folk.

Our son Adam and his wife Ellan live on Cortes and their son Colton has left the family nest and resides on Quadra. Adam's sister Tanya and her husband live in the south of England.

I am at peace because I'll be seeing that smile and those merry eyes again when it's my time for the 'next leg'. I cherish the 51 years we spent together.

Sandy Welch for Adam, Ellan, Colton and Tanya.



Current Events and Notices

August Medical Clinic August—Friday the 14th

The clinics will return to Wednesdays in September / September 2nd and 23rd.

Airplane Dock

Just a reminder to our community that the Airplane Dock is for the float planes that bring our mail, (and now library books and DVD's!) freight and passengers. The pilots often need to dock on the north side because of wind, tides and bad weather. The south side of the airplane dock can be used by low profile boats but they must be at least 6 feet from the end of the dock since the planes often swing around the end.

Your community appreciates your cooperation so we can all benefit from our float plane service.

Thanks Donna Keeling, Postmaster (Surge Narrows)

Wanted

Dingy or small rowboat around 8 feet long, any condition considered: call 250-203-3901 Tom Hollanders

SNCA Board Update “Board Shorts” **August 2020**

Welcome summer!

AGM

The **Surge Narrows Community Association AGM** will be held in the school field on Saturday September 12th, 10:30 AM, with a complementary BBQ picnic for members to follow. In case of rain, we'll be in the gym. The date is slightly earlier this year in order to do social distancing outdoors. We regret Jim Abram won't be able to join us this year; he'll be recovering for some time from his bad fall.

Instead of Market Lunches – casual community get-together at Lamberts Beach

We've learned from the two market lunches this summer that the dock isn't the ideal location for a social distancing lunch. So instead, to socialize with your neighbours and friends, we are suggesting that we meet at Lamberts Beach. The details:

First gathering on Friday August 7th.

Time 12 noon – whenever

Nothing will be organized so please bring whatever you want to eat and drink. You may also want to consider bringing a chair

Everyone has different comfort levels with social distancing. In order to have a successful event please keep a minimum of 6' from everyone who is not in your bubble.

We are currently allowed to have a public gathering of up to 50 people. We do not expect to get near this number.

BC Ferries priority loading for residents- appears to have changed again July 31st

During the Provincial State of Emergency, the Province implemented the following Ministerial Order (MO84), here is an excerpt, found on the BC Ferries web site at https://www.bcferrries.com/current_conditions/travel-advisory.html

However, we understand this was reversed Friday July 31st. Details can't be confirmed at this moment due to very high traffic on the BC Ferries website. We'll let you know.

Keeping our community COVID-safe during summer tourist season

Corilair is now welcoming Canadian passengers only on their tourist flights; American and international passengers are not allowed on flights. We have found these visitors to be very aware of community COVID concerns, and are considerate and respectful. Any questions, you are welcome to call Mike at Corilair at 250-287-8371.

SNCA wrote to the four known whale watching groups who previously might have made Surge Narrows dock a bag-lunch and potty stop to respectfully and politely ask them not to do so during COVID.

SNCA wrote to Pacific Yellowfin as well. This company previously brought tourists to motorbike on Read Island roads, offloading their bikes and passengers on the Surge Narrows dock. Yellowfin advises they will not be landing on the outer islands during the pandemic.

The postmistress has closed the Surge dock outhouse to all but post office use.

Ronda and Doug continue to clean and disinfect the medical clinic before each doctor visit.

Our Hoskyn Channel dock “inspector” is disinfecting the ramp, gangway, and community wheelbarrow hand-rails at least weekly.

Keeping our community safe during summer tourist season

As of July 25th, the fire danger rating moved from “moderate” to “high” in our area. High means “Forest fuels are very dry and the fire risk is serious. New fires may start easily, burn vigorously, and challenge fire suppression efforts.” We expect the danger to move to extreme very soon, as of July 29th, some of Vancouver Island is classified as “extreme”.

Spring cleaning – dumpster at Hoskyn Channel parking lot

With the current demands on parking at Hoskyn Channel, we’re holding off bringing in a short-term rental dumpster until fall when we’re hoping parking might be less in demand.

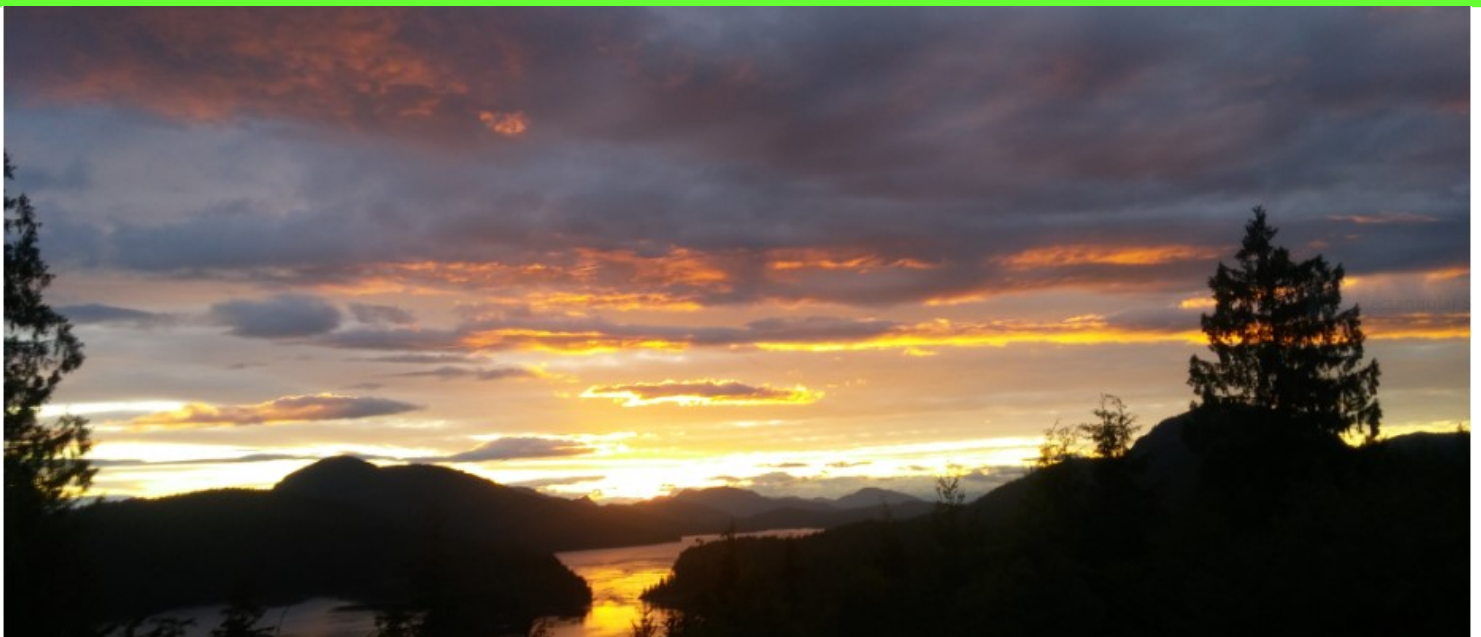
Improving the medical clinic-gym entrance

The school plans to keep the foyer locked longer-term. That means the side door will be our access to the gym and clinic for the foreseeable future. Merlin will be redecking the side deck and improving the access in early August.

Board of Directors

Surge Narrows Community Association

Sheila, Rosie, Steve, Jim, Ginny



July sunset over Beazley Pass

Hoskyn Channel Excavation Work – July 2020

Background:

The occasional grounding of the Hoskyn Channel dock became much more pronounced in September 2018. The stream at the base of the ribbons re-routed itself towards the dock following heavy rains; the up-stream clear-cutting most likely caused the concentrated run-off that moved large rocks and cut a deep channel with stream sediment running directly towards the dock.

As sediment built up under the dock, the dock started going dry on the NW corner at most low tides, effectively reducing the dock space available, and putting stress on the ramp and dock.



At the base of the cement ribbons, September 25, 2018.

SRD began the process of applying for Fisheries permission to do the needed work, and received Fisheries permission to do sediment moving in early February 2020 (a Fisheries window), however, found at that time the tide wasn't low enough to do the desired work. However, they were able to re-route the stream run-off away from the dock. An application was made to Fisheries to excavate the sediment further in June-July, the next Fisheries window.

Permission was received for July 4th. So on the afternoon of July 3rd, Murray Abercombie's crew of Troy and Jay rolled the ramp on to the dock, and detached the double chains holding the dock to the shore.



June 4, 2019, medium-low tide.

July 4th – Guided by Steve from Precision (required marine biologist supervision), the excavator (Ellison) dug out sediment while the small dump-loader moved it to the opposite side of the beach and offloaded. The dump-loader wasn't able to keep place with the excavator, so the excavator continued to dig and moved some of the sediment to 10 – 15' away. Visiting kayakers were able to land and take off while the work was going on.



You might wonder why the small excavator was used? It was chosen to be able to “walk” down and back up the cement ribbon driveway without doing damage.



Job complete!



It's a pleasure to see that not only has the dock been returned to the pre-September 2018 ability to hold boats, the re-directed stream channel done in February was reinforced.

Thank you to Michael McGregor of SRD for co-coordinating and making sure this work was done, and hiring knowledgeable Quadra businesses wherever possible to make it happen.

Ginny

Regional Director's Report - July 6, 2020

Well, Happy Julyuary, everyone! It is summer, but the season we are experiencing doesn't seem to understand! Maybe next week.

So, it has been an incredibly long time since I have submitted a report due to my fall and broken back. Sitting at a keyboard is not my fave position right now, but I am getting better. I have been able to accomplish quite a bit lying on my back with a smartphone in hand using voice, text and email. Amazing little devices!

So, where to begin...

My last report was between hospital stays. I spent three weeks in CR General and then four weeks "recovering" at home. Turned out that was not what was needed. A second CT scan revealed a much more serious injury that then required emergency surgery at Victoria General Hospital on June 8th. Wendy and I travelled to Victoria on the 6th and she stayed in a hotel for ten nights while I had my surgery. Then a long trip home and recovery at home ever since. No need for any details, just setting the scene. I will say that I would not have made it this far without the love, kindness and caring of my wife, Wendy. She is with me 24 hours a day making sure I don't do anything else stupid and tending to my every need.

So, on to the business of being your Director! I have been making notes to myself for weeks to try and keep up with all the issues. I will try and touch on most of them but am sure I will miss some also.

Public Hearings

I guess I will start off with the issue of public hearings, since I mentioned them first and foremost in my May 11th Report.

There were three applications that were before us at the time that would have, during normal “non - COVID times”, have been in the line-up for a Public Hearing.

Since we could not have the hearing in a town hall style meeting the SRD passed a motion to postpone the actual hearings until sometime after Sept. 7th, hoping that would give us plenty of time to get through this pandemic crisis. The applications were for a Cannabis operation, a Fire Hall and a Ferry berth. This did not mean that work would stop on those files but only that they would need to wait until September for a Public Hearing so that ALL of the public would have access to the proceedings. It was felt that a “virtual meeting” on such important issues would not suffice.

I have always believed in “local control of local issues and maximum public involvement” with regard to land use decisions. A virtual meeting could not in any way provide this level of involvement. Should this pandemic continue unabated, we may need to look at other options in the future, but not just yet.

There were some nonsense rumours going around that the SRD postponed the hearings so that Directors could go on summer holidays. I wish! There was a comment AT THE Board about holidays during the summer, but it was related to the SRD office being short staffed due to scheduled holidays for staff and the occasional time off for a Director as being contributing factors. However, the reason was all about COVID restrictions and the inability to hold an in-person hearing for optimum public participation. Period!

In the meantime, I have been working with all three applicants and their agents to try and figure out a way to expedite their applications.

I had incredible success with the Fire Hall issue yesterday through negotiation with a senior member of the Fire Trustees. Some of the issues that they were being held up by were all dealt with through a number of phone calls with many people in a number of departments. In the end, the status quo of waiting until after Sept. 7th for the hearing was determined to work just fine for them. One down and two to go.!

I also had a few really productive conversations with the owner of the industrial property that is proposed to be used for the cannabis operation, the agent for the application and our senior staff at the SRD. We are now going to have a conference call of all the parties at once and will hopefully come to a speedy resolution for this long-delayed proposal. I am very pleased about this. I felt that since it was a brand-new use for Quadra (well, sort of!), it needed a full public airing and it will now hopefully get that at the soonest possible time.

The third issue was a new ferry berth for our second ferry being applied for in Q. Cove. I worked with senior management at BC Ferries to ensure that the September date would not hold them up in any way. They still have an incredible amount of work to do to satisfy the application process and they felt the timing was just fine. So, once again, a success story for hearing number three.

I think that the work that was just done collaboratively by all parties should eliminate some of the angst that was being generated by some of the rumours in the community. People need proper information to be able to discuss and deal with issues in the community. There have been other times when I have needed to be away for long meetings or other reasons that similar rumour-driven misinformation has caused dissension in the community. It is common in most communities. I am just glad I got back in time to clear things up!

COVID Crisis

I included part of this info in my last report, but it is still valid today and is worth repeating.

I would like to commend the SRD for publishing a summary of COVID crisis events on a weekly basis on the SRD website. It is full of useful information for anyone who is interested in knowing where we are at in this pandemic. I would like you to read a quote from Prime Minister Justin Trudeau from the May 9th Toronto Sun:

“Prime Minister Justin Trudeau warned Saturday that if provinces move too quickly to reopen their economies, a second wave of the coronavirus pandemic could send Canada ‘back into confinement this summer’. Although health officials have pointed to a flattening rate of daily cases in many provinces, Trudeau said Canada was ‘not in the recovery phase yet’. ‘We are still in the emergency phase . . . The vast majority of Canadians continue to need to be very careful’”.

This quotation encapsulates how I feel, in my opinion, Canadians should be viewing the COVID crisis. It is not over. We must be on guard. We must obey directives that are aimed at the safety of the world's population. This statement is not about all of the lesser issues that are being discussed in the media. It is about the continuation of the good work that has been done and must continue if we are to reach a solution to this problem.

Over the past week there has been quite the discussion over visitors from the States coming to Canada and possibly infecting people in BC. As you are all aware, the States have had alarming numbers of new cases of COVID on a daily basis. So, when people started noticing license plates from the States, they became increasingly concerned that the hard work they had put into stopping the virus might have been for naught. Facebook lit up and the media jumped in. I was approached by three media outlets at the same time that the Premier was being questioned repeatedly on the issue. I will paste in the interview that I have for your information only. It is a really tough topic to deal with, with multiple sides to it.:

This was an interview I did in the Times Colonist last night on the topic: <https://www.timescolonist.com/news/local/tougher-measures-urged-to-block-wayward-travelling-1.24164979?fbclid=IwAR3QMeMTtU-Pcp5Ce8dfOBGi5jQ37d5Gpc3gpuOhvIFHRyVeaEs0d8pVQsk>

I am sure there will be much more discussion on this topic in the coming days and weeks. Please be kind!

Hoskyn Channel Landing (Surge Narrows)

Our dock at Hoskyn has been the victim of some siltation caused by the heavy rains of the past two years. We did some work last year to keep the silt from the creek from building up under the dock and this year took the float right out and had it cleaned out by excavator (on July 4th). This will keep the float from grounding and doing damage to itself and to anything tied to it. Our Parks department contracted the work locally and the community of Surge Narrows lent a helping hand as always.

Granite Bay Park boat ramp

We also did a resurface of the boat ramp at Granite Bay to allow for access at pretty much the lowest tides of the year. Once again, we contracted the work out locally providing work to locals with your tax dollars. I would remind users that the ramp requires an honour system payment of \$5.00 for launch of ANY craft. Trailers are limited in size to single axle due to weight restrictions on the ramp. Four-wheel drive is advised and angle parking is just above the ramp.

This is just a taste of what is going on in Area C, but I am running out of energy so am going to cut it off here. Hopefully by next issue I be able to give a more comprehensive Report.

For the time being, while I am recovering from my injury, please email me rather than the other choices. After that, feel free to contact me between the hours of **9:00am and 4:00 pm**, Monday through Friday (**please, not on weekends or holidays, folks!**) at 285-3355, or you can fax me at 285-3533 or you can email me anytime at jimabram@xplornet.ca or by mail at Box 278 in the Cove, V0P 1N0... You can read occasional updates on issues that I will post on Facebook at <https://www.facebook.com/JimAbram>, but **please do not use this medium as a way to communicate regarding SRD business.** If it is important, my cell is 250-830-8005... Lots of choices.

Please do not use my residential phone number for SRD calls. **All business calls should be on 285-3355. Many thanks!**

Emails and phone messages received over the weekend or on holidays will (hopefully!) be returned promptly on the next regular work day.

Respectfully submitted,

Jim Abram, Director, Discovery Islands-Mainland inlets, Area C, SRD

Cooper's Point July 5, 2020

It was a busy day at the Point on one of the biggest tides of the summer. There were three kayakers, a tow-in surfer and three tour boats playing in the standing wave. The tour boat occupants were all masked!





And a great day was had by all!

August 2020

Beazley

Hole in the Wall

Campbell River

Turns		Maximum		renverse		maximum	
Day	Time	Time	Knots	jour	heure	heure	noeuds
1	0154	0510	-6.1	16	0132	0452	-6.3
	0811	1150	+9.3		0747	1123	+8.7
	SA 1518	1832	-6.9		SU 1505	1810	-5.8
	SA 2123				DI 2107	2343	+5.5
2		0003	+5.0	17	0231	0538	-6.9
	0250	0600	-6.3		0838	1207	+9.4
	SU 0902	1238	+9.6		MO 1545	1849	-6.3
	DI 1603	1918	-7.3		LU 2147		
3		0049	+5.5	18		0027	+6.3
	0340	0644	-6.6		0323	0624	-7.5
	MO 0947	1319	+9.7		TU 0926	1249	+10.1
	LU 1643	1958	-7.4		MA 1622	1927	-6.9
4		0131	+5.9	19		0110	+7.2
	0426	0725	-6.9		0411	0709	-8.0
	TU 1028	1357	+9.6		WE 1012	1329	+10.8
	MA 1721	2033	-7.3		ME 1659	2004	-7.2
5		0211	+6.3	20		0153	+7.9
	0508	0804	-7.0		0457	0754	-8.3
	WE 1107	1432	+9.4		TH 1056	1409	+11.1
	ME 1757	2106	-7.0		JE 1737	2041	-7.6
6		0251	+6.6	21		0237	+8.6
	0006	0844	-6.8		0545	0841	-8.3
	TH 1144	1506	+9.1		FR 1142	1450	+10.9
	JE 1832	2139	-6.7		VE 1815	2118	-7.9
7		0332	+6.7	22	0028	0323	+8.9
	0632	0926	-6.5		0634	0931	-7.9
	FR 1221	1542	+8.6		SA 1229	1534	+10.2
	VE 1905	2213	-6.4		SA 1855	2159	-7.9
8		0410	+6.7	23	0112	0412	+9.0
	0716	1017	-6.0		0727	1025	-7.3
	SA 1259	1625	+7.7		SU 1319	1622	+8.9
	SA 1938	2248	-6.3		DI 1938	2243	-7.5
9	0159	0502	+6.7	24	0159	0505	+8.9
	0805	1102	-5.4		0827	1125	-6.8
	SU 1342	1701	+6.6		MO 1416	1716	+7.3
	DI 2013	2323	-5.9		LU 2024	2334	-6.9
10	0240	0551	+6.5	25	0250	0604	+8.6
	0902	1158	-4.9		0936	1240	-6.1
	MO 1432	1749	+5.4		TU 1524	1812	+5.8
	LU 2050				MA 2117		
11		0013	-5.5	26		0032	-6.1
	0323	0641	+6.4		0346	0711	+8.1
	TU 1009	1307	-4.4		WE 1053	1350	-5.5
	MA 1532	1848	+4.4		ME 1645	1936	+4.6
12		0056	-5.1	27		0136	-5.3
	0410	0737	+6.4		0448	0826	+7.9
	WE 1124	1406	-4.2		TH 1209	1510	-5.3
	ME 1651	1956	+3.8		JE 1811	2054	+4.1
13		0153	-5.0	28		0255	-5.2
	0502	0838	+6.7		0554	0940	+8.2
	TH 1234	1508	-4.3		FR 1316	1627	-5.8
	JE 1821	2104	+3.7		VE 1925	2204	+4.3
14		0254	-5.1	29	0050	0405	-5.4
	0557	0938	+7.2		0659	1046	+8.7
	FR 1333	1622	-4.8		SA 1413	1731	-6.6
	VE 1932	2206	+4.0		SA 2022	2307	+4.8
15	0028	0355	-5.6	30	0156	0505	-5.7
	0652	1031	+7.9		0758	1141	+9.2
	SA 1422	1718	-5.3		SU 1502	1822	-7.2
	SA 2024	2253	+4.7		DI 2108	2358	+5.3
				31	0251	0554	-6.0
					0849	1227	+9.4
					MO 1543	1904	-7.6
					LU 2148		

Turns		Maximum		renverse		maximum	
Day	Time	Time	Knots	jour	heure	heure	noeuds
1	0156	0515	-6.4	16	0135	0457	-6.6
	0823	1154	+9.1		0759	1127	+8.6
	SA 1520	1839	-7.0		SU 1506	1813	-6.1
	SA 2139				DI 2124	2351	+5.4
2		0009	+5.1	17	0235	0546	-7.2
	0254	0605	-6.7		0850	1212	+9.5
	SU 0913	1241	+9.3		MO 1546	1854	-6.4
	DI 1605	1925	-7.3		LU 2201		
3		0055	+5.6	18		0035	+6.4
	0344	0649	-7.0		0328	0631	-7.8
	MO 0958	1323	+9.4		TU 0937	1253	+10.4
	LU 1646	2003	-7.3		MA 1625	1931	-6.9
4		0137	+6.1	19		0117	+7.3
	0430	0729	-7.3		0417	0715	-8.3
	TU 1039	1400	+9.5		WE 1023	1333	+11.0
	MA 1724	2038	-7.1		ME 1702	2006	-7.5
5		0217	+6.5	20		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
6		0217	+6.5	21		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
7		0217	+6.5	22		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
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	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
12		0217	+6.5	27		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
13		0217	+6.5	28		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
14		0217	+6.5	29		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
15		0217	+6.5	30		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1
16		0217	+6.5	31		0159	+8.2
	0513	0809	-7.4		0504	0759	-8.6
	WE 1117	1436	+9.5		TH 1107	1413	+11.4
	ME 1801	2111	-6.8		JE 1740	2041	-8.1

Day	Time	Metres	Feet	jour	heure	mètres	pieds
1	0132	4.0	13.1	16	0038	3.8	12.5
	0956	0.7	2.3		0912	1.0	3.3
	SA 1633	4.0	13.1		SU 1614	3.9	12.8
	SA 2142	3.5	11.5		DI 2027	3.4	11.2
2	0226	4.0	13.1	17	0150	3.9	12.8
	1041	0.7	2.3		0952	0.8	2.6
	SU 1710	4.0	13.1		MO 1648	4.0	13.1
	DI 2233	3.4	11.2		LU 2105	3.3	10.8
3	0317	3.9	12.8	18	0250	4.0	13.1
	1120	0.7	2.3		1028	0.7	2.3
	MO 1745	4.1	13.5		TU 1722	4.0	13.1
	LU 2320	3.3	10.8		MA 2148	3.2	10.5
4	0404	3.9	12.8	19	0344	4.0	13.1
	1153	0.8	2.6		1059	0.8	2.6
	TU 1820	4.1	13.5		WE 1755	4.1	13.5
	MA				ME 2239	3.0	9.8
5	0009	3.3	10.8	20	0436	4.0	13.1
	0449	3.8	12.5		1131	0.9	3.0
	WE 1213	1.0	3.3		TH 1828	4.2	13.8
	ME 1854	4.1	13.5		JE 2341	2.7	8.9
6	0057	3.1	10.2	21	0531	3.9	12.8
	0534	3.7	12.1		1203	1.2	3.9
	TH 1227	1.2	3.9		FR 1901	4.2	13.8
	JE 1928	4.1	13.5		VE		
7	0242	2.9	9.5	22	0057	2.4	7.9
	0621	3.5	11.5		0631	3.7	12.1
	FR 1251	1.5	4.9		SA 1239	1.6	5.2
	VE 2002	4.1	13.5		SA 1935	4.3	14.1
8	0314	2.7	8.9	23	0233	2.1	6.9
	0715	3.3	10.8		0742	3.5	11.5
	SA 1321	1.9	6.2		SU 1318	2.0	6.6
	SA 2033	4.0	13.1		DI 2010	4.3	14.1
9	0345	2.5	8.2	24	0339	1.8	5.9
	0822	3.2	10.5		0909	3.4	11.2
	SU 1353	2.2	7.2		MO 1405	2.5	8.2
	DI 2102	4.0	13.1		LU 2047	4.2	13.8
10	0424	2.3	7.5	25	0443	1.5	4.9
	0949	3.1	10.2		1049	3.4	11.2
	MO 1427	2.6	8.5		TU 1507	3.0	9.8
	LU 2126	3.9	12.8		MA 2128	4.1	13.5
11	0513	2.0	6.6	26	0547	1.3	4.3
	1127	3.1	10.2		1228	3.6	11.8
	TU 1510	3.0	9.8		WE 1637	3.3	10.8
	MA 2143	3.8	12.5		ME 2215	3.9	12.8
12	0606	1.8	5.9	27	0649	1.2	3.9
	1302	3.3	10.8		1351	3.8	12.5
	WE 1638	3.2	10.5		TH 1906	3.5	11.5
	ME 2203	3.8	12.5		JE 2314	3.8	12.5
13	0657	1.6	5.2	28	0747	1.1	3.6
	1417	3.5	11.5		1448	3.9	12.8
	TH 1802	3.4	11.2		FR 2055	3.4	11.2
	JE 2236	3.8	12.5		VE		
14	0745	1.4	4.6	29	0025	3.7	12.1
	1503	3.7	12.1		0842	1.0	3.3
	FR 1904	3.5	11.5		SA 1530	4.0	13.1
	VE 2326	3.8	12.5		SA 2211	3.3	10.8
15	0830	1.2	3.9	30	0133	3.7	12.1
	1540	3.8	12.5		0933	1.0	3.3
	SA 1949	3.5	11.5		SU 1604	4.0	13.1
	SA				DI 2305	3.2	10.5
				31	0231	3.8	12.5
					1019	1.1	3.6
					MO 1636	4.0	13.1
				LU 2227	3.1	10.2	

August 2020

Point Atkinson

Day	Time	Metres	Feet	jour	heure	mètres	pieds
1	0204	4.2	13.8	16	0125	4.0	13.1
	0944	0.7	2.3		0920	0.9	3.0
SA	1727	4.5	14.8	SU	1705	4.3	14.1
SA	2228	3.5	11.5	DI	2205	3.5	11.5
2	0301	4.1	13.5	17	0227	4.1	13.5
	1030	0.6	2.0		1006	0.7	2.3
SU	1806	4.5	14.8	MO	1738	4.4	14.4
DI	2316	3.4	11.2	LU	2246	3.4	11.2
3	0353	4.1	13.5	18	0326	4.2	13.8
	1113	0.6	2.0		1049	0.6	2.0
MO	1841	4.5	14.8	TU	1809	4.5	14.8
LU	2359	3.3	10.8	MA	2327	3.2	10.5
4	0442	4.1	13.5	19	0423	4.3	14.1
	1152	0.7	2.3		1131	0.6	2.0
TU	1913	4.5	14.8	WE	1838	4.6	15.1
MA				ME			
5	0043	3.1	10.2	20	0011	2.9	9.5
	0528	4.0	13.1		0519	4.3	14.1
WE	1228	0.9	3.0	TH	1212	0.7	2.3
ME	1942	4.5	14.8	JE	1907	4.6	15.1
6	0126	3.0	9.8	21	0058	2.6	8.5
	0613	3.9	12.8		0617	4.2	13.8
TH	1303	1.1	3.6	FR	1253	1.0	3.3
JE	2010	4.5	14.8	VE	1938	4.7	15.4
7	0210	2.8	9.2	22	0148	2.3	7.5
	0701	3.7	12.1		0718	4.0	13.1
FR	1336	1.5	4.9	SA	1335	1.4	4.6
VE	2036	4.4	14.4	SA	2010	4.7	15.4
8	0255	2.6	8.5	23	0240	1.9	6.2
	0755	3.6	11.8		0828	3.9	12.8
SA	1408	1.8	5.9	SU	1420	2.0	6.6
SA	2100	4.4	14.4	DI	2044	4.6	15.1
9	0254	3.1	10.2	24	0217	3.0	9.8
	0706	3.7	12.1		0707	3.9	12.8
TH	1406	1.1	3.6	FR	1356	1.0	3.3
JE	2133	4.5	14.8	VE	2102	4.7	15.4
10	0352	2.9	9.5	25	0315	2.6	8.5
	0802	3.4	11.2		0815	3.7	12.1
FR	1443	1.5	4.9	SA	1440	1.4	4.6
VE	2205	4.5	14.8	SA	2136	4.7	15.4
11	0448	2.7	8.9	26	0415	2.3	7.5
	0912	3.2	10.5		0935	3.5	11.5
SA	1520	1.9	6.2	SU	1528	1.9	6.2
SA	2235	4.4	14.4	DI	2212	4.7	15.4
12	0540	2.4	7.9	27	0513	1.9	6.2
	1045	3.1	10.2		1112	3.5	11.5
SU	1601	2.4	7.9	MO	1624	2.5	8.2
DI	2304	4.3	14.1	LU	2250	4.6	15.1
13	0627	2.2	7.2	28	0610	1.5	4.9
	1232	3.2	10.5		1259	3.6	11.8
MO	1651	2.8	9.2	TU	1734	3.0	9.8
LU	2334	4.2	13.8	MA	2331	4.4	14.4
14	0710	1.9	6.2	29	0706	1.2	3.9
	1407	3.4	11.2		1433	3.9	12.8
TU	1800	3.1	10.2	WE	1858	3.3	10.8
MA				ME			
15	0004	4.1	13.5	30	0017	4.3	14.1
	0751	1.6	5.2		0801	1.0	3.3
WE	1519	3.7	12.1	TH	1545	4.2	13.8
ME	1922	3.4	11.2	JE	2022	3.5	11.5
				31	0108	4.2	13.8
					0854	0.8	2.6
					FR	1641	4.4
					VE	2133	3.5

What Is This Life, If Full of Care

What is this life if, full of care,
We have no time to stand and stare?

No time to stand beneath the boughs
And stare as long as sheep or cows.

No time to see, when woods we pass,
Where squirrels hide their nuts in grass.

No time to see, in broad daylight,
Streams full of stars, like skies at night.

No time to turn at Beauty's glance,
And watch her feet, how they can dance.

No time to wait till her mouth can
Enrich that smile her eyes began.

A poor life this if, full of care,
We have no time to stand and stare.

~W.H. Davies- 'The Collected Poems of William H. Davies'

(Poem submitted by Judith Wright)

How Would You Live Then?

What if a hundred rose-breasted grosbeaks
flew in circles around your head? What if
the mockingbird came into the house with you and
became your advisor? What if
the bees filled your walls with honey and all
you needed to do was ask them and they would fill
the bowl? What if the brook slid downhill just
past your bedroom window so you could listen
to its slow prayers as you fell asleep? What if
the stars began to shout their names, or to run
this way and that way above the clouds? What if
you painted a picture of a tree, and the leaves
began to rustle, and a bird cheerfully sang
from its painted branches? What if you suddenly saw
that the silver of water was brighter than the silver
of money? What if you finally saw
that the sunflowers, turning toward the sun all day
and every day – who knows how, but they do it – were
more precious, more meaningful than gold?

Mary Oliver

(Poem submitted by Kathy Barnes)

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Thank you to our 2019-2020 members.

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