SURGE CURRENTS

Photo by Kim Barnes

S.N.C.A. Volume 213 October 2024

Bunkhouse Coordinator Report – October 2024

September was one of the busiest months in the Bunkhouse in recent years! We hosted four Community Lunches with the help of many volunteers and the children. Potluck lunches were also hosted there by Book Club and SNCA (AGM).

In addition to enjoyable lunches, several community meetings were held (Official Community Planning) as well as a number of food oriented workshops (Sourdough Bread Making and Sauerkraut Making with Lise). Another highlight was hearing about John Polk's fishing adventures after lunch last week; lobster fishing in PEI, spear fishing in the Mauritians, and crab fishing in Alaska. After lunches, leftover food was distributed to seniors.

Shout out all the incredible volunteers (including some amazing WWOOFers!) who helped make these wonderful events happen in September. The lunches and workshops would not have been possible without everyone who helped with set up, dishes, and clean up, not to mention those who hosted the workshops and meetings. Gratitude as well to Doug and Rhonda who donated beautiful apples which we processed into juice, cakes, and apple sauce with the school children for the Community Lunches.

Photo by Sheila Hollanders

Photo by Sheila Hollanders

October 2024 Bunkhouse Events

I will be away on holidays for three weeks but I'm happy to announce that Shawnai and Sophie, with support from dood, will be hosting two Community Lunches while I'm away.

- **Wedns, Oct 16th noon**
  Thanksgiving Celebration
- **Wedns Oct 30th noon**
  Halloween Celebration - 12pm

Please let the organizers know if you'd like to help out at either of these events.

Thanks again to everyone who has been a part of all the community events in the Bunkhouse this last month. Let me know if you have event ideas (musical performances, workshops, films, presentations, meetings) for November.

Sheila, Bunkhouse Coordinator
fashedo@hotmail.com or 250-203-9490

Photo by Sheila Hollanders

Please Note: Annual Timberline Visit October 21st to 24th

The Timberline outdoor education class will be staying in the Bunkhouse again during these dates, which means the DVD library and kitchen will be **off limits** during that time.

Photo by Sheila Hollanders

Photo by Ginny Vassal

October 2024 Community Events

Bunkhouse Lunches – Wednesday Oct. 16th and Wednesday Oct. 30th at noon

Grocery Deliveries to Surge – Friday Oct. 11th and Friday Oct. 25th

Yoga with Reiko - Wednesdays from 10:30 am to noon

OCP Meeting #3 – Friday Oct. 11th at 2 pm (community meeting to inform upcoming OCP meeting with SRD staff)

OCP and Surge Narrows Revitalization Project Meetings with SRD staff – Dates to be set soon, keep an eye out!

SNCA Board Shorts – October 2024

Thanks to everyone who came to the SNCA AGM. We are pleased to welcome Renate Harvey & Dan Lewis to the board, and thanks to Clarke Leggett for renewing his commitment to the board for another 2 years.

Homalco First Nation & Surge Narrows Community Conservation Partnership Agreement

We are pleased to announce that the Homalco First Nation & Surge Narrows Community Conservation Partnership Agreement has been signed following unanimous approval at the AGM on Sept 21st. Chief Darren Blaney signed the agreement on September 23rd. At stake is 40% of Read Island potentially being repurposed from woodlot to conservation area. We will keep you posted on developments.

Official Community Plan

There was a meeting on Sept 4th & another on Sept 28th to discuss the OCP. The next meeting is Friday Oct 11th at 2pm. The group came up with a Principal Aim for our OCP with the following wording:

To support an interdependent & cooperative community that holds high regard for an individual's choice of lifestyle while protecting the ecological integrity of the area & maintaining respect for all members of our community.

We anticipate that the SRD will be organizing a meeting to review our bylaws & start the process of creating an OCP in October but no date has been set yet. We will send out a community email when dates are confirmed. In order to prepare ourselves for the SRD meeting, we are using the Cortes OCP as a template from which to work. *It would be helpful if people planning to attend future OCP meetings could familiarize themselves with the current bylaws & the Cortes OCP using the following links:*

https://srd.ca/wp-content/uploads/2018/09/Bylaw-No.-165-Amendment-No.-10-to-Bylaw-1460-April-10-2013.pdf
https://srd.ca/wp-content/uploads/2018/09/Bylaw-No.-139-Adopted.pdf

Recovery & Resiliency Grant

Sonora Freight Shed

The building is now finished! See photo.

Photo from Renee Desautels

Evans Bay Communication Unit

A cell booster & VHF unit similar to the set up at Hoskyn dock has been installed at Evans Bay. The next location to get one will be Owen Bay in the new year. Scott has kindly installed the unit again. We would like to take this opportunity to thank him for all his work to help us stay safe & deal with emergencies.

Dock Cart Pilot Project

We have received a lot of positive feedback about the new dock cart at Surge wharf. Please do **not** use the cart to haul loads **down** the ramp, especially at low tide. If the battery runs out when you are using it, flip the battery switch over (it has two batteries attached, I&II) then contact a member of the board or Clarke to get it recharged. The cart **must** be returned to the freight shed after use & **turned off**.

Thanks to Steve for creating a brake for the dock cart. To use the brake pull the wooden lever towards you with your left hand whilst steering with your right hand. On a safety note: ***please always steer from the uphill side of the ramp when taking the cart down.***

Thanks to Dan Lewis & Clarke Leggett for organizing the pilot project. Dan will be spearheading an effort to get a grant to extend this project to other docks.

Hoskyn Dock

Float and Gangway Replacement

The SRD has let us know that the contractor has been delayed in finalizing the detailed design of the dock and anchor system due to the results of the wind and wave analysis. Essentially, wind and wave conditions were found to be more severe than originally predicted, resulting in more detailed analysis and engineering to ensure the new dock will be better suited to the conditions on site. Detailed design is expected to be complete soon, with fabrication and installation expected over the fall.

Parking Tenure Application:

Application documents have been prepared for the license of occupation to extend the Hoskyn Dock parking lot and the SRD is currently completing the First Nations consultation that is required as part of the application. They anticipate that consultation will be completed early in the fall and the final application can be submitted shortly thereafter.

Timberline Visit

Timberline will be making their annual visit Oct 21st-24th. They hope to visit members of the community during their stay as well as interact with the students. Oct 25th is a ProD day; there is no school that day.

Wishing you a fun filled October. Thanks again to all those who participated in the AGM & talking circle.

dood, Clarke, Renee, Dan & Renate

The Zone Floor Mandala Project Update – *from Sheila*

Painting is underway and it's looking amazing so far! A big thank you to Willie and Zephyr for putting in countless hours of volunteer work. Gratitude as well to all the children and adults who have helped with painting in the plants and animals chosen by the students. The mandala is gorgeous!

Photos by Sheila Hollanders

Fire Safety Team Update – October 2024

As we come to the end of what has been a wonderfully uneventful fire season, we'd like to thank all residents for taking the threat of fire seriously, being more prepared than ever before and for being careful to avoid any human caused fires. We'll be organizing a meeting in the next few months to debrief this season and plan for 2025.

In the meantime, there are a couple of important tasks to undertake at this time of year – cleaning your chimney and winterizing your fire pump.

Chimney Cleaning

This is the time of year to ensure there is no creosote build-up in your chimney. Chimneys are relatively easy to clean using a Chimney Sweep Kit. Such kits consist of a series of flexible rods which you attach to a drill. There's a lot of information on the web about these systems, including this video. These kits can be purchased through Amazon (as well as other retailers) for about $90.

Fire Pump Winterization Guidelines

Properly winterizing your fire pump now will mean it should start up easily in the spring. There are a few steps to winterizing and generally taking care of your fire pumps. Thanks to Jay Greenfield for providing this information.

- **Change the engine oil.** This should be done at least once a year and ideally before winter. Make sure you fill the oil all the way to the specified fill mark as most pumps have an oil float level inside that will shut off the ignition if the oil level gets too low.

- **Check the air filter and replace if dirty.** Many pump filters are sponge-like in texture and have oil in them to prevent fine particles entering the engine. If the filter loses this oil, foam filter oil will need to be reapplied.

- **Keep the fuel tank full to prevent condensation.** Add stabilizer to the fuel as it is most likely the fuel will not be used on a regular basis. Another option is to use fuel called Aspen (www.aspenfuels.us), which can be bought from C&L in Campbell River. This fuel stays fresh up to 2 years in the tank, and at least 5 years unopened.

- **Always close the fuel valve when the pump is not in use** as this prevents the fuel from bypassing the float valve inside the carburetor and flooding the crank case or cylinder with gas.

- **Drain the carburetor by removing the drain located on the bowl.** "Running out of gas" will not remove all the fuel, nor is good practice. Fuel left inside the carburetor for long periods of time will eventually evaporate and leave a varnish inside which could clog the jets.

- **Remove the water pump drain plugs when the pump is not in use** to prevent water being trapped inside and causing freezing damage. When re-inserting, put some heavy grease on the threads to prevent them from getting stuck. Make sure you have spare drain plugs as they sometimes get lost or broken.

- **Store your pump out of the weather and covered** with something like an old sheet to prevent creepy crawlies and dust, dead leaves, etc. from finding homes and causing possible issues later. Specifically cover the intake and outflow ports to prevent mice from nesting inside them over the winter. Keep the pump upright as if it is laid on its side engine oil could enter the carburetor or cylinder.

- **Keep a spare spark plug handy.** They last a long time but do sometimes fail. It's an easy fix if you have a spare.

The Fire Safety Team

Emergency Preparedness Report - October 2024

Outer Discovery Islands Map and Emergency Preparedness Booklet

Please don't forget to complete page 1 (your emergency coordinates, the nearest dock, and nearest helicopter landing site) and post in an easy-to-see place.

Our experience with emergency medical evacuations shows that having clear GPS coordinates makes a big difference for a faster, smoother evacuation.

Medical Evacuations and TEAAM Aeromedical

A review of the medical evacuations over the last 10 years:

- For the 10 years up to 2023, we averaged 1 medical evacuation per year
- In the initial 8 months of 2024, there were 7 medical evacuations.
- Regretably, the last 2 medical evacuations by BCEHS (previously BC Ambulance) took on average 4 hours for the evacuation service to arrive. That is on average at least 2 hours longer than our previous experience.

This is of real concern; the analysis has been provided to senior BCEHS officials with request for comments.

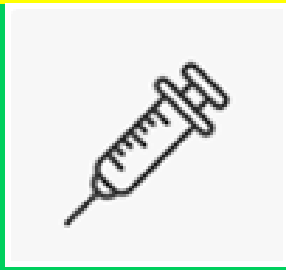
In the meantime, discussions are taking place with the president of TEAAM to consider what options might work for our community. It is possible this might be a community discount, a partly funded pilot project, or simply a streamlined community process.

What is TEAAM?

This is a not-for-profit organization of B.C. paramedics who set up this organization as a passion project to provide better service. They specialize in remote location medical evacuations, and as seen in an early September evacuation of Bob Steeves, are focused on providing extraordinary quality service. ***See Rosie's article in this edition for more details.***

The results of the discussions with TEAAM will be reported soon, and no later than in the next edition of the Surge Currents.

Save the date! COVID and flu shots



The new formula for COVID vaccinations, along with seasonal flu shots and children's vaccinations, will be offered at Surge Narrows Thursday October 24th, 11 am – 1 pm. We'll let you know when the BC Immunization website opens for bookings.

Important – **the clinic will be in the front room of the Surge School** as the Bunkhouse will be in use by the Timberline Outdoor Education students.

Ginny Vassal, for Emergency Preparedness

Our Surge Narrows teens (and classmates) are enjoying their second year at the Cortes Island Academy! They highly recommend it. Check out https://cortesislandacademy.ca/ for more info and follow Cortes Island Academy on Facebook or Instagram to keep up with their adventures!

Photos from Cortes Island Academy Facebook Page

A Real-Time Experience with TEAAM - *from Rosie Steeves*

A couple years ago some of us heard of TEAAM - Technical Evacuation Advanced Aero Medical Society (https://www.teaam.ca). TEAAM is a not-for-profit society comprised of advanced care and primary care paramedics, emergency physicians and nurses that promises a speedy evacuation from our islands in the case of a medical emergency. But up until now, we have had no experience with them and wondered whether they could actually provide the services they promise.

At the beginning of this month, we had a chance to test their level of services as we needed to evacuate Bob. For those that are interested, what follows is a timeline of how things unfolded:

- At 5:00 pm Bob got stung twice by a couple of hornets. Although he's never had an allergic reaction before, by 5:30 he was starting to feel unwell. He continued to get worse with an increased heart rate, shakes, cold, dizzy, complaining of heartburn, bad stomach pain, hives and skin rash. We started to debate getting him off-island.

- At 6:50 we phoned 811 and spoke to a nurse. This was great – and a very important step. It wasn't clear cut whether this warranted a helicopter. It was obviously an allergic reaction, but it wasn't clear whether it would resolve itself or progress to something worse. The nurse was excellent. She asked a few questions, spoke to Bob about his symptoms and very quickly told us to call TEAAM (she knew about them) and evacuate.

- At 7:00 I called TEAAM. They answered immediately. I explained we were members and had just spoken to a nurse at 811 who advised us to evacuate given concerns about Bob's heart. He asked for my name and phone number, the location (he really liked that I had very clear GPS coordinates – he repeated them back to me for confirmation) and then told me he had scrambled the crew. Miles (the guy from TEAAM) then started texting. There was an amazing amount of support – asking how Bob was doing, keeping me informed of the progress of the crew, getting me prepped for arrival of the helicopter, making sure I'd got Bob down to the helicopter landing site.

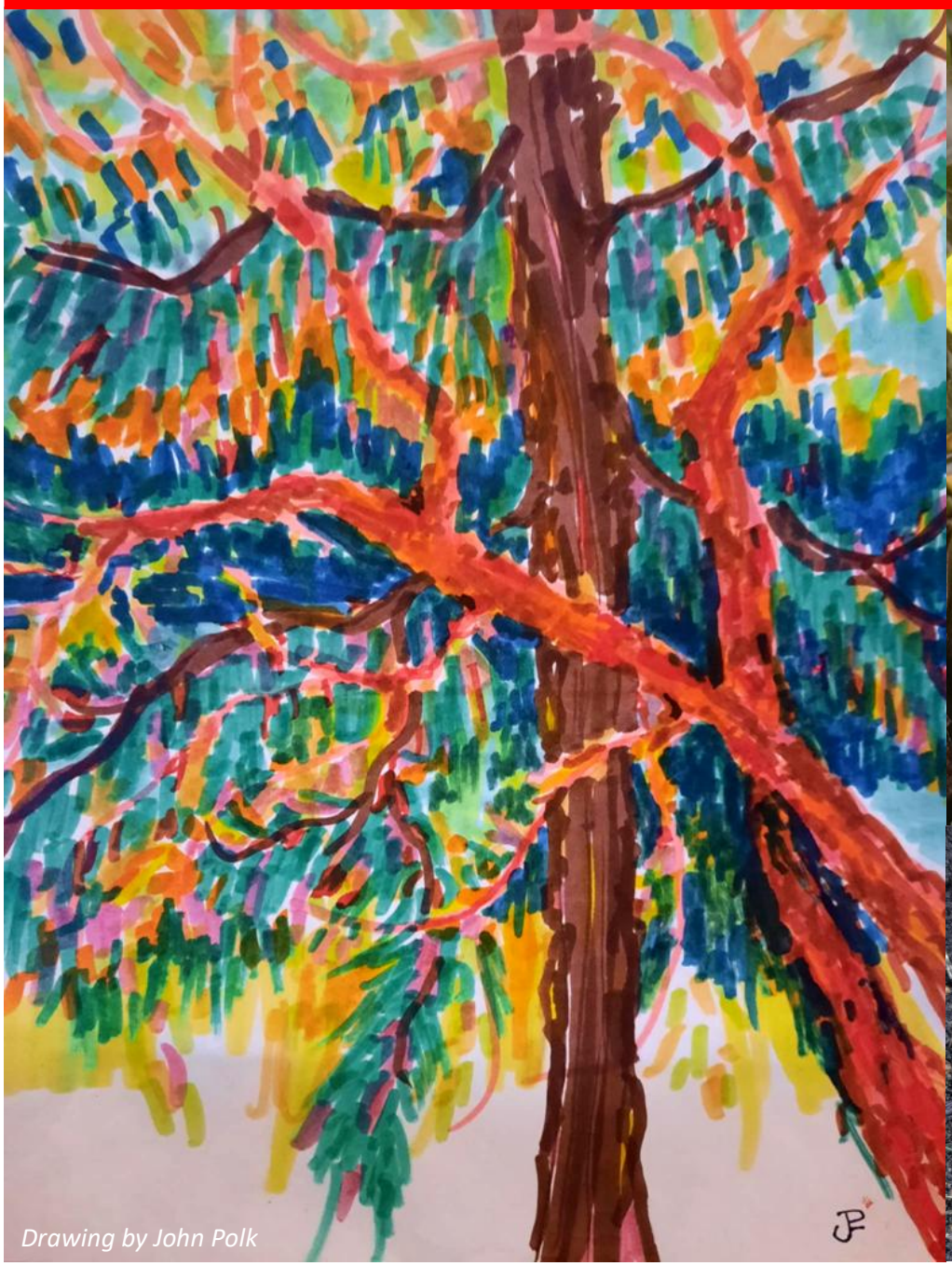
- At 7:38 Miles informed me that I should see the chopper "any minute now." Sure enough, it was there. They circled once and landed. A nurse and paramedic jumped out, walked Bob onto the chopper and they were gone. They were in the air by 7:45.

- Miles continued to offer support, even after they were gone. He wanted to make sure I was OK and to see if I needed any help. He then kept me posted on what was happening with Bob. They landed him at the airport and met the ambulance there. They landed at the airport because they had very little daylight left and had to land back at the airport before 8:30 pm. They do have night vision capability out of the Squamish base, but determined this response was manageable more quickly in daylight. Also, in order to land at a hospital rooftop, they require a twin-engine Category A, One Engine Inoperative (OEI) helicopter, which they only have access to in Squamish. Typically, they transport as close as possible to the most appropriate hospital for the patient's needs. The crew determined that Bob could be well managed at Campbell River. If he needed to be transported to a different hospital, they would arrange for that to happen as expediently as possible.

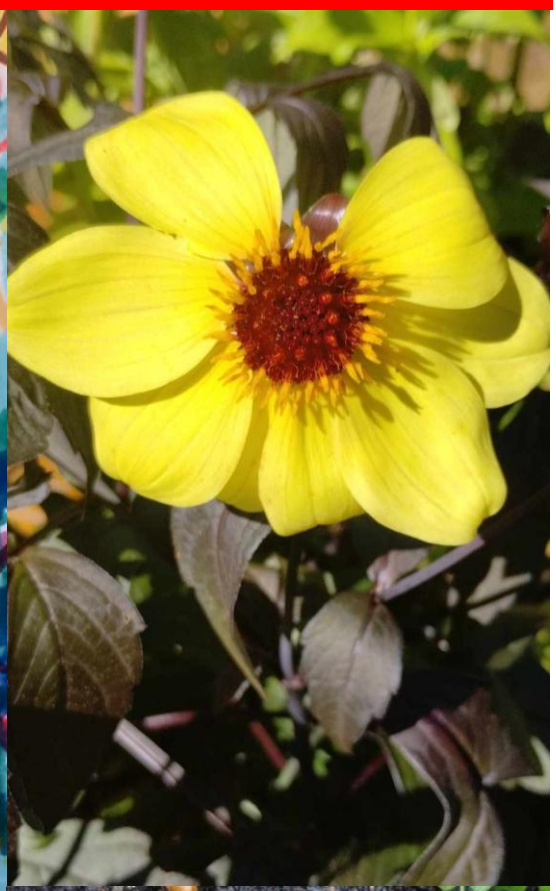
- Miles continued to connect with me, letting me know when Bob was discharged the following morning.

So really, all was good. Key learnings:

- Phoning 811 is important if you're unsure about whether or not to evacuate.
- Calling TEAAM was easy. No questions about membership or payment. I think Miles likely checked my name and phone number, saw we were members and that Bob had insurance. Nor was there any question that the service needed to be activated. Saying we'd spoken to a nurse at 811 may have helped.
- It's critical to be very clear on the GPS coordinates. They don't need names – just the GPS. Ginny's map will be invaluable for this.
- What I didn't expect was the constant, proactive communication and support from them. It was outstanding. I felt as though I was talking to a medical professional the whole time.
- Bottom line, we were both really happy TEAAM was there. Very impressive service.



Drawing by John Polk



Photos by Kim Barnes

John Polk's Travel Tales 3:
"The Tourist Trap"

Early May 1969 in Homer, Alaska. A few hardy young men camped along the spit, within easy walking distance of the harbour and cannery.

The snow was melting. Sedge and Sea Oats were just green tips. Soon the King Eiders would return – fresh large green eggs for everyone! Our diet was mainly protein. Clams were frequent visitors to our menu – the tide was sometimes 30 feet. Huge sand flats.

We learned how to catch the wily razor clam. They have two choices when you arrive – retract their neck or dive. To catch them, slam your hand beside the clam hole, then drive your paw under the razor clam. Dinner!

Dungeness crabs lurked in the tide pools, sometimes rushing out of the eel grass to attack your gum boots. Dinner!

Our homes were tents inside clear plastic and driftwood shelters. It took a small tribe to survive. One full time fire-master, two to hunt wood. Water was carried, food gathered.

Fishing season was still a ways off. We were hoping for more variety of food. We were lusting after delicacies such as oatmeal, rice, beans, flour, oil and sugar.

One morning as the sun rose over the sand flats, millions of cockles spouting, I had a brain rush.

We conceived a plan to catch tourists.

We built a driveway along the spit to a lovely camping spot. It was a decoy – once the camper drove in, it would sink to its axles. We would help the unsuspecting campers escape and make our fortune!

Lo and behold, a large red mail van lumbered into our trap. It worked – too well. The whole van flipped on its side. Mom, Dad and three lovely girls tumbled out. A nice family from Texas.

Well, we had to save them!

We appeared from our hiding places with shovels and come-along in hand. The tide was coming up rapidly. Soon the van would be swamped and the dungies would have a new home!

We dug, we pulled and we come-alonged quickly and set the van down on two sea-planks, and with a roar the van headed to higher ground.

They thanked us for saving them, and fed us for the weekend.

One of our young men befriended the eldest daughter.

After the inevitable "you did WHAT?!?" she stayed and joined our band of jolly survivors.

October 2024

Beazley

Turns		Maximum	
Day	Time	Time	Knots
1		0034	+7.3
	0336	0632	-6.5
TU	0925	1243	+8.0
MA	1548	1907	-7.2
2	2158	0106	+7.8
	0411	0707	-6.9
WE	1001	1311	+7.7
ME	1616	1928	-6.8
3	2226	0134	+8.0
	0445	0742	-7.2
TH	1034	1339	+7.4
JE	1641	1947	-6.5
4	2253	0202	+8.2
	0517	0816	-7.3
FR	1108	1407	+6.9
VE	1707	2007	-6.7
5	2320	0229	+8.4
	0549	0852	-7.1
SA	1144	1438	+6.3
SA	1734	2030	-6.7
6	2348	0258	+8.4
	0624	0930	-6.8
SU	1222	1511	+5.6
DI	1804	2056	-6.6
7	0019	0330	+8.4
	0704	1011	-6.3
MO	1305	1549	+4.6
LU	1837	2129	-6.2
8	0053	0408	+8.2
	0751	1100	-5.7
TU	1356	1636	+3.7
MA	1917	2211	-5.5
9	0134	0456	+7.8
	0849	1158	-5.2
WE	1502	1740	+3.0
ME	2009	2308	-4.7
10	0226	0557	+7.2
	0958	1307	-4.9
TH	1623	1859	+2.9
JE	2119		
11		0027	-3.9
	0331	0713	+6.7
FR	1110	1413	-5.1
VE	1741	2019	+3.7
12	2245	0157	-4.3
	0445	0831	+7.1
SA	1214	1519	-5.7
SA	1840	2116	+5.0
13	0013	0318	-5.3
	0602	0942	+7.9
SU	1308	1628	-6.4
DI	1928	2217	+6.6
14	0123	0410	-6.3
	0712	1035	+8.5
MO	1354	1705	-7.1
LU	2010	2306	+8.0
15	0219	0514	-7.2
	0812	1123	+8.9
TU	1436	1744	-7.8
MA	2051	2352	+9.3

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jour	heure	heure	noeuds
16	0308	0606	-7.8
	0904	1207	+9.0
WE	1516	1821	-8.4
ME	2131		
17		0034	+10.3
	0354	0652	-8.1
TH	0953	1250	+8.8
JE	1554	1857	-8.8
18	2210	0116	+10.9
	0439	0742	-8.4
FR	1041	1332	+8.2
VE	1633	1933	-8.8
19	2249	0157	+11.1
	0524	0830	-8.3
SA	1129	1416	+7.3
SA	1712	2012	-8.4
20	2330	0241	+10.9
	0612	0920	-8.0
SU	1220	1504	+6.3
DI	1754	2056	-7.5
21	0012	0328	+10.2
	0705	1014	-7.4
MO	1318	1559	+5.4
LU	1840	2146	-6.4
22	0058	0420	+9.2
	0805	1117	-6.7
TU	1425	1703	+4.5
MA	1935	2239	-5.4
23	0150	0522	+8.1
	0912	1223	-5.9
WE	1542	1808	+3.9
ME	2049		
24		0004	-4.6
	0251	0626	+7.0
TH	1022	1339	-5.4
JE	1657	1931	+3.8
25	2223	0119	-4.2
	0404	0753	+6.5
FR	1127	1453	-5.8
VE	1802	2051	+4.4
26	2352	0232	-4.2
	0524	0907	+6.5
SA	1226	1555	-6.4
SA	1854	2202	+5.4
27	0101	0341	-4.6
	0638	1008	+6.6
SU	1316	1644	-6.9
DI	1938	2248	+6.5
28	0155	0449	-5.2
	0738	1056	+6.6
MO	1357	1723	-7.1
LU	2015	2330	+7.4
29	0239	0534	-6.0
	0827	1136	+6.6
TU	1433	1755	-7.0
MA	2049		
30		0006	+8.1
	0318	0615	-6.6
WE	0909	1211	+6.5
ME	1504	1822	-6.8
31	2119	0037	+8.6
	0353	0652	-7.2
TH	0947	1243	+6.4
JE	1533	1846	-6.5
	2148		

Hole in the Wall

Turns		Maximum	
Day	Time	Time	Knots
1		0041	+7.1
	0342	0639	-6.7
TU	0937	1248	+7.8
MA	1552	1912	-7.1
2	2210	0112	+7.6
	0418	0714	-7.0
WE	1012	1317	+7.6
ME	1620	1932	-6.6
3	2238	0140	+8.0
	0451	0748	-7.2
TH	1046	1345	+7.4
JE	1646	1951	-6.8
4	2305	0207	+8.4
	0522	0823	-7.2
FR	1119	1414	+7.0
VE	1713	2011	-7.0
5	2332	0234	+8.6
	0555	0858	-7.1
SA	1155	1445	+6.4
SA	1740	2034	-7.1
6	2359	0303	+8.7
	0629	0935	-6.8
SU	1234	1519	+5.5
DI	1810	2102	-7.0
7	0031	0336	+8.6
	0708	1017	-6.4
MO	1319	1558	+4.5
LU	1844	2136	-6.6
8	0107	0415	+8.4
	0754	1106	-5.9
TU	1413	1640	+3.4
MA	1923	2220	-5.9
9	0150	0504	+7.9
	0851	1206	-5.5
WE	1524	1755	+2.7
ME	2014	2318	-5.1
10	0243	0606	+7.3
	0958	1319	-5.3
TH	1650	1914	+2.8
JE	2122		
11		0037	-4.3
	0348	0721	+6.9
FR	1109	1430	-5.5
VE	1804	2027	+3.6
12	2247	0206	-4.7
	0502	0837	+7.1
SA	1214	1534	-6.1
SA	1858	2129	+5.0
13	0015	0323	-5.7
	0617	0942	+7.9
SU	1310	1627	-6.7
DI	1943	2223	+6.6
14	0127	0425	-6.7
	0725	1040	+8.6
MO	1358	1710	-7.4
LU	2024	2312	+8.3
15	0224	0520	-7.5
	0823	1128	+9.1
TU	1441	1749	-8.1
MA	2103	2357	+9.7

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jour	heure	heure	noeuds
16	0314	0611	-8.0
	0915	1212	+9.2
WE	1521	1825	-8.8
ME	2142		
17		0039	+10.8
	0359	0659	-8.3
TH	1003	1254	+9.0
JE	1559	1900	-9.1
18	2221	0120	+11.4
	0444	0746	-8.3
FR	1051	1337	+8.4
VE	1639	1936	-9.1
19	2259	0202	+11.6
	0529	0833	-8.1
SA	1139	1422	+7.5
SA	1718	2015	-8.7
20	2340	0245	+11.3
	0617	0923	-7.8
SU	1231	1511	+6.4
DI	1759	2059	-7.9
21	0022	0332	+10.6
	0708	1018	-7.4
MO	1330	1604	+5.3
LU	1845	2151	-6.8
22	0109	0425	+9.5
	0807	1117	-6.8
TU	1440	1712	+4.4
MA	1939	2252	-5.7
23	0202	0527	+8.2
	0913	1229	-6.1
WE	1601	1818	+3.8
ME	2050		
24		0007	-5.0
	0305	0640	+7.0
TH	1023	1348	-5.6
JE	1716	1940	+3.7
25	2223	0124	-4.6
	0419	0800	+6.5
FR	1130	1502	-6.0
VE	1819	2058	+4.2
26	2354	0244	-4.7
	0539	0914	+6.4
SA	1229	1604	-6.6
SA	1910	2203	+5.2
27	0104	0354	-5.0
	0652	1014	+6.5
SU	1319	1652	-7.0
DI	1952	2255	+6.4
28	0159	0453	-5.5
	0751	1102	+6.5
MO	1401	1731	-7.1
LU	2028	2337	+7.3
29	0245	0547	-6.1
	0840	1143	+6.5
TU	1437	1802	-7.0
MA	2101		
30		0012	+8.0
	0324	0622	-6.7
WE	0921	1218	+6.5
ME	1509	1828	-6.7
31	2131	0043	+8.4
	0359	0659	-7.2
TH	0958	1250	+6.3
JE	1538	1851	-6.5
	2159		

Campbell River

Day	Time	Metres	Feet
1	0338	3.5	11.5
	1012	1.9	6.2
TU	1610	3.8	12.5
MA	2346	2.1	6.9
2	0423	3.5	11.5
	1014	2.1	6.9
WE	1633	3.8	12.5
ME	2359	1.9	6.2
3	0508	3.6	11.8
	1030	2.3	7.5
TH	1652	3.8	12.5
JE	2321	1.6	5.2
4	0556	3.6	11.8
	1055	2.6	8.5
FR	1706	3.8	12.5
VE	2355	1.4	4.6
5	0649	3.6	11.8
	1123	2.9	9.5
SA	1718	3.8	12.5
SA			
6	0031	1.3	4.3
	0745	3.7	12.1
SU	1152	3.1	10.2
DI	1735	3.7	12.1
7	0107	1.2	3.9
	0844	3.7	12.1
MO	1225	3.3	10.8
LU	1756	3.7	12.1
8	0147	1.1	3.6
	0947	3.7	12.1
TU	1503	3.5	11.5
MA	1821	3.6	11.8
9	0234	1.1	3.6
	1055	3.8	12.5
WE	1644	3.5	11.5
ME	1843	3.5	11.5
10	0330	1.2	3.9
	1159	3.8	12.5
TH			
JE			
11	0438	1.2	3.9
	1252	3.9	12.8
FR			
VE			
12	0551	1.3	4.3
	1334	3.9	12.8
SA	2051	3.0	9.8
SA	2346	3.2	10.5
13	0653	1.3	4.3
	1408	4.0	13.1
SU	2118	2.8	9.2
DI			
14	0118	3.3	10.8
	0742	1.4	4.6
MO	1439	4.0	13.1
LU	2147	2.4	7.9
15	0223	3.5	11.5
	0822	1.6	5.2
TU	1507	4.1	13.5
MA	2120	1.9	6.2

jour	heure	metres	pieds
16	0322	3.7	12.1
	0857	1.9	6.2
WE	1534	4.2	13.8
ME	2211	1.4	4.6
17	0421	3.8	12.5
	0932	2.3	7.5
TH	1601	4.3	14.1
JE	2306	1.0	3.3
18	0524	3.9	12.8
	1011	2.6	8.5
FR	1630	4.3	14.1
VE	2351	0.7	2.3
19	0630	4.0	13.1
	1055	3.0	9.8
SA	1701	4.2	13.8
SA			
20	0035	0.5	1.6
	0735	4.0	13.1
SU	1158	3.3	10.8
DI	1734	4.1	13.5
21	0120	0.5	1.6
	0838	4.0	13.1
MO	1433	3.5	11.5
LU	1810	3.8	12.5
22	0209	0.7	2.3
	0943	4.0	13.1
TU	1610	3.5	11.5
MA	1848	3.6	11.8
23	0305	0.9	3.0
	1051	4.0	13.1
WE			
ME			
24	0410	1.2	3.9
	1156	4.0	13.1
TH	1956	3.0	9.8
JE	2132	3.1	10.2
25	0516	1.4	4.6
	1245	4.0	13.1
FR	2035	2.8	9.2
VE	2330	3.0	9.8
26	0616	1.7	5.6
	1320	4.0	13.1
SA	2110	2.5	8.2
SA			
27	0100	3.0	9.8
	0707	1.9	6.2
SU	1350	3.9	12.8
DI	2142	2.2	7.2
28	0208	3.2	10.5
	0751	2.2	7.2
MO	1417	3.9	12.8
LU	2211	2.0	6.6
29	0303	3.3	10.8
	0826	2.4	7.9
TU	1443	3.9	12.8
MA	2236	1.7	5.6
30	0352	3.5	11.5
	0856	2.6	8.5
WE	1506	3.9	12.8
ME	2255	1.5	4.9
31	0439	3.6	11.8
	0927	2.8	9.2
TH	1526	3.8	12.5
JE	2301	1.3	4.3

October 2024

Point Atkinson

Day	Time	Metres	Feet	jour	heure	mètres	pieds
1	0426	3.9	12.8	16	0408	4.1	13.5
	1034	1.9	6.2		1005	1.9	6.2
TU	1654	4.2	13.8	WE	1613	4.6	15.1
MA	2313	2.1	6.9	ME	2250	1.3	4.3
2	0511	4.0	13.1	17	0509	4.3	14.1
	1108	2.1	6.9		1051	2.3	7.5
WE	1712	4.2	13.8	TH	1641	4.7	15.4
ME	2340	1.8	5.9	JE	2330	0.9	3.0
3	0554	4.1	13.5	18	0609	4.5	14.8
	1140	2.4	7.9		1138	2.7	8.9
TH	1729	4.2	13.8	FR	1711	4.7	15.4
JE				VE			
4	0008	1.6	5.2	19	0011	0.5	1.6
	0638	4.1	13.5		0711	4.6	15.1
FR	1212	2.7	8.9	SA	1228	3.0	9.8
VE	1747	4.1	13.5	SA	1743	4.6	15.1
5	0036	1.4	4.6	20	0055	0.4	1.3
	0724	4.2	13.8		0814	4.6	15.1
SA	1246	2.9	9.5	SU	1323	3.3	10.8
SA	1805	4.1	13.5	DI	1817	4.4	14.4
6	0107	1.3	4.3	21	0140	0.5	1.6
	0814	4.2	13.8		0918	4.6	15.1
SU	1323	3.2	10.5	MO	1430	3.5	11.5
DI	1825	4.1	13.5	LU	1854	4.2	13.8
7	0140	1.2	3.9	22	0228	0.7	2.3
	0909	4.2	13.8		1024	4.6	15.1
MO	1406	3.4	11.2	TU	1557	3.6	11.8
LU	1845	4.0	13.1	MA	1935	3.9	12.8
8	0218	1.2	3.9	23	0322	0.9	3.0
	1011	4.2	13.8		1129	4.6	15.1
TU	1503	3.6	11.8	WE	1745	3.5	11.5
MA	1906	3.9	12.8	ME	2029	3.6	11.8
9	0302	1.2	3.9	24	0421	1.3	4.3
	1120	4.2	13.8		1230	4.5	14.8
WE	1632	3.7	12.1	TH	1920	3.2	10.5
ME	1928	3.7	12.1	JE	2204	3.3	10.8
10	0356	1.3	4.3	25	0526	1.6	5.2
	1228	4.3	14.1		1322	4.5	14.8
TH	1853	3.6	11.8	FR	2014	2.9	9.5
JE	2011	3.6	11.8	VE			
11	0501	1.4	4.6	26	0006	3.2	10.5
	1326	4.3	14.1		0635	1.8	5.9
FR	1955	3.4	11.2	SA	1403	4.4	14.4
VE	2214	3.5	11.5	SA	2050	2.6	8.5
12	0613	1.4	4.6	27	0142	3.3	10.8
	1412	4.4	14.4		0739	2.1	6.9
SA	2026	3.2	10.5	SU	1435	4.4	14.4
SA				DI	2118	2.3	7.5
13	0012	3.5	11.5	28	0254	3.5	11.5
	0723	1.4	4.6		0835	2.3	7.5
SU	1448	4.4	14.4	MO	1501	4.3	14.1
DI	2058	2.8	9.2	LU	2145	2.0	6.6
14	0147	3.7	12.1	29	0351	3.7	12.1
	0824	1.5	4.9		0923	2.5	8.2
MO	1518	4.5	14.8	TU	1523	4.2	13.8
LU	2133	2.4	7.9	MA	2210	1.7	5.6
15	0303	3.9	12.8	30	0440	4.0	13.1
	0917	1.6	5.2		1005	2.7	8.9
TU	1545	4.6	15.1	WE	1544	4.2	13.8
MA	2211	1.9	6.2	ME	2236	1.5	4.9
				31	0524	4.2	13.8
					1045	2.9	9.5
				TH	1603	4.1	13.5
				JE	2303	1.2	3.9

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Address questions about SNCA membership/donations to Renee Desautels: sncareneemmd@gmail.com

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