



"August rain: the best of the Summer gone, and the new Fall not yet born. The odd uneven time." • Sylvia Plath



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 - Sun. Sept 1: Noon - 7 pm
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APOLOGIES & A BEACH CLEAN UP

OP/ED

By Anthony Gregson

No less a person than President and CEO of BC Ferries, Mark Collins, came to Denman on Tuesday, August 20th to discuss the delamination of the ferry cable that has spewed strips of plastic around Denman and Hornby. He came with a team of twenty BC Ferries volunteers to help clean up the shore. No one could complain that the Islands were not getting attention.

The meeting at the Denman Activity Centre was hosted by the Denman Island Ferry Advisory Committee. ADIMS (Association of Denman Island Marine Stewards) had a map showing how the twisted strips of yellow and blue plastic have spread right around the islands including Hornby and down Baynes Sound. It is, pointed out Liz Johnson of ADIMS, but a tiny fraction of the plastic waste from the commercial shellfish industry every year, but the issue presented a great opportunity, not just to bring the problem of micro-plastics and beach fouling to broader public attention, but also to involve BC Ferries more directly in long-term remediation efforts.

Collins certainly knows Denman's ferry issues well as the executive who spearheaded the introduction of the cable ferry and a veteran of many evenings of on-island meetings at DAC in the process. He made no bones about the fact that the way the Baynes Sound Connector was brought in was a public relations disaster, so much so that it changed the way BC Ferries now engages with the public on such substantial issues as a new ferry. Hitherto, BC Ferries tended to come up with a plan and then try to sell it. They have moved to a more proactive model of obtaining community license with customer consultation in the devel-

opment of plans. Despite his efforts to persuade BC Ferries to take a different approach at the time, Collins acknowledged a residual legacy of public distrust on Denman. He did his best to let the meeting know that BC Ferries is listening and was here to help.

He began by taking full responsibility on behalf of BC Ferries for the delamination issue and apologized



BC Ferries meeting at DAC

for the initial explanation. On that score, he was reminded by Liz Johnson of ADIMS that it was a mistake to have initially ascribed the problem to what they thought was a crab trap because this made it look as if locals were to blame when in actual fact, crab and other fishers are very careful to avoid fouling the cables. Islanders were really upset to be blamed when the problem all along has been the shellfish industry. In fact, the cable ferry's predecessor carried a special tool to deal with in

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dustry plastics. It then turned out, on examination by the meeting when it was passed around, that the artefact in question wasn't a crab trap remnant at all but a piece of commercial purse netting used to raise baskets of shellfish for processing.

The cable delaminated, Collins explained, because of an additive added to the plastic cable cover. The problem had already come to their attention a year ago, but blew up last month. A ball of the shredded plastic had even caused a fire in the cable housing. BC Ferries suspects this is a product defect and is pursuing the manufacturer. There are at least other seven cable ferries in Canada who have had the same problem.

The purpose of the lamination is not so much corrosion control as noise reduction. For that reason, other cable ferries have simply done away with the plastic lamination and run the bare steel cable, accepting the added noise. BC Ferries is prepared to look at that option but wants to hear from their engineers that it doesn't create another problem that will come back to bite them. It was pointed out that water transmits noise very readily, and for those living on the shore near the terminals, the ferry noise never goes away as it is. Collins said that how much extra noise there would be running bare steel-on-steel on the Baynes Sound Connector, no one could yet say at this point, but BC is a world leader in marine noise reduction, so noise would be more of an issue here than elsewhere. The Baynes Sound Connector is propelled by three cables. Each one has a life of six to ten years. Because it is a passenger vessel, BC Ferries replaces one cable each year just to be safe. There are inspection criteria such as broken strands. Replacement of a cable can be done quickly, usually overnight, although Collins did not know why a recent replacement was scheduled during the day, with an interruption in ferry service.


Apart from these explanations, the main agenda was to get BC Ferries buy-in to the microplastic reduction program by becoming an active participant in the Baynes Sound/ Hornby shoreline clean-up. Collins arrived with a team of twenty volunteers to participate in a clean-up after the meeting, so the immediate cooperation was there. He also told the meeting that BC Ferries participates throughout its coastal service area in the Great Canadian Shoreline Cleanup (a national World Wildlife Fund program with corporate sponsors). BC Ferries has also banned the use of single-use plastics throughout its fleet.

All well and good, but ADIMS wanted more. They asked for skiffs to help in the annual beach clean-up for those parts of the shore that are harder to access. Collins said the BC Ferries had one, and possibly several work boats in the area that could be made available.

... continued on Page 4 ...

TIDE TABLE

• Secondary Tidal Station Ford Cove •

2019-08-22 (Thursday)			2019-08-28 (Wednesday)			2019-09-03 (Tuesday)		
Time	Height		Time	Height		Time	Height	
PDT	(m)	(ft)	PDT	(m)	(ft)	PDT	(m)	(ft)
05:08	2.1	6.9	03:30	4.3	14.1	03:24	1.6	5.2
11:26	3.7	12.1	10:53	0.6	2.0	09:29	4.4	14.4
16:34	2.9	9.5	18:07	4.7	15.4	15:24	2	6.6
22:38	4.3	14.1	23:27	3.2	10.5	21:30	4.8	15.7
2019-08-23 (Friday) ☾			2019-08-29 (Thursday)			2019-09-04 (Wednesday)		
Time	Height		Time	Height		Time	Height	
PDT	(m)	(ft)	PDT	(m)	(ft)	PDT	(m)	(ft)
06:01	1.9	6.2	04:30	4.5	14.8	04:14	1.4	4.6
13:08	3.7	12.1	11:40	0.5	1.6	10:40	4.3	14.1
17:39	3.3	10.8	18:41	4.8	15.7	16:15	2.6	8.5
23:15	4.2	13.8	2019-08-30 (Friday) ●			22:06	4.6	15.1
2019-08-24 (Saturday)			Time	Height		2019-09-05 (Thursday)		
Time	Height		PDT	(m)	(ft)	Time	Height	
PDT	(m)	(ft)	00:14	2.9	9.5	PDT	(m)	(ft)
07:02	1.7	5.6	05:28	4.6	15.1	05:06	1.3	4.3
14:48	3.9	12.8	12:26	0.5	1.6	11:59	4.2	13.8
19:09	3.5	11.5	19:15	4.8	15.7	17:16	3	9.8
2019-08-25 (Sunday)			2019-08-31 (Saturday)			22:45	4.4	14.4
Time	Height		Time	Height		2019-09-06 (Friday) ☾		
PDT	(m)	(ft)	PDT	(m)	(ft)	Time	Height	
PDT	(m)	(ft)	01:00	2.6	8.5	PDT	(m)	(ft)
00:05	4.1	13.5	06:25	4.6	15.1	06:01	1.3	4.3
08:06	1.4	4.6	13:09	0.7	2.3	13:26	4.3	14.1
15:57	4.2	13.8	19:48	4.9	16.1	18:34	3.3	10.8
20:39	3.6	11.8	2019-09-01 (Sunday)			23:28	4.2	13.8
2019-08-26 (Monday)			Time	Height				
Time	Height		PDT	(m)	(ft)			
PDT	(m)	(ft)	01:48	2.2	7.2			
01:12	4.1	13.5	07:24	4.5	14.8			
09:06	1.1	3.6	13:53	1.1	3.6			
16:47	4.4	14.4	20:22	4.9	16.1			
21:47	3.5	11.5	2019-09-02 (Monday)					
2019-08-27 (Tuesday)			Time	Height				
Time	Height		PDT	(m)	(ft)			
PDT	(m)	(ft)	02:36	1.9	6.2			
02:24	4.2	13.8	08:25	4.5	14.8			
10:02	0.8	2.6	14:37	1.5	4.9			
17:29	4.5	14.8	20:56	4.9	16.1			
22:40	3.4	11.2						

Source: tides.gc.ca

... continued from Page 3 ...

ADIMS also put out a suggestion for funding. A concrete proposal for funding was put out by Joan Weigel from Hornby, who is responsible for cleaning the beaches for BC Parks. They sought support from BC Ferries for a proposed eco-levy, addressed to Nanaimo NDP MLA Sheila Malcolmson, of \$5.00 on every oyster basket recovered from the shoreline. Weigel pointed out that they already get 10 cents for every beverage can they collect.

Inevitably, other issues were raised. Was the old ferry dock going to be allowed to deteriorate without any provision for a back-up ferry? Collins said that the dock would indeed be decommissioned and eventually demolished. BC Ferries does not normally call up relief ships because it is usually cheaper and quicker to repair the boat on station. The cable ferry, however, cannot be replaced so a relief ship is kept at Buckley Bay, which is unusual.

From the point of mechanical reliability (which, Collins ruefully admitted, was not as meaningful to customers as trip reliability), the Baynes Sound Connector is 99.96% efficient, (a statistic greeted with predictable scorn after a breakdown yesterday left hundreds of customers sweltering in a long line up). The Connector is simpler to maintain, with only one engine to repair. But when it does break down, sailings suffer. It's a trade-off with the older technology. The Quinitsa had more breakdowns but fewer service interruptions because, with four engines, there was a high level of redun-

dancy while also being much more expensive to run and maintain.

Part of the sailing reliability problem is the increase in overall ferry traffic which Collins said is up an astonishing 18% over three years. As for ferry capacity, there was nothing to be done without changing the BC Ferries contract with the government which allows only 45 vehicles per trip for both ferries. This figure is based on AEQ (Automobile Equivalent) which is a standard vehicle measure of 6.1 x 2.6 meters, roughly equal to a full size family vehicle).

The meeting adjourned to the beach cleanup which focused on the Baynes Sound coast of Denman. The cleanup teams were coordinated by Liz Johnson and the BC ferries team coordinator, Mika Desloges, Manager of Corporate Social Responsibility for BC Ferries. Groups were dropped at beach accesses along the entire shore to collect piles of debris of all sorts., not just ferry plastic ADIMS was sure that at least two tons would be collected.

Collins reaffirmed the support of BC Ferries for the annual cleanup just before the team left the island.



BC Ferries volunteers came from all parts of the coast. Courtney Smaha (L) and Colleen Hanlan (R) stand before a pile of beach debris, most of it from the shellfish industry, that will be tagged for pickup in the September clean up.



SEPTEMBER 1, 2019 • BLACKBERRY FAIRE

- 9:00 • FUN RUN MEET AT DAC
- 9:00 • Table set up & garden produce, baked goods, etc. dropped off
- 10:30 • OPEN TO THE PUBLIC
- 12:00 • PARADE (meet at Guesthouse 11:30)
Theme Climate Change: Outrage & Optimism contact: mmatii@telus.net
- 12:30 • Garden Produce Judging finished, open to the public
- 1:00 • ZUCCHINI RACE axle must go all the way through the Zucchini!
After Race KIDS GAMES! With Music & Pies throughout the day!

Contacts

Suzette 250-335-0356 garden produce entries
Lyndsey 250-335-9177 reserving table space

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THE 38TH CHRISTMAS CRAFT FAIR

COMM INFO

By Autumn White

This years 38th Christmas Craft Fair will be on Nov 30th and Dec 1st. It will run the same as last years for the most part. The fees will remain the same. We will continue to get our locals placed early in order to give as much notice as possible to the crafters from off island. Applications must be received (not just posted), with your deposit, between September 9th and September 16th by mail. As usual it is first come first served as far as preferred placement goes, based on the postmark. I will do my best to accommodate all placement requests, but no space (or booth size) is guaranteed. The applications have been emailed out to those on my mail list already and extra copies are at the General Store (thank you Daryl).

This years Food Fair vendors should apply between September 2nd and

6th. This way if you do not get your Food Fair space, you could still apply for a craft booth should you desire. Non profit groups may apply for Food Fair positions, but will be subject to the same fees as the rest of the vendors.

If you have any questions, comments or ideas I can be reached at autumn-tansy@gmail.com. I am looking forward to working with all the creative and talented artisans here, to put on another signature Denman Fair.



BLACKBERRY FAIRE 2019

By Suzette Cullen (DIRCS) COMM INFO

Sunday September 1, 2019 please come out and join your community Fair.

For our runners we have our fun run meet at 9am at the Activity Centre . Denman Island's Garden Club is having a full-out judging fair, please see this weeks insert for more information or (Suzette Cullen 250-335-0356) The DCA is having their super book sale, and the emergency folks will be there with their raffle. David Scruton will be holding his fantastic Zucchini race, he asks me to remind contestants that there will be prizes for the best dressed, the fastest, and judges may choose other categories. Also the only

rule is that the axle must go thru the zucchini.

Kathy(250-335-0559) will be holding her wonderful pie booth, pie donations will be much appreciated! All pie sales are donated back to the community hall. Anyone or group who would like to have a table please contact (Lyndsey (250-335-9177)) Look forward to seeing everyone!



Back Row L to R: Greg Lark, Ian Lark, Blake Hanna, Laurie Ross, Helen Mason, Peter Mason **Front Row L to R:** Michael Rapati, Megan Hanna, Kevin Behrens, Peter Marshall
Not Pictured: Sue Stewart, Adelaide Stewart, Amy Stewart, Ian Bailey

Denman made a great showing at the YANA ride Sunday August 18th. 13 (known) riders made it from Denman. With their participation and their sponsors YANA was able to exceed it's fund raising goals. We all survived, had a lot of fun, and enjoyed a beautiful day's ride through the north Comox Valley.

YANA (You Are Not Alone) is a registered charity available to Comox Valley families who need to travel for the medical care of a child under 19 or a pregnant mother. YANA offers accommodation and provides funding to help with expenses while families are away from home.



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SATURDAY MARKET: Ruby Slipper Ranch & Flowing Art Studio COMM INFO

By Kerri Boland

If you're going to eat meat, you can't get more local than the pork from Ruby Slipper Ranch. The pigs are all born and pasture-raised on the farm – I love driving by in the spring and seeing the piglets gallivanting about the field. Tracy Horovatin brings a variety of cuts to the market, including sausages and smokies, in addition to her delicious pepperoni sticks that were an integral pregnancy snack for me last fall. The smoked chops are also a favourite of mine (better than bacon, if you ask me...). Ruby Slipper Ranch also sometimes has sides of pig available if you're interested. Find her close to recycling.

When I asked Dante and Tashi of Flowing Art Studio what their specialty was, they both said that variety is what they do best, and that's why they have so many repeat customers. They're always doing something new and always exploring new artistic expressions. This year at their stall you'll find beautiful silver cuffs, handthrown porcelain, handmade textiles, amongst other "very high bar, high quality products". Dante showed me some of the textile art pieces she's made lately with hand-drawn and cut felt which is needle felted onto backing pieces. She has these pieces in scarf, shawl and wrap sizes, and they're all unique (and all beautiful!).



FROM THE CROW'S NEST: Seal of Approval ARTS&LIT

By William Thomas



Nine days and nights out of Coronado, Thea and I have no past lives. We are simply *here*, the dead wake of our passage vanishing twenty yards astern. Just as Saharan caravans must surrender in spirit to trackless, shifting dunes, so must we commit to this great blue desert of the open sea.

And because our lives are always at hazard, clipped-on sailors read the sky as avidly as roped-up mountaineers.

Farmers look up, too, as we plow furrows across our respective domains – one to fill the belly, the other to feed the soul. But while the farmhouse sits unmoving amidst familiar landmarks, our swooping abode dares a trackless realm that shifts and looms, heaps up, charges and goes on, thumping all three hulls and morphing hues under an ever-changing sky.

Astride a foundling rescued from a Gabriola forest clearing, the watch-keeper tastes the breeze and scans the weather horizon.

"It's your watch," she calls down to her captain, wedged into the settee with safety harness still fastened, eyes shut in an exhausted altered state that dips and sways with the pitch and roll of the cabin. "Let's put another reef in the main."

Day becomes night becomes daylight again. The accelerated northeast trades climb from 25 knots to gale force, shoving the seas into high cresting curlers.

Forget martinis at sunset. Once again, I take the next three-hour watch in a relentless rotation surely prohibited by the Geneva Conventions.

Warily, warily, I assess the next contender rearing up astern. While 'glassing the underwings on Gabriola, I never imagined gazing up at a backlit wave of liquid turquoise translucent as stained glass.

Celerity is a beachball balanced on a seal's nose. Braced against the cabin, I face aft, parrying each onrushing breaker with quick jabs of the tiller to keep us tracking straight.

When I get it right, we ski steepening slopes in long sibilant rushes. When I don't, overtaking breakers take command, slewing the boat into wild spin-outs that elicit loud complaints above the crash of unsecured gear below.

Speed is our solace. My last sextant fix shows 185 miles run noon to noon. That's good going, double-reefed on a 30-foot waterline.

Mother Ocean wants to play. The breeze backs a point, sending cross-

WHEN THE SHIP VULCAN LIT UP THE SKY AT DENMAN POINT

SPECIAL INTEREST

By Craig Baird

Shipwrecks were not uncommon along the British Columbia coast for many years and every few years, a ship would meet its end near Denman Island during the early part of the 20th century. In 1901, the 1,695-ton steamship *Williamette* ran aground on a reef in Union Bay after a trip from San Francisco. In 1903, the 337-ton steamer *Barbara Boscowitz* was also stranded in near the same spot. That ship was eventually recovered and declared only a partial loss. One interesting aspect of the *Boscowitz* was that it played a very important role in the early settlement of the British Columbia coast. Between 1883 and 1904, when it was finally scrapped due to its many accidents, it brought many people to their new homes, helping many communities to be founded and grow.

That same reef would again result in another ship running aground in 1904, when the *HMS Flora* hit it.

This brings us to the *Vulcan*.

seas to rush our starboard quarter with the hiss and roar of strafing jets.

Each sideways slap shoves our light-displacement trimaran out of alignment with the heavier break. This ups the ante and doubles my workload. Now, to keep the ball centered, the seal must swivel to meet each crossing crest... then quickly reverse to surf the primary swell.

Enough of this! Reaching outside the cockpit coaming, I unleash the drogue. When the next avalanche breaks, twin half-inch warps, led in a "V" from each outrigger transom to a weighted Mini tire skipping astern, alternately slacken and go taut with each incipient skid – pulling us back inline.

If we can keep on keeping on, south by east, who knows? In another eighteen days and nights, we might raise *Nuku Hiva* from the endless breaking blue ahead.

willthomasonline.net



The *Vulcan* was a Canadian workboat with a 17-horsepower engine that was built in 1899 in New Westminster. With a gross tonnage of 77 tons, and a registered tonnage of 52 tons. The ship was used mostly as a workboat hauling supplies and fuel for the lumber industry along the coast. Measuring at 72 feet long and 16 feet wide, it was not huge, but it did its duty for many years.

It was originally owned by The Bru-

nette Sawmill Company from 1901 to 1919. In 1921, it was owned by the Victoria Logging Company, serving the same purpose in the logging industry that it had for the two decades previous. In 1923, the ship was sold to F.B. Anderson out of Vancouver, who would own it until its demise.

While under the command of Captain Emil Johnson, a deck-load of fuel caught fire and quickly spread throughout the ship on the night of Jan. 28, 1925.

The ship would remain on the coast, as it slowly deteriorated, and it is said that pieces of it can still be seen on the beach at Denman Point.

Suggestions for columns or questions? E-mail Craig at crwbaird@gmail.com. Listen to his podcast by searching for "Canadian History Ehx" on your podcast platform. Find his show on YouTube by searching for "Canadian History Ehx".

Information for this column comes from the Proposed Cable Ferry EA Screening Report, Nauticapedia.



STAND.EARTH UPDATE

OP/ED

By Eartha Muirhead

Since last week, 9,700 people have signed the Stand Earth petition calling on insurance giant Zurich (and all Trans Mountain insurers) to take a stand and drop this climate-wrecking pipeline. Trans Mountain must renew its insurance by August 31st in order to proceed with this risky project. Add your name now before the petition is sent to Zurich's Vancouver office next week. act.stand.earth/page/12377/petition/1?ea.tracking.id=email-kick.

Trans Mountain has less than a month to renew its insurance in order to proceed with its controversial tar sands pipeline – and its biggest insurer has just pledged to stop backing tar sands projects. Trans Mountain's primary liability insurer is a Swiss company called Zurich, which in June of this year became one of the world's first insurance companies to announce it would no longer back dirty tar sands projects like this one. But its exec

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utives haven't ruled out insuring the Trans Mountain project in particular.

Stand.earth and a global coalition of 32 environmental, Indigenous, and citizen groups have already sent a letter to the companies listed on the certificate of insurance for the Trans Mountain Pipeline, calling on them not to renew their policies on August 31st. This week we got a response back from primary insurance company Zurich, but despite the company's new policy to divest from the oil sands industry within the next two years and its proclaimed support for the Paris Agreement global climate targets, Zurich execs backpedalled. So far, they're refusing to uphold their own policy when it comes to Trans Mountain. The insurance industry may seem like an unlikely ally, but people-powered movements around the world have been using this strategy for a long time to stop destructive fossil fuel projects. Oil and gas giants are increasingly risky customers for insurance com-

panies, which have been well aware for decades now that climate change is an existential threat to their business model.

If no insurance company is willing to back Trans Mountain, the federal government would be forced to consider insuring the pipeline expansion themselves, effectively making Canadian taxpayers foot the \$1.1B insurance bill. This would be a hard pill to swallow for the public, and certainly not a good political tactic heading into a federal election.



DENMAN CYCLIST ACCUSED BY FERRY WORKER OF NOT BEING A CAR ARTS&LIT

By William Thomas

Cycling Sense Takes Back Seat To Risky Procedures At Buckley Bay

"I'm no problem to anything," Mr. X (not his real name), assures himself as he peddles away from the foot traffic window at the Buckley Bay ticket booth.

"They say go right, but you can't. I can't go that way, because right in front of me is solid cars. It's solid cars coming down the hill. You pay (at the centre window) and you have to go to the left-hand side of the booth."

Ex-west coast loggers know: *Stay out of the bight.*

"You don't cross through the line of traffic. No sane person would go wandering between cars, when they can ride in the empty lane on the other side."

In that direction, "there's no way to get run over." So, he heads over there. *After all, he's thinking, you can ride to the gate on Denman.*

"It's a natural thing to do," X reiterates. "The other lanes are jammed with cars, doors open." No way he can weave between them to the front of the line.

But a ferry worker directing traffic a hundred meters away at the end of the emptying left lane starts shouting. Does she mean him?

Do we go now? drivers are wondering. "She's pointing directions at me and confusing the whole car lane. She starts wavin' her arms, just freakin'."

"YOU'RE NOT A CAR!" the ferry worker admonishes X. (Except under BC traffic laws.)



LETTER TO THE EDITOR

Hi Island Grapevine,

A few months ago you ran a small notice on a back page about zipper merging. It was hardly noticeable, but I was happy to see it. Here is a fuller piece, taken from the National Post online (with an edit by Alex Allen of The First Edition), which I hope will help convince people to stop lining up in single file when coming off the ferry at Buckley Bay. Grrr. It ran in The First Edition on Hornby about a month ago.

Many thanks!
Jo Lechay

All Hail the Zipper Merge

How Canadian politeness is killing the efficiency of our highways – AND THE BUCKLEY BAY FERRY OFF-RAMP!

Canada's stubborn refusal to merge late is dangerous, anarchic and – amazingly – slower. Virtually every traffic scientist agrees Canada is absolutely awful at merging through bottlenecks. In fact, it's hard to imagine how we

could be worse. At the first sign of a lane coming to an end, the Canadian strategy is to immediately cram into single file and abandon the soon-to-run-out lane. Then, as cars slowly inch ahead through the gap, they zealously defend the sanctity of the line by aggressively blocking the entry of any and all late mergers...The system is dangerous, anarchic, slow – and in some of the better-driving parts of the world it's illegal.

In Germany refusing entry to a late merger can get you a ticket. The reason is that German-speakers know there is a better way. They naturally gave it a complicated name, reißverschlussverfahren. But in North

... continued on Page 10 ...

He “goes down to the ferry finally and there's no place to put my bike.”

COMMUNITY SERVICE?

X pleads for basic bicycle awareness among BC Ferry terminal attendants. “The cable ferry is creating a lot of these rules because there's no space – except for more regulations,” he believes.

As our Mother Ocean turns into plastic and hot vinegar, it's time for BC Ferries to get onboard with cyclists.

“The gear is so much better. The riders are so much better. But they've got this ancient attitude that bicyclists are somehow inept. If you can survive the ride to the ferry, there should be no questions asked,” X says.

“At the Bainbridge ferry they don't ask cyclists if they're a car, 65, or a kangaroo. They just point and let everyone load themselves. A blue line shows bike riders where to go. They ride right onboard and get out of the way.”

Without having to wait, breathing exhaust fumes from all the cars while they load.

BC Ferries? Not so much.

“They want to collect our money, without giving us the service,” X points out. “We just get hassled. What happens when we get all the electric bikes? You gotta push 52 pounds down the ramp? That's dangerous.”

This veteran rider suggests: “We need a special bicycle lane. Bicycles load first.”

Now X is “wondering what to do with the seven pounds of carbon I didn't burn that morning. Should I sell my carbon credits to car drivers? Or to pay my psychiatry bills?”

Prejudice hurts! “Ever since I was six, I always wanted to be a car,” X jokes. “I identify as a car. I feel discriminated against.”

Full Disclosure: The writer's sole land transportation is an electric bike. 

... continued from Page 9 ...

America, it is known simply as the zipper merge. The zipper merge works by simply having drivers delay their merge until the lane has come to an end. Then, at the precise point of the bottleneck, drivers from each lane take turns entering the gap, like a zipper. The most obvious benefit is reduced congestion. Cramming into one lane can double the length of a line of traffic and cause unnecessary road blockages...Second, the zipper merge is fair. The simple mantra of “stay in your own lane until the bottleneck” prevents the stress and anarchy of jockeying for position in a single lane.

And...the zipper merge might even be faster. A 2004 study found that under ideal conditions, the smooth efficiency of the zipper merge results in a faster movement of traffic through the bottleneck.

Jurisdictions have tried with varying success to convert their citizens to the gospel of the zipper merge. Since 2015, the City of Saskatoon has been pushing the zipper merge as a method to reduce congestion. And in 2017, the Alberta Motor Association officially came out in support of the zipper merge.

The problem, unfortunately, is psychological. Canadians love lining up. It's one of our proudest traditions. We line up at bus stops, at Tim Hortons and even on Black Friday. But unlike the nobly egalitarian humble Tim Hortons lineup, Canadian politeness is hurting the efficiency of our highways. The beautiful efficiency of the zipper merge only needs a handful of aggressive or overly polite drivers to bring it to a halt, and that's exactly what has been happening. Dutiful “zipper mergers” quickly find themselves treated as line-cutting pariahs, and vigilante drivers even take to straddling lanes in order to prevent late mergers from getting to the bottleneck.

Converting Canada to the zipper merge is like a miniature version of converting Canada to the metric system. Although the metric system made mathematical

sense for efficiency and world trade, we forget that it was viciously opposed by a strong cohort of Canadians who saw it as faddish and inconvenient. That, or they just didn't want to bother measuring their gasoline in litres. But the zipper merge is that rare Canadian reform that costs next to nothing, and could immediately yield untold benefits in terms of shorter commutes, lower gas bills and reduced heart rates. By perpetually turning lanes into a no-man's-land at the first sign of merge, we are prohibiting Canadian tarmac from being used to its full capacity and potential every day. (National Post, December 17, 2018 with edits) 🍷



Michaela Baby

Love ya Baby!

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dreadfulimagery@gmail.com

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HORNBY ISLAND TRADE TOKEN

CONTEST
MARCH II

What was the original
Spanish name for
Hornby Island?

First one to call in the answer wins:
250-335-9188

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**CLAUDIA
KROLL-GRAY**

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Please contact us to find out how many you should print.

- or -

we can print it:

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1 week • **\$8.39**

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3 weeks • **\$21.00** (\$7.00/wk)

4 weeks • **\$28.00** (\$7.00/wk)

5 weeks • **\$33.25** (\$6.65/wk)

6 weeks • **\$39.90** (\$6.65/wk)

7 weeks • **\$46.06** (\$6.58/wk)

8 weeks • **\$50.40** (\$6.30/wk)

\$4.20/week for each additional 30 words

BUSINESS DIRECTORY LISTINGS

6 weeks • **\$25.44** (\$4.66/wk)

12 weeks • **\$45.80** (\$4.20/wk)

25 weeks • **\$82.69** (\$3.64/wk)

50 weeks • **\$133.88** (\$2.94/wk)

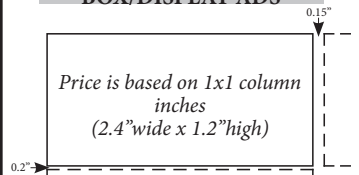
PROMOTIONAL ARTICLES

Advertise your event with an article.

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For ads that are greater than 1x1 the spacing between columns and rows must be accounted for. For each additional column inch in width add 0.15" and for each additional column inch in height add 0.02".

For example:

a 2x3 ad (2 column inches wide x 3 column inches high) would be
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Front Page • \$21.00/1x1

Inside • \$18.20/1x1

Discounts available for placing ads for multiple weeks.

DEADLINES

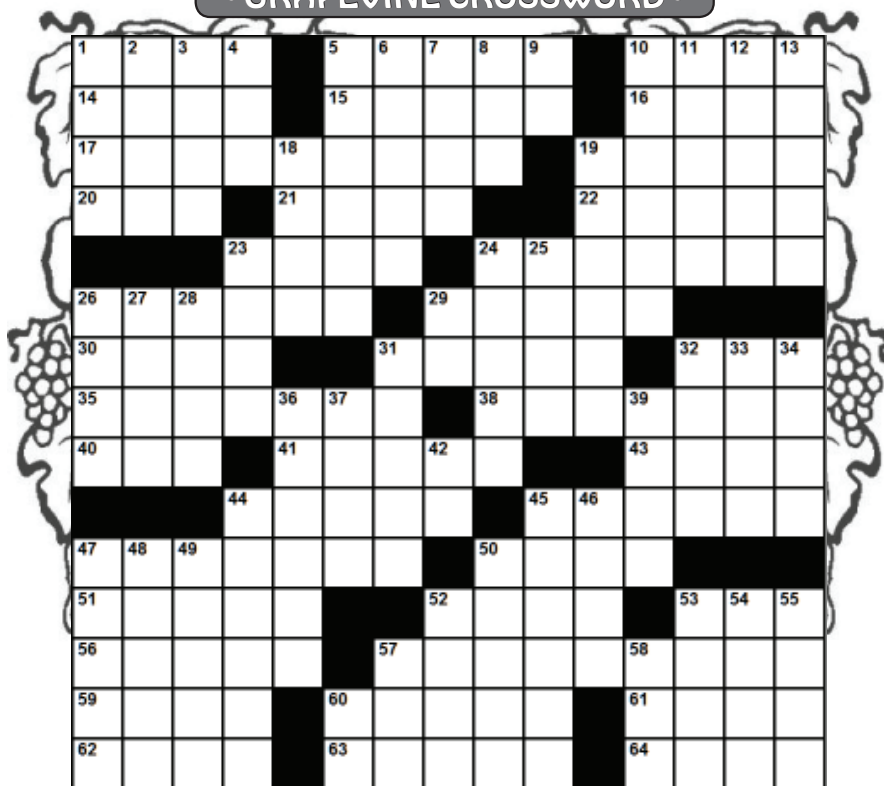
Deadline for ALL submissions is

every Monday at Midnight.

Please contact us for more information.

theislandgrapevine@gmail.com
250-335-9188

• GRAPEVINE CROSSWORD •



• ACROSS •

- 1. Fresh air foiler
- 5. Cover story
- 10. Go round and round
- 14. Manner
- 15. Article of faith
- 16. Land East of Ghana
- 17. Assume, as responsibility
- 19. Ball attendee
- 20. Ammonia, e.g.
- 21. Hassle free
- 22. Nylon cousin
- 23. Bit of data
- 24. Legume
- 26. Muslim title
- 29. Digress
- 30. Barley beverages
- 31. Afrikaners
- 32. Assent aseas
- 35. More sentimental
- 38. Small neck of land
- 40. Font widths
- 41. Faint with pleasure
- 43. Cry out
- 44. Make fuzzy
- 45. TV oldie
- 47. Wild duck
- 50. Back woe

- 51. Extra terrestrial
- 52. Modest hand
- 53. Coat rack piece
- 56. Footloose one
- 57. Roosevelt mammal
- 59. Litigant
- 60. Art category
- 61. Gumbo need
- 62. Macdonald's partner
- 63. Lone Ranger movie
- 64. Fix, in a way

• DOWN •

- 1. Full of oneself
- 2. Actress Barrie
- 3. Bookie terms
- 4. Aw, shucks
- 5. Join
- 6. Smallest possible
- 7. Pitch black
- 8. Andy Taylor's aunt
- 9. Sex appeal
- 10. One way to go
- 11. Sea anemone or hydra
- 12. Cold home
- 13. Without conclusion
- 18. Bring in a crop
- 19. White meat of chicken
- 23. Carp or flounder
- 24. Ale serving
- 25. Botches up
- 26. Arrived
- 27. A stytic
- 28. Decreasingly
- 29. Consequently
- 31. All encompassing
- 32. Ed or Leon
- 33. Certain log

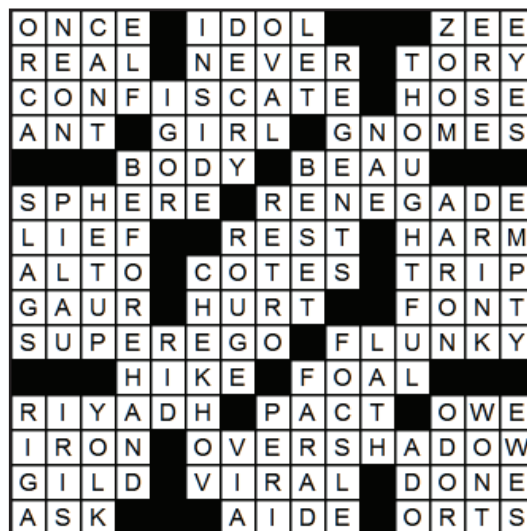
- 34. Get a glimpse of
- 36. Dot of land
- 37. Big pitcher
- 39. Choir offering
- 42. If not
- 44. Very tired
- 45. Looter
- 46. Breezy
- 47. Minister's home
- 48. For all to hear
- 49. Sweetened the sod
- 50. Chaplain, to a G.I.
- 52. Closely confined
- 53. Lap dog, for short
- 54. Anthony of the alleys
- 55. Alumnus
- 57. 1773 jetsam
- 58. Marsh
- 60. Monopoly square

CITY TRAFFIC
by Thomas Provençal

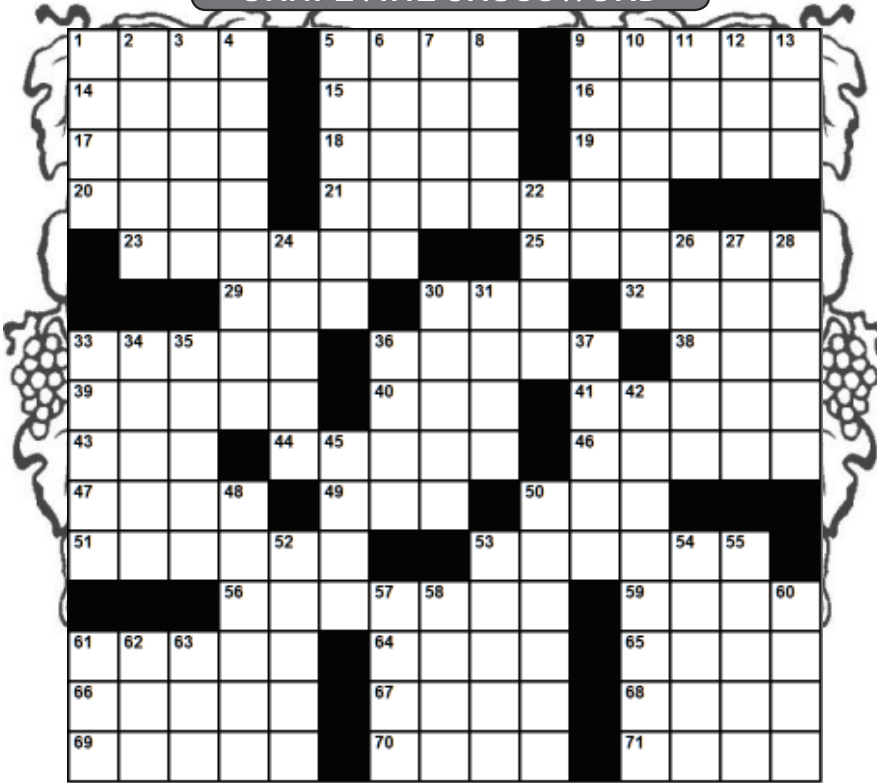
*Endless streams of metal cans,
Cars and trucks, jeeps and vans,
Lights controlling all the show,
Telling drivers when to go,
Tailpipes spewing noxious gas,
Unhealthy air? You bet your ass!
Impatient people at the wheels
Think their cars are sexy deals.
Construction, sirens, smog and noise,
A dangerous place for girls and boys.*



• LAST WEEK'S SOLUTION •



• GRAPEVINE CROSSWORD •



• ACROSS •

1. Ain't right
5. Combine resources
9. Cantata tunes
14. Army food
15. Immoderate revelry
16. Fancy dessert
17. Verve, Italian style
18. Fix a sock
19. Poplar tree
20. Creative inspiration
21. Not strictly accurate
23. Nocturnal bloodsucker
25. Peter of Paul and Mary
29. Diamond or emerald
30. Zee preceder
32. Assistant
33. Retinal area
36. Odes and such
38. Drug testing grp.
39. Amino and tannic
40. Show affection
41. Fuel tanker
43. A relative
44. Beach footwear

46. Cable subscribers
47. Wolf lead-in
49. Author's last word
50. Aardvark fodder
51. Poisonous gas
53. Become meshed
56. Art exhibition room
59. Classic Chevy model
61. Delhi nannies
64. Fifty oared ship
65. Fedora feature
66. Elbows or shells
67. Subatomic particle
68. Citrus hybrid
69. Alcohol base
70. A Rose
71. Decreasingly

• DOWN •

1. S.D.I. target
2. Foundation planting
3. Clamoring
4. Kind of sword
5. Debate stand
6. Certain monkey
7. Bugbear
8. Long legged cat
9. Manila hemp
10. Podiums
11. Bratty kid
12. Actor Vigoda
13. Bigwig in D.C.
22. Assents asea
24. Critter
26. Biathlon need
27. Less normal
28. Holds up well
30. Coiled up
31. Safecracker
33. Islamic decree
34. Dark yellow hue
35. Contenders
36. Unit of loudness
37. Actress Loretta
42. Constantinople today
45. Bounder
48. Fourscore
50. Whoever
52. Like a twangy voice
53. Rye fungus
54. Eat greedily
55. Bad things
57. Arctic native
58. American canal
60. Paris pals
61. Be unoriginal
62. A welcome sight
63. Symbol tree

Mr. Stofer



THE ISLANDS Grapevine

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email:
theisland-grapevine@gmail.com
for more information.

• PAGE 11 SOLUTION •





• CLASSIFIED ADS •



CARPPOOLING

RIDE OFFERED TO DEPARTURE BAY FERRY, typically Mondays from the 6:40 am.

RIDE OFFERED FROM NANAIMO TO BUCKLEY BAY, typically Thursday afternoons. Max 335-0364

HAVE ROOM FOR A PASSENGER? NEED A RIDE? Carpooling offers and requests are free to run in The Islands Grapevine. Contact us to place your ad today. 335-9188, theislandgrapevine@gmail.com.

FOR SALE

MAPLE LUMBER. \$1 a board foot. Rough cut, Mostly 1 inch thick. Up to 12 inch width. Some live edges. Moderate spalting. Contact D. Scruton 335-1617

APPLIANCES FOR SALE. Ranges, washers, dryers, fridges, dishwashers, gas/electric range. All fully restored and come with a full six month warranty. Call Rick Graham 335-0954.

WAGNER FIREWOOD will begin delivering for 2019 on May 1st. Two cord price is \$540 to Denman and \$560 to Hornby, plus tax Phone or text Scott at 334-7323.(DI/HI)

SERVICES

EVENT EXPERT & neighbourhood party supply rentals. Vendor kits; set up & take down available. EQUIPMENT pop-up tents, chairs, tables, generator, A-frame sign boards, dollies, recycle bins & more... ACCESSORIES glassware, money box, SQUARE devices, electrical cords etc... CONSULTATION for events big or small; weddings, birthdays, anniversaries & special occasions. One stop shop. DI & HI. 778-989-5000 info@ticketstoursevents.com

YVONNE'S BAKING 335-0460

A PRACTICAL AND HANDY MAN • Electrical • Plumbing 40 plus years experience as an electrician.

Licensed as a Master Electrician, Insured. Extensive experience renovating houses. Ty Runkle 250 702-1247

THORLACIUS TRUCKING Top soil, bark mulch, gravel and sand. Denman stockpile for smaller loads. Driveway maintenance and grooming. Call Chris & Lora, 250-650-9986. thorlaciustrucking@gmail.com

MR. FIX-IT PLUMBING & All household major and small appliances. All large and small machinery. Yard machinery, chainsaws, outboards, automotive, sharpening, welding and fabricating. Call Rick Graham 335-0954.(HI)(12/20)

MAGNIFICENT TOPSOIL, Bark Mulch, all gravels, Bison compost, Treework, site clean up, fir mill end firewood, roof tear off, demolition. High grade lumber. 30 years local Entrpr. Call Dave 218-9667.(DI)(12/20)

COMMUNITY NOTICES



Jacquie's Ices
1-5pm Gravelly Bay

'WETLANDS WORK' A DCA walk and talk! Meet a couple of Central Park wetlands and the critters and plants that's call them home. Sat. Aug 24, 10am at the Old School.

HENRY WANG TAI CHI SCHOOL classes begin September 12 at the Activity Centre. searchcenter-taichi.com Release and allow the Energy to flow. Eight weeks for \$100. Beginners 10 am Brian 335-0768

NIA IS CANCELLED AUG 23. Looking forward to seeing you 10:30 Friday Aug 30. Beginners and drop-ins always welcome. Bring a water bottle and a mat. Questions? call Max 335-0364

REACH NON-RESIDENT EMPLOYERS by listing your skills and services on the Job Board. <https://denmanresource.wordpress.com/skills-and-services/> Time to refresh your listing? Denman WORKS promotes new and updated listings on the Island's two Facebook Bulletin Boards (they reach far beyond Denman). Contact denmanresource@gmail.com

EMPLOYMENT

JOB OPPORTUNITY! Starting September 3, 2019 The Hornby Island Preschool/Daycare needs an adult to assist the licensed staff for at least the month of September and possibly longer. The successful candidate will take on the role of a Responsible Adult and will assist two ECE staff in operating a 3 to 5yr old program for 13 children Mon to Thurs. If you are interested in applying for this position and/or would like more information, please contact the Manager, April Lewis right away at hornbyislanddaycare@gmail.com

JANITOR NEEDED - Denman Community Hall DIRCS (D.I. Recreation Commission Society aka the Community Hall) is seeking a janitor. Strong attention to detail and the capacity to take direction is required. Must maintain good communication with the Booking Agent and provide monthly updates to the Board. Janitor cleaning and maintenance duties include regular washing & sweeping of floors, removing garbage & recycling, and cleaning & sanitizing bathrooms and kitchen. In addition, there are pre-rental and post-event, monthly, and annual duties. The person will need access to a vehicle to transport recycling and pick up supplies in town. The schedule is flexible,

but it must be timed to ensure the hall is ready for rental events. The job takes up to 24 hours per month with opportunities for more hours/private work. The hourly rate is \$20. Those interested should email Lyndsey Jennings at lyndseyjenningsbc@gmail.com. Applications close September 12, 2019 and the position begins October 1, 2019.

BLACKBERRY LANE CHILDREN'S CENTRE is currently recruiting for new childcare staff for children 2 to 5 years of age. Our centre offers higher than average child to staff ratios, flexible work schedules, yearly paid training opportunities and lots of room for professional growth. We will provide walk-on ferry fee coverage to off island employees. We are currently looking for both full and part-time staff. No previous training is required, but preference will be given to individuals with ECE or ECE-A qualifications. Competitive wages based on experience. For consideration please submit a resume and two letters of reference to blackberry-lanecentre@yahoo.com

LOST&FOUND

FOUND: 26 inch Norco brand bike at corner of Nelson Crescent and Piercy Road. Call 905-870-7157 and state its colour to claim.

CELEBRATION OF LIFE

Gordon Piket
long-time Denman Island resident has passed away
- August 12th.

There will be a gathering of family & friends with an open-house on **September 7th from 2-4:30pm at DAC.**

Further information will be in the next Grapevine issue (September 5th).

• BUSINESS DIRECTORY •

• (H) Hornby • (D) Denman • (UB) Union Bay •
• (FB) Fanny Bay • (C) Courtenay/Comox •

• ACCOMMODATIONS & RENTALS •

- Denman Activity Centre (Seniors) Rentals 335-3027 (D/H)
- Denman Community Hall Rentals 335-9177 (D/H)
2 halls, commercial kitchen, new sound system
suitable for concerts, plays, meetings, weddings, etc.

• REAL ESTATE • INSURANCE • FINANCIAL SERVICES •

- Bente Pilgaard, RE/MAX The Islands 335-2510 (H/D)
- Cloutier Matthews LLP, Chartered Professional Accountants 338-7367 (All)
- Donna & Janessa Tuele • Royal LePage Hornby 335-1720 (D/H)
- Sheelaagh Mackenzie, Fair Realty 702-6362 (D/H)
- Sylvie Schroeder • Royal LePage Denman Island 335-2551 (D/U)

• BUILDING • CONSTRUCTION •

- Bobcat and Compact Excavator • Steve Isaak 335-1853 (All)
- Cal's Bobcat Services • Auger, Grapple, Rake 613-447-8873 (D/H)
- David W. Steele • Carpentry & Renovations 702-9155 (D/H)
- Dean's Digger - Mini Excavator & Small Haul 218-4534 (D/H)
- Denman Electric, Licensed, Fully Insured & Bonded 335-3122 (D/H)
- Excavator/Backhoe/Tandem Gravel Truck • Kenny Mather 703-6512 (All)
• John Isbister 335-2565 (D)
- Gutters Supply & Install • kc@cutters@outlook.com • Kevin 335-1986 (D/H)
- Home Storage Solutions • Coastline Closets • 335-1654
- Kinetic Electric, licenced, bonded & insured 335-1741 (D/H)
- Ray Ulovec-Backhoe/Excavator, Septic Installation 335-3145 (D/H)
- Renaissance Stoneworks • natural stone/slate installation 335-0220 (D/H)
- Richard Menard • Carpentry, Construction & Renos 335-1877 (D/H)
- Roc-Isle Drywall, Harvey Hodgins • 35 yrs exp. 'certified' 334-4776 (D/H)
- Seaside Electric • Licenced, Bonded & Insured 702-0570 (D/H)
- Tandem gravel truck & transfer trailer • Grant Morrison 335-0702 (D/H)
- Water Tanks and Cisterns • Steve Isaak 335-1853 (All)

• SERVICES •

- Acupuncture, Herbs • Dr. Willo Walker, Dr. TCM 335-1535 (D/H)
- Bio-Energy Healing, Empowerment, Laughter Yoga • Shari Dunnet
335-1877 (D)
- Chiropractic Care on Fridays • Dr. Dawn Armstrong, DC 465-8482 (D)
- Massage Clinic • 2796 Northwest Rd. • Leyah Kelly 335-2584 (D)
- Peter T. Mason • Land Surveying 757-8788 (All)
- Somatic Experience(SE) • trauma healing, counseling • Maffa Schaal •
650-3172 (All)
- Tree Service - Darian Chase • Arborist 218-0404 (All)
- Tops n Toes • Mobile Haircuts & Footcare • Sandy Shaffer 778-585-9356 (D)
- Trueview Treecare, seniors' discount • Wildbill 898-7246 (D/H)
- Yoga Classes, Holistic Massage, 30 years exp. • Fiona Walker 335-1535 (D/H)

SEPTEMBER CALENDAR

DEADLINE IS

FRIDAY AUGUST 30

theislandgrapevine@gmail.com

250-335-9188



NOTICE

The Grapevine will be taking a week off at the end of August. Please be advised that the Grapevine

will NOT be published on August 29th. The Monthly Calendar for September will be published on September 5th.

THE COMING WEEK'S EVENTS

DENMAN ISLAND (DI) HORNBY ISLAND (HI)

THURSDAY 22

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)
- MYTH OF THE OSTRICH 7:30pm • Painted Door Theatre(HI)
- DENMAN ROCKS! Art Opening 7pm • DI Art Gallery (DI)

FRIDAY 30

- CAP SITE 11-2 pm • Community School(DI)
- THE WAY IT'S POETRY 8pm • Painted Door Theatre(HI)

FRIDAY 23

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)

SATURDAY 31

- CAP SITE 11-2 pm • Community School(DI)

SATURDAY 24

- CAP SITE 11-2 pm • Community School(DI)
- ON THE ROCKS QUARTET 5:30-7:30pm
- Lerena Winery(HI)
- DCA WETLANDS WORK 10am • Old School(DI)

SUNDAY 1

- DENMAN UNITED CHURCH 10:30 am • (DI)
- BLACKBERRY FAIR Information in article p. 5
- Community Hall(DI)

SUNDAY 25

- DENMAN UNITED CHURCH 10:30 am • (DI)
- ST. SAVIOUR'S CHURCH 10:30 am • (DI)

MONDAY 2

- QUILTER'S GUILD 9:30-3 pm

MONDAY 26

- QUILTER'S GUILD 9:30-3 pm

TUESDAY 3

- CAP SITE 3-7 pm • Community School(DI)

TUESDAY 27

- CAP SITE 3-7 pm • Community School(DI)

WEDNESDAY 4

- CAP SITE 3-7 pm • Community School(DI)

WEDNESDAY 28

- CAP SITE 3-7 pm • Community School(DI)

THURSDAY 5

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)

THURSDAY 29

- CAP SITE 3-7 pm • Community School(DI)
- D.I. FOOD BANK 3-7 pm • Community School(DI)