

TRIP DESCRIPTION: This proposal outlines the details of a three person, 30 day canoe expedition in the Sub arctic boreal forests of northern Saskatchewan. The route spans three river systems and covers approximately 400 miles of Canadian wilderness. The expedition will explore traditional travel and fur trade routes that have been the predominant means of transportation in the far north for thousands of years. Specifically the group will retrace much of the ill fated expedition of David Thompson and his Dene guides of 1796. The expedition was exploring potential trade routes for the Hudson's Bay Company and met with disaster when much of the group's gear was lost in a rapid resulting in a forced march across the country and near starvation. Northeastern Saskatchewan has changed little in the past 200 years, and unlike many rivers in less remote areas the opportunity to see the country as it has existed for centuries and as the first white explorers found it still exists.

The expedition will start in Hanover and drive to the aptly named 'points north', the northern terminus of Canadian highway 905 in a personal vehicle. The vehicle will be left at points north from where we will rent a shuttle to Cigar Lake mine adjacent to Waterbury lake. We will paddle down the Waterfound river to its confluence with the Fond Du Lac. We will paddle, line, scramble and portage our boats up the Fond du Lac to Wollaston Lake, skirt around the protected northwestern shore and into the Cochrane River system. We will paddle down the Cochrane to misty lake, from where we will traverse a chain of smaller streams and lakes to reach drainages flowing into the western shore of Wollaston Lake. We will return to our vehicle around the north or south shore of Wollaston. See Figure 1 for detailed description of route. This route provides the unique opportunity to do an extended trip on several river systems without having to arrange an expensive shuttle or paddle the same waters twice.

The Expedition members are Brad Marden '04, Eben Sargent '05, and Chris Polashenski '07. However only Eben is applying for Schlitz funds to help subsidize his share of the trip.



Fig 1. Proposed Route

RISK MANAGEMENT PLAN: There are certain risks inherent in trips of this nature. These risks include boating dangers in whitewater and on large lakes, danger due to exposure to inclement conditions and danger due to wildlife. With proper planning, supplies, and experience these risks can be drastically reduced. All three expedition members are expert canoeists and woodsmen with extensive wilderness experience. Eben has firsthand knowledge of the Fond du Lac river system, and wilderness canoeing in general having paddled the section of river in question in its entirety during a 2 month 1300 mile unsupported canoe expedition in the summer of 2002. He has taught both Whitewater and flatwater canoeing PE classes at Dartmouth and has extensive canoeing and backcountry experience throughout New England. Chris has detailed firsthand knowledge of the area as well having spent 12 months straight as a hunting and fishing guide on the Fond du Lac, Waterfound and Cochrane river systems in 2001-2002. During this time he had the opportunity to travel many of the waterways in question by canoe. Brad is an experienced Canoeist, having completed extended canoe trips in the Northwest Territories, northern Quebec and his home state of Maine. He has taught numerous whitewater and flatwater canoeing PE classes at Dartmouth and leads kayaking trips as a Ledyard whitewater leader. All three expedition members are first aid and CPR certified. Paddling hazards incurred in rivers and lakes can be avoided by portaging rapids and waiting for calmer weather. The itinerary and food supply for the trip has time planned in for such delays, so there will be no pressure to assume risks to complete the trip on time. Additionally, the route in question assumes a sort of figure 8 shape, which combined with the number of smaller river and lake systems in the area provides numerous opportunities for bail out should conditions, itinerary or slow progress require a change of plans. Wildlife dangers will be minimized by carrying bear spray and bear spray and practicing safe campsite and food management practice. All three expedition members are experienced in map and compass, feature and GPS navigation and all 3 techniques will be employed to ensure the group stays on route. A comprehensive first aid and river rescue kit will be carried and all members will be familiar with its use. Finally the Expedition will carry a satellite phone in case of an emergency requiring immediate evacuation. The area is serviced by several air companies and there is rapid float plane access to within a few miles of the entire route. There are several sporting guide services operating in the area and access to their facilities in an emergency is possible as well.

An analysis of how the trip will benefit the DOC long term, including a detailed plan for sharing the experience with other club members. This may include slideshows, papers, workshops, or other such projects but must be approved by the Schlitz Committee in advance of funds approval.

CONTRIBUTION TO THE DOC: The DOC stands to benefit from their support of this trip in several ways. First of all the trip is good publicity for the Outing Club in the paddling community. The crossed skis and snowshoe will of course be displayed proudly on the bows of our boats. We plan to document the expedition through photos and journals, and use the material collected to present a slideshow on both the traditional uses of the land and our trip upon return. Such a show provides entertainment and social

opportunities to the Dartmouth Community, and more importantly, interest in canoe adventures. In the spring of 2002 Ledyard supported Eben through their DKAF fund for the previously mentioned canoe expedition in hopes of generating the experience and interest in future trips north. This summer's proposed trip came as a direct result of their support, and continued funding of such expeditions will assure that there will remain a core group of experienced wilderness paddlers able to share the joys of exploring the vast expanses of wild lands with DOCers who wish to know 'the still north in their hearts' in the spirit of Sigurd Olson and John Ledyard

BUDGET: See Figure 2 below for an itemized trip budget.

ITEM	Calculation	Cost
Gas	5956 miles / 15 mpg x \$1.80/gal	\$715.80
Food	\$6 per person per day x 3 people x 30 days	\$640.00
Film	\$6 film + \$4 developing x 10 rolls	\$100.00
Gear	Paddles \$80/ea x 3	\$240.00
	safety gear: first aid, throwbags, z drag etc	\$240.00
	Cooking Gear: stove gas, cooksets	\$60.00
	Spare and repair kit	\$80.00
	Waterproofing, packing supplies	\$60.00
Fishing Licences	\$60 x 3	\$180.00
Satellite Phone Rental	\$39/wk x 6 weeks	\$234.00
Shuttle to Cigar Lake	\$3.50/mile x 40 miles	\$140.00
Total		\$2,689.80
Total Each		\$896.60

Fig. 2: Budget

FINANCIAL CONSIDERATIONS: The budget presented represents a bare minimum figure to accomplish the trip safely. Personal gear such as paddling and thermal clothing, tents, sleeping gear, fishing gear will be the responsibility of the individual. We will be providing both the canoes for the expedition and the car to drive to points north. In addition there is no contingency fund listed above, those familiar with the planning and execution of longer expeditions such as the one proposed are well aware of unforeseen costs that compound the price of a trip. Any such additional expenses will be covered by the expedition members. We intend to apply to the Ledyard Canoe Club's Davis Kirby Adventure Fund and the Bait and Bullet Club trip fund as well to defray some of the other member's costs as well, but have not yet submitted applications to these sources. Eben is asking the Schlitz Fund for a grant of \$448.30 to cover half of his share of the trip expenses listed above. Eben is a financial aid recipient and needs the funding assistance to make this trip possible.