

Trip Report -- Canoe AdVenture 2000

This report was originally published in draft form on August 30, 2000. Some corrections have been made and material added. The pictures used in this report were taken by Isham Peugh, Josh Gee, Wendy Manz, and Donna Griffiths.

Scouts:	Zach Griffiths	Crew Leader
	Jared Sharfin	Asst Crew Leader
	Jimmy Goodrich	Asst Crew Leader
	Brent Cooper	Boatswain
	Jonathan Manz	Navigator
	Jonathan Ludwig	Quartermaster for Provisions
	Andrew Freeberg	Quartermaster for Equipment
	Dana Chisholm	Communications
	Evan Peugh	Safety
	Josh Gee	Information & Publications

Leaders:	Hank Manz	
	Barry Griffiths	
	Isham Peugh	
	Wendy Manz	Chase Car Driver

Support:	Alan Wrigley	Shakedown Leader, Planning
	Mike Healey	Planning, Boat Provider
	Glen Bassett	Planning, Boat Provider
	Andy Kowalczyk	Planning
	Rein Freeberg	Loan of Van and Radios, Shakedown Transportation
	Alan Simpson	Facilitating, Arranging, Planning
	Mike & Alice Gee	Hosts for pre-trip barbecue



The crew took off from Lexington around 8:30 AM on Thursday, 7/20/2000, arriving at North Lake Campground in New Brunswick, Canada, in time for supper. The border crossing was reached via the small town of Orient, Maine. The guard at the crossing pretended that we needed a trip permit, a little joke set up by Isham when he passed through a little earlier than Barry and quite a bit earlier than Hank and Wendy. Transportation issue was considerably eased by the loan of a 7-passenger van from Rein Freeberg. Camp was established at North Lake which, like most Canadian camping areas, was almost empty. The campsites were very close to the water and were very clean with plenty of free firewood available.

Canoes were delivered at 8:00 AM the next day by Curtis Scott of C&C Canoe Company of Vanceboro, Maine. This company gave us a 40% break on the canoe rental and made their delivery and pickup on time as well as providing us with invaluable information about the paddle. We recommend this outfit for any future trips. C&C supplied five canoes, Hank and Wendy supplied one, and Mike Healey loaned us a kayak. In anticipation of the long paddle, Hank re-mounted the bow and stern seats in his canoe to replace the thwarts he usually uses. Given the relatively small size of that canoe and the weight of the occupants and their gear, it would have been better to drop the seats at least two inches, using spacers. Mark that down for next trip. Hank's was a 14 footer while the rental ones were 16' 9" Old Town Discovery models with a carrying capacity of at least 600 pounds. Old Town is lowering the seats on all their models considerably these days and we should have followed suit with the small canoe.

We also talked to the caretakers for the camp who gave us a couple of pieces of bad news. The first was that New Brunswick is thinking of privatizing some campgrounds including North Lake. The second, more immediate problem was that it had been raining a great deal all spring and summer and more bad weather was expected during the week.

After staying at North Lake the following day for testing and training, the crew set out on Saturday, 7/22/2000 after leaving two of the vehicles at the border crossing near North Lake. We waited out several hours of heavy rain and lightning, then set out across North Lake in a light rain. We passed out of North Lake and into Grand Lake heading toward our first night camp at Spruce Point. As we approached the passage into Grand Lake, a much larger body of water, the rain and wind picked up considerably.

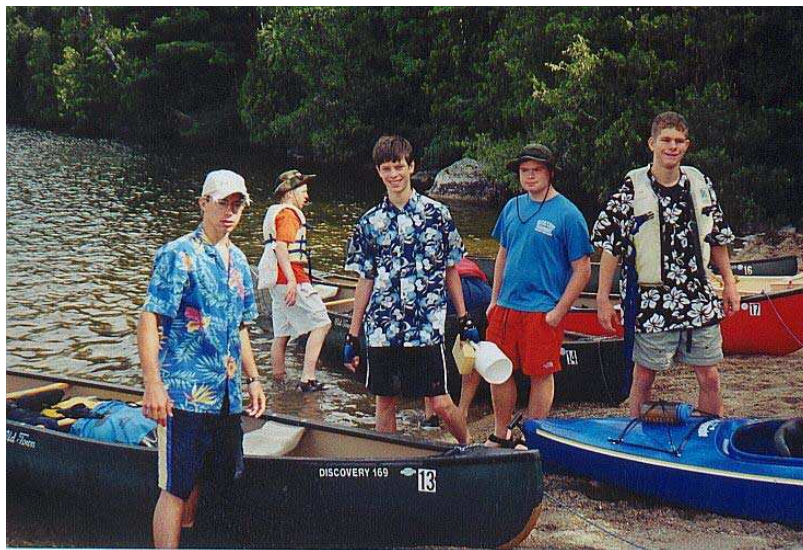


The weather was ... awful! It was bad enough in North Lake, but in the much larger Grand Lake, our skill was tested heavily.

The paddle was a difficult one into heavy wind and waves, but we finally made our landfall and set up camp. During the paddle a wave tossed Jon out of the bow of the small canoe which forced Hank to abandon ship as well so we would not swamp the canoe. They had some fun bailing out the canoe, then climbed back in and kept going. The only casualty was Hank's camera which was in a double Zip-Loc bag ... which leaked. He was using a new type of bag. Testing later in the trip showed that they all leaked. So much for advances in technology. The person who looked like he was having the most fun was Jimmy who had the kayak for the day. He just bounced over the waves, unencumbered by any real weight since the pack for the guy in the kayak was carried in one of the canoes. Supper was prepared during a break in the weather. Heavy rains fell again later that evening with some spectacular lightning thrown in, but everybody slept dry with full stomachs. The chase car made contact with us via powerboat thanks to a resourceful chase car driver and a friendly family with a boat.

The next day the weather was better and the wind not quite as bad, so the paddle was a little easier. We tried to meet the chase car early in the day before leaving Spruce Point, but the road shown on the map did not come close enough to the campsite. We were able to make contact with the car via radio and, after an hour or so spent trying to arrange a meeting, we decided to delay the rendezvous until that night.

We caught a little rain at noon while we were eating lunch, but nothing major developed. After rounding the point on which we ate lunch, we ran into a stiff breeze, but nothing to compare with the paddle to Spruce Point. Late in the afternoon we made camp on Patterson Point in Patterson Cove near the infinitesimal town of Forest City where we picked up supplies from the chase car at the dam about half a mile from our campsite.



Getting ready to take off from Spruce Point. The Venture Crew 160 Touring Class A Uniform shirts on Andrew, Jon, and Brent are a sign of hope that the weather will be better! Jimmy and Jonathan are not quite so sure ...

The weather had cleared considerably by this time so we all had a warm swim and cleaned up a bit before cooking supper. The campsite was perfect with very little in the way of bugs. It also seemed to be something of a fishing spot because we saw several different groups pulling fish out of the water.



Jon and Brent lead the way into a cookie break about halfway to Patterson Point from Spruce Point.

The third paddling day (Day 5 of the trip) saw us at the dam well before noon where we offloaded our gear into the chase vehicle so we could paddle down a shallow, whitewater river into Mud Lake and from there into Spednic Lake.

Here we are at the booming metropolis of Forest City. Now where's the action?



While we were waiting at the campsite for the first group to return from transporting Wendy to the chase car, Andrew found that he had the honor of being the first person to find a leech. Actually, he had two. Good show, Andrew! Fortunately, the salt was close at hand so Doc Manz applied some and the leech dropped off with a little help from Andrew and interested bystanders. By this time the weather was gorgeous. A short way into our trip down the river we hit an old millrace with a neck-high rope we had to avoid, thus satisfying another requirement for Whitewater merit badge. Jon was in the kayak for the day and ended up being the first to dump. After a little work emptying the canoe and with a paddle tossed from another canoe, he made it down into Mud Lake with the rest of the boats. Along the way we ran into quite a few sunken 4' sections of logs which made it clear that timber had once been driven down these rivers to sawmills. When we met him again at Little Falls, Curtis Scott of C&C Canoe confirmed that they were pulp logs and that some people collect them, either for the fine lumber they contain or for firewood. We saw more of them three days later in the St. Croix River. It turns out that the

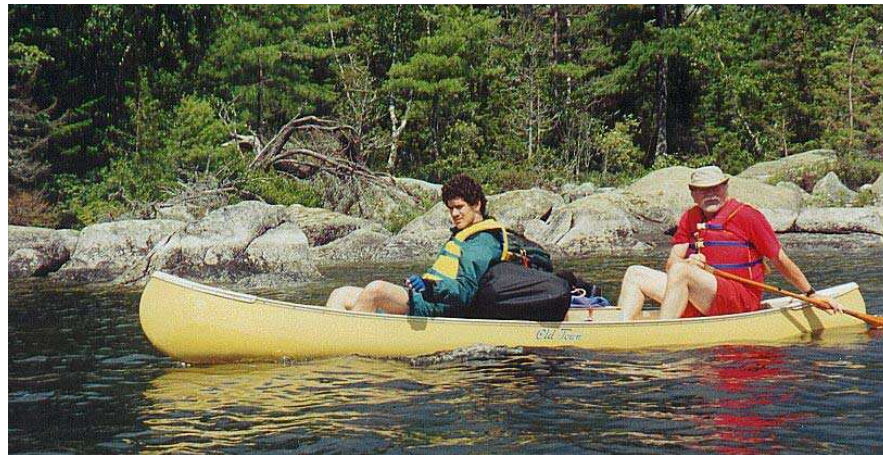
river drives stopped in 1964, so those logs have been in the water close to 40 years. The water and mud preserve the wood so there is very little rot. In addition, some of the logs are wood that is hard to find these days. Meanwhile, we caught a big portage at the falls which leads into Spednic Lake. It looked like about an eighth of a mile on the map, but it turned out to be closer to $\frac{3}{4}$ of a mile.



No matter how much you kid yourself, a portage is very hard work! Canoeing is a lot more fun than portaging.

One of the portage casualties was a food bag when the top to the ketchup came off. We cleaned up the mess while swimming in the river at the end of the portage. We had intended to stay near the falls for the night, but we found that the campsite no longer formally exists so, after talking to the chase car, we proceeded into Spednic Lake and around to the Forest City Landing where we reloaded the canoes with our packs plus more food purchased by the chase car driver. We all took a swim in the river before starting the paddle to Forest City Landing, though.

Why, yes ... the weather was very nice and the paddling was getting easier. Hank and Evan just taking it easy on a fine day.



After leaving the landing, we pressed on another four miles or so to a fallback campsite which was occupied. We then went to our backup for that site which was Birch Island on the U.S. side of the line. It should be noted that we could easily have stayed, as planned, at the falls, but we decided to press on because it felt right and we knew the camping would be better on one of the islands in Lake Spednic. While coming ashore at the portage spot, Dana tore a toenail so Doc Peugh and his first aid kit were called in to repair the damage. The island campsite was nearly perfect. It lacked a latrine, a fault common to many U.S. campsites. The island was small, but

we found room for all seven tents. There was that one pitched on the big rock ... After another well-cooked supper, we sat on the huge boulders at the edge of the water and watched the sun go down on another perfect day. Before the sun went down, Dana had the honor of being worked on by two of the expedition medical staff. Doc Peugh re-dressed his toe and Doc Griffiths removed the stitches in his chin from a pre-trip accident. Anybody can be a doctor via a PhD, but real doctors can operate using only a pocket knife, a flashlight, and a good pair of eyes. Nice going, guys! The only down side to the whole day was the loss of one of the radios, It was hung off a pack in a floatable case – looks like it fell off at the dam while the pack was being hustled up from the beach to the car.



The river near the first portage spot between Mud Lake and the chutes leading into Spednic Lake.

The fourth paddling day took us to Todds Island where we camped on the far end of the island because the near end was occupied. We tried to meet the chase car again, but Wendy could not get close enough to the water for a pickup so the supply crew returned to the island. The Scouts had started working on Whitewater merit badge by this time and also built a sailing rig for one of the canoes. The canoe was launched with Brent as the captain and Jonathan as crew after just about everybody helped build it. By this time the weather had improved to absolutely perfect although we did catch a spot of rain earlier in the day and we had about an hour of stiff wind around 4:00 PM just as we were starting off to meet the chase car.

Brent and Jonathan get ready to launch the outcome of a project in which just about everybody had a hand.



Supper and a campfire at Todds Island.
The end of another perfect day.



The fifth paddling day took us to Spednic Lake Campground at the far end of the lake. We made the paddle in a lake which had turned to glass. In addition, the day was so warm that we actually heard a complaint or two about the heat. At last we had a chance to break out the paddling shirts and sunblock to protect us from the sun. Once into camp, the drivers went with the chase car to retrieve their cars from North Lake while the rest of the crew rested by swimming and practicing sinking and rescuing canoes. We had decided to use the makeup day for a four mile paddle to Vanceboro followed by eight miles down the Saint Croix River to Little Falls. Since this would satisfy a major requirement for Whitewater merit badge, the crew developed a float plan and presented it to the leaders. We accepted the float plan with a couple of modifications. The chase car had already scouted a road into the falls so we offloaded all the gear into the chase vehicle. The only worrisome part was a report that we were in for severe weather so we decided to get a good jump on things and get started shortly after breakfast the next morning. Later in the evening, a Canadian scoutmaster we had met earlier in the day stopped by the campsite with Tootsie Rolls for all hands. Great guy! We used the last part of the day to put bandages on a few blisters, then hit the sack in anticipation of what would be an early day for us. Hey – we were used to getting started around 10:30 AM. 8:30 AM may seem late to some of you psychotic overdrive hikers, but we are training for the software industry and it seemed pretty early to us.



Barry and Jon pausing for a
photo moment. Just easing
along the St. Croix River on our
way to Little Falls.

The sixth paddling day dawned a little gray so we hustled through breakfast and hit the water around 8:35 AM. We paddled to Vanceboro, portaged around the dam, then dropped into the Saint Croix river. We negotiated several stretches of Class 2/3 rapids until we hit Little Falls, a long Class 3 stretch with a drop of around 10 feet. We spent a little time scouting the falls, then negotiated it with canoes. All came through clean so we tried it again with one canoe dumping which allowed us to try out our rescue skills. The paddle down the river was worth at least ten classes. You can talk all you want about downstream eddies and haystacks and all that whitewater terminology, but one trip down a river gives you some solid experience with the phenomenon of what happens when water moves swiftly over boulders. We had some nice clean passages over some stretches, but we left our share of paint on the rocks. Jonathan and Jared spent the paddle counting coup on as many rocks as possible.



Brent showing how to do it the right way
on the St. Croix River leading to
Little Falls.



Some nice, quiet, whitewater just
waiting to eat a canoe or two ...

One thing we noticed was the number of very nice, unoccupied, campsites along the river. We counted at least six between Vanceboro/St. Croix and Little Falls plus the five or so spots at Little Falls. We camped for the night on a beautiful spot overlooking the falls. The promised heavy weather did not arrive until late in the evening and then it was only a light rain. By that time we had picked up the two cars at Spednic Lake, made camp, cooked and eaten supper, and taken a swim. The weather during the day, although a bit gray to start with, turned into another fine, sunny, extravaganza by the time we stopped for lunch at a bend in the river. The Scouts also put in a couple of hours rebuilding the portage trail which obviously gets a lot of use. The road back to Vanceboro/St. Croix showed on the map as a good dirt road, but we could have used a vehicle with a little more clearance. Some of the rocks were very big and the potholes very large. Near the end of the day we met up with our scoutmaster friend from the day before who was there with his son running the falls. Barry's runs were instructive since he did one on the American side of the river, another on the Canadian side which is considered, we are told, the more technically challenging run. It certainly had larger rocks with more of those rocks exposed.



Josh, Jimmy, Evan, and Dana scout Little Falls for a possible route from a spot below the Falls.

It wouldn't be something to talk about if everybody made it through clean every time! Evan and Dana give the rest of us a chance to practice our rescue techniques. Good thing Isham had his whistle with him.



C&C picked up the canoes the next day and we set out for Herring Cove Campground on Campobello Island. Once we got there, some of us toured the Roosevelt summer cottage, a couple slept, and the rest walked up to the restaurant at the golf course for their first junk food in over a week. The campsite was terrific with showers and real bathrooms. This was also the first place we had to pay for our accommodations and then it was at a greatly reduced rate of just \$9 Canadian per tent. We all went to a breakup dinner at a local restaurant that evening where we ate well, tipped heavily, and discussed future major and minor AdVentures. Stay tuned for that list. The only down side of this campsite was a sudden onslaught of mosquitoes which invaded most of the tents and caused us some discomfort during the night. We had gotten used to not having to deal with bugs so this caught us by surprise.

The last day of the trip we breakfasted on blueberry pancakes and bacon by the ocean, then climbed in the cars and headed back to Lexington with a short stop in Freeport to drool over the new equipment in the stores. Heavy rain in New Hampshire held us up for a few minutes and put two of the cars into Lexington a little late although two of the cars were at the church before

the projected parental arrival time of 5:30 PM. We hung up the tents, parceled out the gear for cleaning, and went home. The parents did not have to spend much time waiting at the church because we had called from Freeport to give them our estimated time of arrival.

We called into our phone chain roughly once every two days to keep parents informed. Cell phone reception was definitely fringe but a spot from which to make contact could almost always be found. On Todds Island, for instance, we found a spot just 3'x3' which worked fine. The one person we forgot to include in the chain was Mark. Hank apologizes for the oversight.

Communications with the chase car were usually good. We used Motorola Talkabout radios which we also used to talk between the lead and sweep canoes to avoid having to shout. Future expeditions should not depend on them for emergency communications, but they should take them because they can be very useful.

Wildlife spotted included a moose, an otter, eagles (including two catching fish), herons, hawks, and foxes.



Paddling by a beaver lodge in Mud Lake.

We changed paddling partners regularly and everybody got to paddle both bow and stern. We also tried to switch sides from time to time to get over the tendency most paddlers have to paddle on their dominant side. The kayak was paddled by a different Scout each day.

The work done by the chase car was invaluable. Wendy talked to local people about conditions, figured out how to get us supplies, and made the whitewater part of the trip possible. She also found C&C Canoe and set up the free campsites with the New Brunswick authorities. The chase car is mandatory for this type of trip!

The final accounting is included with this report. We ended up well under budget at just \$200 per person. The biggest item on which we saved was the cost of lodging which was less than \$100 even with the chase car driver having to spend one night in a motel.



OK—who's my paddle partner today? Jared looks for a clean canoe with a light load.

Lost items include:

- 1 shovel
- 1 cook kit plate
- 1 radio (which we have hopes of recovering)

Hank's camera which was dunked early in the trip, was dried out when we got home and it appears to work fine. We will replace the first two lost items out of the trip budget. We will also purchase other items and repair a leaky large pot with a rivet so that we will end up with two full chef kits where once we had 1½ and we will end up with two full cook kits where once we had one plus about half of another. All covers have been washed so everything is ready for re-use.

We are also donating three full gallons of stove fuel to the general troop fund along with a funnel. We should invest in a couple of the filtering funnels with an automatic stop when the tank is full. One of the stoves had some corrosion in the tank so that was cleaned before it was put back in the Quartermaster storeroom at the church. In fact, both stoves have been thoroughly cleaned before they were put back.

We tried out a new method for washing dishes courtesy of Isham Peugh and his experience at Wood Badge training. We also tried his water heating device which worked very well, but which was too bulky to take with us on the trip.

Water was purified and filtered using Barry's PUR pump and iodine tablets. Next time we will buy a group pump and learn to use it early.

All in all, this was a great experience. The campsites were first rate. The experience could not have been better with bad weather and a tough paddle turning into gorgeous weather and a whitewater paddle. The Scouts, all good campers and paddlers already, really took it up a notch

because of the extended training provided by the trip. We are going to be hard pressed to give them an even better trip next year.

This from Hank: All this would have been impossible without leadership in the form of help, help, and more help. The committee supported us, a bunch of people pitched in to help with the shakedown, supply canoes, plan the trip, and to press me about planning when I faltered, and then three great leaders came along on the trip with me. In addition, we met a lot of people along the way who helped us. Thanks to all. I am sure you will hear more about this trip and I suspect that it will all be positive.

Our experience with this area leads me to believe that we can use it successfully for other trips. The Saint Croix, for instance, would be a great area for two day or longer trips. The whitewater is a little scary at first, but in fact it is quite safe. One of the guides from C&C Canoe told me that with a portage here and there, there is enough water for a three month paddle. We have barely scratched the surface.

Followup on this trip includes setting up a couple of classes so that all of those who want it can finish Whitewater merit badge.

Some statistics:

Miles paddled:	Better than 50
Border crossings:	Three formal, numerous informal
Border crossings by chase car:	Too many to count
Miles by car:	355 from Lexington to North Lake 95 (approx) from Little Falls to Campobello Island 300 (approx) from Campobello Island to Lexington
Miles covered by chase car:	219
Nights under the stars:	9
Days spent outside Lexington	10

We didn't spend as much time on merit badges as we intended. The time spent building a cohesive, strong, group of Scouts who have learned all the individual skills and who now have put everything together was more important. Those who did not have Canoeing merit badge now have it. Some Scouts finished up on Cooking and Camping. One Scout earned Cooking from scratch. All ten got a good jump on Whitewater. Curtis Scott from C&C Canoe told us about a leadership training school for which he supplies canoes. They travel essentially the same route we did except they charge \$1,200 per week which does not include transportation to Vanceboro, Maine.

The down side of this unit is now we have to try even harder to keep them interested. They have seen what Scouting can do and now they will want to do more of the same. Good! If you read your Boys Life for August you saw the cover story which was about a trip a little easier than ours.



Hey – it didn't look this hard in the merit badge pamphlet!

Jonathan and Jared showing they can pass Canoeing merit badge as Barry casts a critical eye on the procedure.

The trip provided an impetus for leader and Scout training. We now have several leaders with the two water safety certifications and we have several with CPR and First Aid as well. We also have several more Scouts with CPR training which means we now have several fully qualified Boy Scout Lifeguards.

We would do a few things differently.

1. We would carry smaller duffle bags and we would organize them better. Food staples in one, cooking gear in another, etc.
2. We would carry smaller water buffaloes. Five gallons is too heavy. The hard shell style was fine, but we would go with the 2½ gallon model and carry two.
3. We would purchase an expedition water purification kit (pump/filter style) and we would learn to use it during the shakedown.
4. We would emphasize menu planning and we would gear the types of food to the terrain being traveled. For instance, trying to transport three dozen eggs in a duffle bag for two days can be tricky.
5. We would emphasize meal preparation timing. Hot water for coffee and hot chocolate first, then the main course, then more hot water for cleanup.
6. We would carry lighter packs.
7. We would supply some of our own paddles so we could have a few longer ones for the taller paddlers.
8. We would work harder on camp and convoy organization. Is everything put away? Is it in the same place it was yesterday? Is everything accounted for?
9. We might carry one more large pot.
10. We would use a third stove burner more. We took two Coleman two-burner stoves, but one stayed in the car. We also took along a Svea single burner stove, but it was not used as much as it should have been. The Svea, or the MSR equivalent which the troop owns, would have been perfect for quick hot water at the start and end of each meal.
11. We would do more planning for ground support – the chase car. As originally envisioned, the chase car driver was destined to spend most of the day taking long walks and reading. In fact, Wendy spent most days researching and discovering roads, checking on the weather, checking out the area, and finding supplies we needed. It was a full time position and put over 200 miles on the car over very rough roads. Next time we will find appropriate topographic maps and we will use the GPS more so we can identify the roads better.

Of course, by the end of the trip we were doing all of the organizational items above and the pack weight really didn't matter much since we were in canoes with just a couple of portages.

Some of the cooking was downright perfect. All of it was decent. The mashed potatoes, made from scratch, were an inspiration even though most people would never have thought of combining it with another fine dish, Brent Chili, which was made up on the spot and used available ingredients when we missed a re-supply run. The Dutch oven got a lot of use with the cooking running from abject failure (cake at Little Falls) through Cajun Surprise (burned on the bottom) to perfect (cake at one site, brownies at another.)



First, get the dining fly up just in case it rains. Second, put something on the stove to cook because we are starved.

The gang at Spednic Lake Provincial Park.

There was some pre-trip concern about personal electronics such as CD and tape players being used to excess. The fear was unfounded – nobody brought anything like that along.

Again from Hank: The bottom line is that the trip turned out better than I ever expected. The weather cooperated. Many people who didn't know us helped us. Many people associated with the troop helped us. The Scouts were prepared for the trip and the jobs assigned to each Scout were done well. The leaders, including the Crew Leader and his assistants, had complementary skills and did more to make things work than I had any right to expect. I have never had more fun on a trip and I will never forget this one.

I thought "A Scout Is Clean" was just sort of a guideline ...

The aftermath of some great brownies with frosting. No, there appears to be no such thing as too much sugar,



Another part of that bottom line is that, in some ways, this sort of trip is more exciting than a Philmont or similar trip. There was nothing canned about this trip. Yes, we planned, but there was always an element of surprise to where we camped and what was available for meals. Would we find the chase car? Where the heck was Forest City Landing? Could we actually paddle the river between Grand Lake and Mud Lake? Could we run Little Falls without losing a canoe?

The big test of any trip is would you do it again. Our answer to this one is an emphatic YES. Can we start tomorrow?



You just have to believe!!!
The weather **will** be nice and the water
will be calm.

Menus

In some cases, the menu represents a recollection. We started out with carefully prepared menus and recipes, but changes in the food pickup schedule and the realization that some foods carry well while others do not, forced us to make changes along the way.

Hot chocolate, Tang, and tea were available at all meals. Milk was available off and on.

Day 1 Lexington to North Lake

Lunch	On the road
Supper	Chicken stir-fry with rice

Day 2 North Lake

Breakfast	Pancakes with bacon
Lunch	Grilled Cheese Sandwiches
Supper	Goulash, Dutch oven frosted cake

Day 3 North Lake to Spruce Point

Breakfast	Breakfast hash
Lunch	Cold rations while we waited for the storm to clear
Supper	Stew (accidentally heavily salted, but it was good nonetheless), vanilla wafers

Day 4 Spruce Point to Patterson Point

Breakfast	Scrambled eggs with cheese, onion, and green peppers
Lunch	Cheese, sausage, and crackers
Supper	Greenbar Stew, Dutch oven brownies

Day 5 Patterson Point to Birch Island

Breakfast	Breakfast burritos
Lunch	Tuna sandwiches, PBJ sandwiches
Supper	Camper's Stew

Day 6 Birch Island to Todds Island

Breakfast	Oatmeal
Lunch	Wraps with cold cuts and cheese
Supper	Brent Chili, mashed potatoes, baked potatoes

Day 7 Todds Island to Spednic Lake Campground

Breakfast	Blueberry pancakes
Lunch	Cannot remember for the life of me ...
Supper	Shakedown stir-fry with chicken and rice, Dutch oven cake with frosting

Day 8 Spednic Lake Campground to Little Falls

Breakfast	Blueberry pancakes
Lunch	Crackers, cheese, sausage with Oreos for dessert
Supper	Spaghetti with mushroom sauce, failed Dutch oven cake

Day 9 Little Falls to Campobello Island

Breakfast	Scrambled eggs with bacon and cheese
Lunch	On the road in Lubec, Maine
Supper	Restaurant for breakup party

Day 10 Campobello Island to Lexington

Breakfast	Blueberry pancakes
Lunch	On the road



A good look at a typical island campsite. This one is Todds Island just as the sailing canoe project was starting.

I wish somebody had taken a picture of the typical open-air latrine.

Itinerary

Day	Start	Finish
1	Lexington	North Lake Provincial Park , New Brunswick, Canada
2	North Lake	North Lake
3	North Lake	Spruce Point
4	Spruce Point	Patterson Point
5	Patterson Point	Birch Island
6	Birch Island	Todds Island
7	Todds Island	Spednic Lake Campground
8	Spednic Lake	Little Falls
9	Little Falls	Campobello Island
10	Campobello Island	Lexington



Isham making sure that Hank follows the book correctly when signing off on Canoeing merit badge.

Right Top:

A look at the Roosevelt "cottage" on Campobello Island.



Right Bottom:

Barry and Wendy at the visitor center on Campobello Island.



Areas of Responsibility for Scouts

Venture Crew Chief

Assistant Venture Crew Chiefs (2)

Provisions Quartermaster

- Track supplies
- Make up lists of needed supplies and quantities
- Make sure food and other supplies are correctly packed and loaded
- Arrange for correct stowage of food at campsites

Equipment Quartermaster

- Make sure all equipment is in working condition
- Make sure nothing is left behind
- Make sure everything is correctly stowed when not being used

Bo'sun

- Make sure all watercraft and related equipment are in good repair at all times
- Make sure that canoes are correctly secured whenever they are not on the water
- Help the Paddle Boss run the training session at North Lake

Navigator

- Know where we are on the river and be able to navigate us to our next campsite

Safety Officer

- Make sure that safety regulation are followed
- Correct any unsafe practices
- Keep track of buddy lists

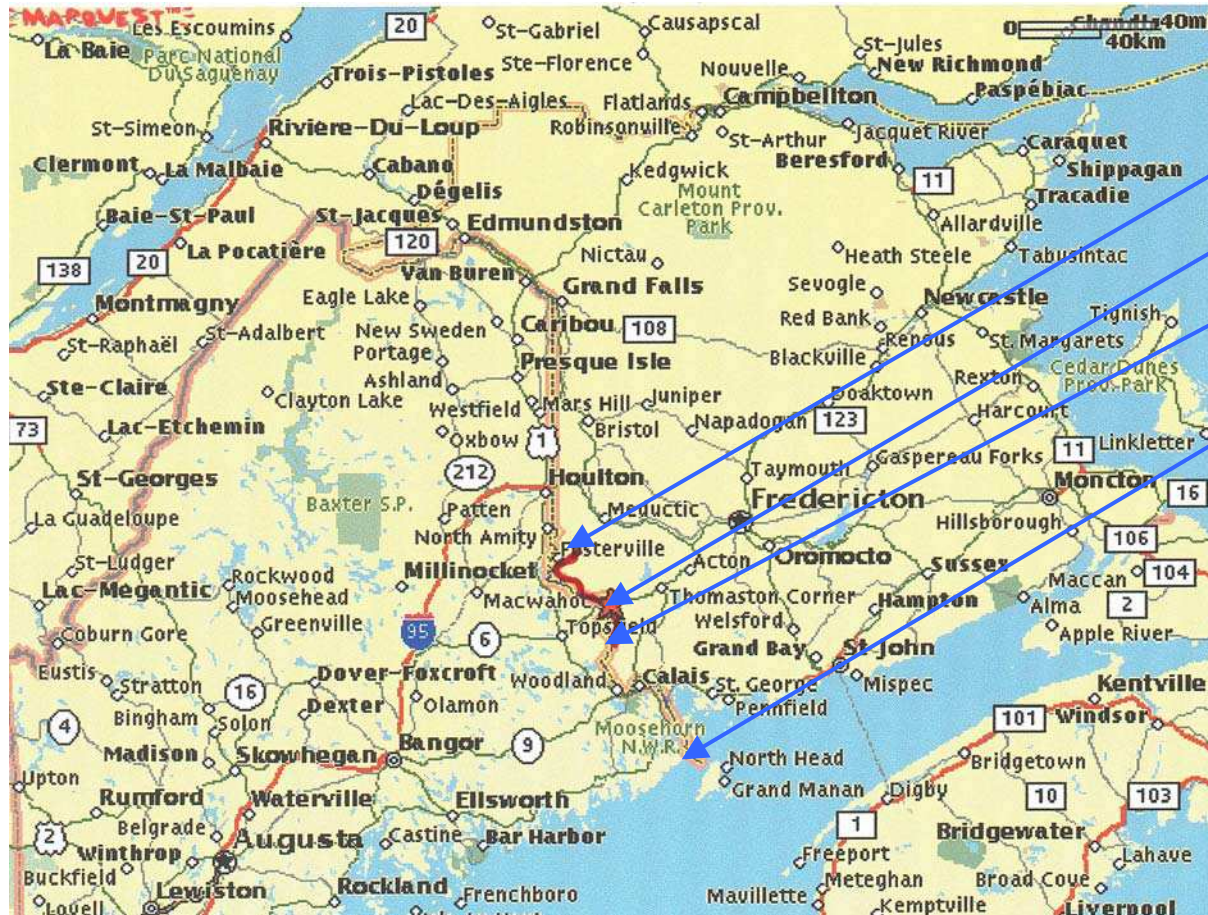
Information Officer

- Keep a log of daily activities
- Help write the final trip report
- Take pictures to illustrate our trip
- Help make up the storyboard which will tell the rest of the troop about our exploits at the fall Court of Honor

Communications Officer

- Safeguard the crew radio
- Conduct radio checks as needed
- Handle communications with the chase car
- Draw up a telephone call chain so we can notify parents quickly
- Draw up an emergency call list

Area of Operations – Canoe AdVenture 2000



Start of trip at North Lake

Vanceboro, ME / St. Croix, NB

Last paddling campsite at Little Falls on the St. Croix River

Campobello Island

Paddle Route – Canoe AdVenture 2000



The start of the journey

First paddling night at Spruce Point

Second paddling night at Patterson Point

First whitewater as we enter Mud Lake

Third paddling night on Birch Island

Fourth paddling night on Todd's Island

Fifth paddling night at Spednik Lake
Provincial Park

Sixth paddling night at Little Falls after a
paddle to Vanceboro, then a trip down the
whitewater of the St. Croix River