

Woodsmoke - Bushcraft & Wilderness Survival
'North Woods Adventure'
Northern Bushcraft – Maine, USA



Woodsmoke's
'The North Woods Adventure'
Northern Bushcraft & Winter Travel Skills
In association with North Woods Ways



Maine, USA
26th Jan. – 9th Feb. '09



“ The thick night falls over the forest, and the frost comes down like an axe. Once the canvas has been stretched over the framework, and the snow banked up all around the sides, and the stove is nice and warm – then he (the trapper) can slip into an almost total state of well-being – even though he may not yet fully realise that right then and there, in the heart of the woods, he is living through the best moments of his life.”

- Paul Provencher (Last of the Coureurs de Bois.)

Expedition Briefing Pack



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The Expedition at a glance

Expedition Dates: 26th Jan. – 9th Feb. '09

Duration: 14 days

Group Size: 12 people (max.)

Accommodation: 2 days travelling, 2 nights in motels and 10 nights under canvas

Climate: Cold, snowy and sunny

- Day-time temperature approximately -7°C
 - Night-time temperature approximately -18°C
- Note: Temperatures may be more extreme.

UK Expedition Leaders: Ben McNutt and Lisa Fenton

US Expedition Leaders: Alexandra and Garrett Conover

Total Cost: £ 1,495 (including VAT). Flights to Maine are NOT included in the price (flight currently cost approximately £470, incl. all taxes and fees).

Deposit: £ 500

What is it about? The aim of the course is for you to acquire the skills in planning, preparation, bushcraft, traditional skills, snow-craft and knowledge to travel safely in the boreal north. You will be spending everyday exploring, walking, tracking and living in the North Woods.

What is it NOT about? From the outset, it is important that you understand that the expedition is NOT a cultural tour – you will NOT be sleeping in heated cabins or have your meals cooked for you. It is a hands-on, winter skills course and you will be expected to trek, build, gather, fish, dig and cook. You will sleep out in the bush, in a snow shelter or heated canvas tent, and cook on wood stoves or open fires everyday.

This Expedition's aim is to introduce you to the spectacular winter environment of the boreal north in a luxurious manner that is impossible to achieve by the more austere and rigorous mode of winter backpacking. By adopting the snowshoe and toboggan techniques of the native peoples of the sub-arctic we can explore the frozen waterways of Maine in extraordinary comfort. The waterways become our winter highways, and with the weight of our gear on the toboggans rather than our backs we can afford the luxury of camping in cotton wall tents heated with sheet steel wood stoves.

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Geographic coordinates: 44.33064 N,
069.72971 W

GPS: The datum for Maine is WGS84



Expedition Background

The State of Maine

The State of Maine is a state in the New England region of the northeastern United States of America. The territory that is now Maine was part of Massachusetts until 1820. It is known for its scenery — it's jagged, mostly rocky coastline, rolling mountains; and its heavily forested interior.

The original inhabitants of the territory that is now Maine were Algonquian-speaking peoples. The first European settlement in Maine was in 1604 by a French party. The first English settlement in Maine, the short-lived Popham Colony, was established by the Plymouth Company in 1607. A number of English settlements were established along the coast of Maine in the 1620s, although the rugged climate, deprivations, and Indian attack wiped out many of them over the years. As Maine entered the 18th century, only half a dozen settlements still survived. American and British forces contended for Maine's territory during the American Revolution and the War of 1812. Because it was physically separated from the rest of Massachusetts and because it was growing in population at a rapid rate, Maine became the 23rd state on March 15, 1820, as a component of the Missouri Compromise.



Our Partners: North Woods ways

Alexandra S. B. Conover has been exploring the woods and paddling rivers since childhood. A registered Maine Guide since 1978, she has introduced many people to the rivers and woodlands of Maine and Labrador.

In 1977 she received a degree in Human Ecology from College of the Atlantic. Her interest is in helping people acquire skills to travel self-sufficiently and in harmony with the natural world, as well as integrating the spiritual elements of humans and wilderness. Alexandra handcrafts North Woods paddles, based on a pattern used in this region for over 100 years. When not guiding, Alexandra is playing, composing, and performing on piano, accordion, and Autoharp.

Garrett Conover studied wildlife biology and creative writing at University of Montana, and graduated from College of the Atlantic. His interests have their origin in childhood and work has always been chosen for its proximity to the wilds. His delight in the ecology and ethnology of the boreal regions and northern travel skills are natural assets to North Woods Ways.
Alexandra

Alexandra and Garrett are Maine Guides registered by the State. Each has had backcountry first aid training through SOLO of Conway, New Hampshire. They are frequent presenters at wilderness travel symposiums and advocacy conferences. Garrett's slide shows are in demand by outing clubs, museums, colleges, corporations, nature centres, and other organizations.

Before starting North Woods Ways, the Conover's had the good fortune of an extended apprenticeship with renowned Maine Guide "Mick" Fahey. Since then they have actively sought knowledgeable men and women of the north woods, and have lived with several Native families who still spend significant time in the Canadian bush.

In turn, Garrett and Alexandra are committed to the young apprentices who are now seeking them as mentors.





The Physical Environment

Geography - To the south and east is the Atlantic Ocean and to the north and northeast is New Brunswick, a province of Canada. The Canadian province of Quebec is to the northwest. Maine is both the northernmost state in New England and the largest, accounting for nearly half the region's entire land area. Maine is called the Pine Tree State, as over ninety percent of its land is wooded, with 3.5 million acres of boreal forest and is the most sparsely populated state east of the Mississippi River.

Climate – Maine experiences a humid continental climate. Winters are cold and snowy throughout the state, and are especially severe in the northern parts of Maine. January temperatures range from balmy daytime highs near 0 °C to overnight lows below -18 °C in the North Woods. (Note: Temperatures may be more extreme).

Flora	Fauna
White Pine (<i>Pinus strobus</i>) Red Pine (<i>Pinus resinosa</i>) Eastern Hemlock (<i>Tsuga canadensis</i>) Red Spruce (<i>Picea rubra</i>) Balsam Fir (<i>Abies balsamea</i>) Northern White-Cedar (<i>Thuja occidentalis</i>) Larch (<i>Larix laricina</i>) Sugar Maple (<i>Acer saccharum</i>) Red Maple (<i>A. rubrum</i>) Silver Maple (<i>A. saccharinum</i>) Striped Maple (<i>A. pensylvanicum</i>) Ash (<i>Fraxinus species</i>) Paper Birch (<i>Betula papyrifera</i>) Yellow Birch (<i>B. alleghaniensis</i>) Grey Birch (<i>B. populifolia</i>) Black Cherry (<i>P. serotina</i>) Pin Cherry (<i>Prunus pensylvanica</i>) Aspen (<i>Populus tremuloides</i>) American Elm (<i>Ulmus americana</i>) Northern Red Oak (<i>Quercus rubra</i>) American Beech (<i>Fagus grandifolia</i>) Speckled Alder (<i>Alnus rugosa</i>) Basswood (<i>Tilia americana</i>) Hop-Hornbeam (<i>Ostrya virginiana</i>)	American Black Bear (<i>Ursus americanus</i>) American Marten (<i>Martes americana</i>) American Beaver (<i>Castor canadensis</i>) Bobcat (<i>Lynx rufus</i>) Canadian Lynx (<i>Lynx canadensis</i>) Eastern Coyote (<i>Canis latrans</i>) Fisher (<i>Martes pennanti</i>) Mink (<i>Neovison vison</i>) Moose (<i>Alces alces</i>) Muskrat (<i>Ondatra zibethicus</i>) New England Cottontail (<i>Sylvilagus transitionalis</i>) Northern River Otter (<i>Lontra canadensis</i>) Raccoon (<i>Procyon lotor</i>) Red Fox (<i>Vulpes vulpes</i>) Snowshoe Hare (<i>Lepus americanus</i>) Striped Skunk (<i>Mephitis mephitis</i>) White-tailed Deer (<i>Odocoileus virginianus</i>)





The Expedition Locations

The expedition will be based in an area where headwater streams pass through mixed hardwoods, boreal forest, and occasional bog openings. This North Woods region is part of an historic network of canoe and snowshoe routes. The trip will be within the Forest Society of Maine's West Branch Project, which, while allowing adjacent forestry work to take place, still protects the region from the threat of future development in favour of remote recreation. We've selected these river segments for their maximum and diverse wildness, and minimal potential for encountering snowmobiles.

Final Routes to be closer to the time, but will either be on the St. John, Pine Stream or the Penobscot rivers.

Accommodation:

The first night of the expedition will be spent in a motel in Bangor. Allowing time to recuperate from the flight, swim, have a beer, eat and relax.

The next ten nights will be spent under canvas (or snow) camping in the bush, in a snow shelters or heated canvas walled tents.

The final night will be in a motel in Bangor, with an evening meal at a great Thai restaurant.



Meals:

All of the food on the expedition will be cooked outdoors over an open fire or woodstove.

We will not have specially employed catering staff cooking for us; meals will be a communal affair with everyone taking their turn to help. Cooking will be supervised by one of Woodsmoke's staff, all of whom hold a 'basic food handling and hygiene' certificate. All meat and shellfish are safe to eat in this area of the US; in fact Maine is famous for its seafood cuisine, especially lobsters and clams.

- Breakfast will typically be pancakes and hot cereal.
- Lunch will be cheese, salami, tinned fish, crackers, dried fruits, and sweets.
- Dinner will consist of a cooked meat dish with potatoes, rice or pasta.
- Vegetarian options will be available, if required.

Water:

Mains water in towns is considered safe to drink. In the wilderness the water needs to be purified, you will be taught how to collect water, but will also be required to boil, or treat all surface water collected in the bush with iodine.

Alcoholic Drinks:

You will be expected to pay for your own alcoholic beverages.



A Typical day on expedition

Our days start in the warm wall tents with a hearty pancake or hot cereal breakfast cooked on the wood stoves. Camp is then broken down, equipment packed onto toboggans and its time to hit the trail.



We will snowshoe along the wind-packed waterways, which provide ideal travel for us. As well as 'easy going', one of the main reasons to stick to these riparian corridors is to maximise our chances of seeing wildlife.

Lunches of cheese, salami, crackers, dried fruits, and sweets as well as cups of steaming hot teas are enjoyed along the trail. Then we will continue trekking or perhaps pitch camp early, chop our wood and then practice skills, go tracking or simply explore this beautiful frozen landscape.

Suppers in the candle lit tents are usually fragrant stews and stroganoffs complete with biscuits and dumplings. Pineapple upside-down cakes, gingerbread and pies are just a few of the desserts we enjoy on these winter trips.

North Woods Ways will provide all the group gear such as toboggans, wall tents, sheet steel stoves and food. In addition they are happy to supply the canvas and leather mukluks (footwear), as is not readily available in the UK, and of course the snowshoes.

Teaching & Skills

The expedition will begin with a preparatory phase, run from a static camp, covering classic winter survival skills where you will begin to understand the intricacies of living in this amazing environment. During this orientation period we will also be able to go over personal gear, issue equipment, such as duffle bags, toboggans, moccasins, rubber booties and any gear to loan, such as mittens and parkas. With practice we should be able to get everything down to minimum essentials.

Phase one will cover base-camp and core emergency skills -

- Understanding thermo-regulation
- Cold weather clothing and equipment
- Understanding cold injuries
- Sanitation and hygiene
- The science of snow and using snow tools
- Emergency fire lighting and signalling techniques
- Axemanship and sawcraft
- Aputiak (igloo)
- Athapaskan quinzee
- Snow-holes, slab shelters and drift caves
- Expedient shelters – Spruce-trap shelter, snow graves, block walls & tarp shelters
- Trip planning

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- Menu planning
- Natural hazards
- Backwoods sauna

During phase two; we will focus on winter travel and trail-skills by totally immersing ourselves in this amazing environment and 'hitting the trail' living in canvas wall tents.



- Bough beds
- Using wood stoves
- Snowshoe designs
- Ice reading skills
- Using Ojibwa and Maine snowshoes
- Loading and pulling traditional toboggans
- Backwoods cooking – reflector ovens, bannocks, pies, sourdoughs, stews, etc.
- Emergency snowshoes – Roycraft and bear-paw designs
- Ice fishing
- Using an Ice Chisel
- Making pack frames, blanket rolls and Tump lines.
- Star navigation and mythology
- Bark craft
- Iroquois sledge
- Handmade snow goggles
- Making crooked knives
- Winter navigation
- Tracking and trailing

Emergency Field Communications:

The Country Dialling Code is + 001.

Emergency in-country contact numbers will be available closer to the time.

UK Office:

Whilst on expedition, a member of the Woodsmoke team will act as our UK back-up in case of emergency and will be contactable 24 hrs a day on the following number – number to be released at a later date.

Personal Communications:

If you have an international roaming agreement for your mobile phone, we have no objections to you using it on expedition, providing it is used discreetly and does not affect others enjoyment of the silence of the bush. However, it is most likely that you will only get a signal in Bangor.



Expedition Health Care

US medical facilities are generally of an extremely high standard. HIV-positive visitors must apply at the Embassy for a waiver of inadmissibility before entry.

Recommended immunisations are the same as for the UK.

Other Health Issues: Rabies may be present in wildlife. We are not at high risk, so vaccination is not essential.

Medical support network:



Expedition first-aid will be provided by the Woodsmoke team, who have been trained in expedition first aid and '[Advanced Medicine for Remote Foreign Travel](#)' by *Wilderness Medical Training*. They also hold HSE recognised first aid certificates.

The expedition will carry a very comprehensive medical first aid pack.

Through out the expedition we will have a reliable communications system and will be in reasonable proximity to medical care, never being more than a few hours casevac from a private hospital (weather permitting).

Insurance:

You must have adequate travel insurance to join this expedition. In the US only emergency cases are treated without prior payment, and treatment will often be refused without evidence of insurance or a deposit. All receipts must be kept in order to make a claim.

Travel documents and visas:

You will require a passport that is valid for at least 6 months after your intended departure date, to be granted entry into the USA. Nationals from all EU countries and New Zealand do not need to arrange visas in advance to visit the USA. You will be granted an initial 30 days visa stamp on entry to America, free of charge.

Please note:

It is advisable to make copies of the relevant pages of your passport, your flight tickets, your traveller's cheque receipt slips and your travel insurance policy in case the originals get lost.

Keep one set of copies with you, one set in your luggage and leave one set with a friend or family member at home. If possible, scan these documents, and email them to yourself, using an email address with sufficient memory storage (visit www.gmail.com for a free, large storage email account).



Personal Preparation

Physical Conditioning:

You need to be in reasonable shape. Anyone who is seriously overweight or has limited flexibility will discover some real handicaps due to so much kneeling, sitting without back support, squatting, and doing things at ground level. Attitude is everything. If you really want to be there, have the temperament to attend to fussy little details, and are a patient and eager learner, then the winter trail will be very rewarding.

Prior to the trip we recommend that you begin a light aerobic fitness-training regime, working out at least three times a week. This will greatly improve your enjoyment of the course. If you are in any doubt about your ability to cope with a cardiovascular workout program, please consult your GP.

Personal Equipment:

Clothing:

Unlike modern winter camping we will veer away from brightly coloured synthetic mountain garments, and will outfit you with canvas parkas, mukluks and hide/canvas mittens, as worn by the natives of Labrador, designed to meet the needs of traditional winter travel. Fleece and pile garments work, but with a narrower range of comfort, don't breathe well, retain body odours, and melt if sparks, flame, or a hot stove or stove pipe should contact them even for a fraction of a second.

- 1 x Wind-proof shell parka with hood. This may be a lined or un-lined parka, surplus anorak (if you can find one), or best of all an expedition style anorak in high count cotton. The Conover's have several loaner Empire Canvas anoraks available.

(The parka in the picture is an army surplus ['Swedish Hooded Windproof Snow Smock'](#), perfect for the expedition at only £13.99)

- 3 x Wool shirts sized to be worn one over the other, in light, medium, and heavy weights. Ullfrotte and swandri will be perfect.
- 1 x [Pair wool pants](#).
- 1 x Set of wool or synthetic long johns. Ullfrotte will be perfect.
- 5 x Pairs of wool socks (use with silk or synthetic liner socks if you can't wear wool directly on skin.)





- 1 x Wool or synthetic hat that can completely cover head and ears, or alternatively a Balaclava style hat.
- 1 x Pair wool mittens with leather 'chopper" mitt shells. A spare set of liners is not over-doing things for back up, or having a different weight for extreme cold. The Conover's have several loaner pairs of Empire Canvas expedition liners and shells.
- 1 x Down or synthetic filled parka. This should be carried in it's own stuff sack for easy access during the day for lunch stops.
- 1 x Scarf. Long enough to wrap face and ears in extreme cold or wind.
- 1 x Pair wind pants to be worn over wool pants in windy conditions. Preferably ventile or quality cotton, rain pants can serve in a pinch, but won't breath, and skier's warm-up pants work. Full side-zippers allow them to be put on or removed while wearing snowshoes. ([Swedish Cold Weather Trousers](#) are a good budget option at £12)
- Several bandanas or Buffs, primarily as nose wiping equipment.
- Rain gear (jacket and pants). We hope to never need these, but if we do, we'll really need them.
- Knit headband to keep ears warm when a full hat is too hot, and as a nose warmer at night in the sleeping bag.

Footwear

- 2 pairs felt boot liners. If you have trouble finding these [Steger Mukluks](#) has some of the best.

Order them a month in advance of the expedition and have them posted to yourself c/o North Woods Ways, 2293 Elliottsville Road, Willimantic, ME 04443, USA

- 2 pairs felt insoles one size smaller than liners to be inserted to double sole thickness. (Can be trimmed to fit with scissors).



For those who wish to have their own winter moccasins, Steger Mukluks are superb, and have a soft rubber sole which makes them suitable on pavement, changes from hot and cold environments (such as car to outside, or house to outside), and are useful far beyond being on the trip itself. Expedition, and Weathermate Mukluks are the best for the trail. Do not spray or attempt to waterproof the leather bottoms as the catalogue suggests. These are warm because they are breathable, and not intended nor suitable for thaw conditions.

Equipment Checklist:

Sleeping System

- Sleeping bag, preferably a good quality expedition / 4 season bag (or two 3 season bags).
- Full length self-inflating sleeping mat



- Full length closed-cell foam mat

Carrying System

- Rucksack or hybrid travel pack (you will not have to hike with it)

This is for travelling and can be stored at the Conover's, where you will be issued with an expedition duffel bag.

- Daypack, to be lashed to top of loads with all small frequently used items and extras for ready access, and use on side trips on layover days.

Cooking System

- Knife, fork and spoon
- Large stainless steel or insulated mug
- Stainless steel bowl / deep plate

Sun Protection System

- Eye protection for sun on snow, and wind protection. Goggles are best, glacier glasses, or good dark glasses are suitable.
- Sun block
- Lip balm

Lighting / Location System

- Head torch (and spare batteries)
- Small LED torch
- Whistle

Water System

- 2 x 1-Litre strong water bottles
- 3-Litre water bladder
- Iodine drops

First Aid System

- Small first aid kit, including safety pins, plasters, blister kit, tweezers, foot powder and any personal medication.
- Emergency food e.g. a power bar

Tool System

- A fixed blade sheath knife





- Multi-tool or gadget knife

Hygiene System

- Wash kit, preferably containing biodegradable soap, wet wipes.
- Towel
- Sanitary products

Optional Extras

- Notebook and pencils
- Sewing kit
- Camera
- Binoculars
- 10 meters of parachute cord
- A folding saw
- Large Ziploc Bags
- Gaffa Tape
- Mobile phone
- Foam sit-mat



Words of wisdom about selecting your winter travel equipment from Garrett and Alexandra...

Clothing: The major consideration regarding clothing is that it be thought of in terms of layers, breathability, and for the outermost layer in some conditions – wind-proofness. Layering maximizes ones ability to thermo-regulate and facilitates faster drying should anything become wet. As many items as possible should be wool. Despite the recent infatuation with 'vapour barrier" systems, natural breathable materials are safer, warmer, easier to maintain and regulate, cleaner, and on all counts easier to manage in the field. One should always adjust their clothing to the level of activity and wind conditions. Over-heating to the point of sweating is the first step toward being cold. Maintain warmth without being hot. If you sweat you will have wet clothing that will cool by evaporation. Transpiration should be maintained at a level, which passes moisture through your clothing as a gas. In this way you cannot get cold even if the level of exertion changes because there will be no wetness in the clothing to rob you of heat. Blocking this vapour passage with a non-breathable material, or through improper thermo-regulation can be risky and ultimately dangerous. It is always uncomfortable and inconvenient.

Sleeping Bags: Recognizing that buying a good winter sleeping bag is a serious investment here are some thoughts and strategies. First, if winter travel and camping is a serious and long-term goal then it is wise to get a good single season bag for that purpose.



However, if you are new to winter camping, are not sure of your commitment, or simply don't have the loads of money to invest in a winter expedition bag, there are some alternatives. You may be able to borrow a second bag to double with what you may already have as a three-season bag. If borrowing is not a possibility many of the larger retailers of equipment have rental bags available. This not only reduces the cost, but also allows you to sample several kinds over time and able to make an informed choice should you eventually purchase one. If you already own a good three season bag and wish to winterise it with a minimum investment, you have the option of buying a fairly light bag that is intended to be used double with a full bag. Many of these serve as a hot weather bag by themselves. This is also a good strategy to pursue if you want to camp all year round without owning a single-season and single-purpose winter bag.

Goose down is lightest, warmest, compacts the smallest, breathes the best, and maintains its loft with age and use better than other materials. It is very expensive, difficult to clean and to dry, and useless when wet. Not much can be done about the expense aspect, patience and care must be exercised for cleaning, and you can learn how to keep a bag dry. Despite these last disadvantages down bags are best.



Synthetic filled bags solve some of these disadvantages, but in so doing introduce other failings. The major niceties are that the synthetics dry quickly which means they are useful sooner after becoming wet, and most can be machine washed without special care. Most are half the price of down and are thus kind to ones sense of economy.

On the negative side are such factors as these: To equal down for warmth the synthetics must be heavier and generally very much bulkier. So far all the synthetic fills loose their loft relatively rapidly after a few years of hard use and must be replaced. Marketing for the synthetics implies, and in some cases, says, that fibre-fill bags are "warm when wet". Literalists beware. This means that fibre-fill may be warmer than down when wet, but neglects to say that neither material is useable when wet. Wool advocates are guilty of the same sleight of semantics regarding wet wool. It is far simpler to learn how

to avoid getting anything wet in the first place. Preventative strategy is the key to comfort and skill on all levels. In the end you must choose what best fits your needs and constraints, just remember the limitations of each choice and comfort should prevail.

When accumulating equipment keep a few things in mind. Natural fibres such as wool have a long life, and tight weaves are very abrasion resistant. Good wool is expensive but may be cheaper in the long run due to longevity. Synthetics can be quite expensive also, and most are subject to solar breakdown and may perform poorly in extreme cold. Synthetics retain body odours with miraculous vengeance. Don't expect mere washing to erase traces of your history of trips. For cold weather camping, things like Gore-Tex work in the short term on infrequent outings, but as



yet have never satisfied anyone who requires long-term hard use gear. (Disgruntled owners refer to it as leaktex for a reason.)

A lot of good wool can be found in the Army Surplus stores. Most things can be new, but often there is a lot of second hand gear that is in good condition. If it is used, check the seams, stitching, and for too much patching and repair.

Be cautious and comparative, especially when shopping at catalogue stores and major retailers of outdoor gear. Style and gadgetry have replaced longevity and practicality in too many cases. Catalogues are prone to teach you to need what they have to sell. Multifunctional gear is almost always better than single purpose gear and will simplify and lighten your load. Don't be seduced by fancy advertising. Stuff near its pinnacle of refinement doesn't change much, styles do. Salespeople are hired to sell stuff not to educate the public. Be wary and specific and careful when dealing with them.

When we meet before trip departure we will have a complete gear shakedown so that nothing important is left out. With luck a few things that might be overdoing it can be deleted. Adequate preparation yields a free mind; a free mind has more room for the special pleasures and rewards of comfortable winter travel. Once we are in a snug campsite with a good supply of wood and the stove humming, cold will not be foremost in our minds. Someone may have to throw the tent flap open to cool the place down, or maybe a fine aurora will lure everyone outside.

Baggage Security:

With regards to flying with a rucksack, I just make sure that all of the bags straps are pulled tight and tucked in. If you are worried about your packing being damaged, then you could buy a flight bag to put your rucksack into. The draw back is the extra expense, but the pros are as follows - A single padlock (on the flight bag) seals your whole rucksack & all it's pockets; all the straps on the rucksack are safely packed away. It's very common for rucksack straps to get caught on something & tear off while the baggage handlers are moving it around. They also fold up to a very small size for easy storage. Get a US Customs-friendly padlock.



It is fine to travel with cutting tools in your main pack providing they are stored securely in a bag (not strapped onto) and that they are not readily accessible. Prior to the expedition we will mail you a letter, so that if challenged, you should not be viewed as being in 'possession of an offensive weapon in a public place', and that the you are carrying greenwood working tools (axe / knife / crooked knife) for 'environmental / hobby' purposes (as per Section 139 of the Criminal Justice Act 1988). You should also have your receipt of payment or briefing pack for the expedition, to prove your reason for carrying these tools is legitimate.



Spending money:

You will have no need for spending money on the trail, but it might be worth having some cash for shopping (some great second-hand book shops in Bangor) and beers.

The exchange rate is roughly £1 = \$2, for current exchange rates visit www.xe.com

Major credit and debit cards, including the Visa Cash Passport Card, are widely accepted. You can also access your bank account using US ATMs, which are ubiquitous. Traveller's cheques are easily converted to cash at any bank. You'll probably need to take your passport along to prove your identity.

Time difference and jet lag:

GMT -5 (also known as Eastern)

If you are hung-over (surely not), sleep-deprived, run down or just plain worn out before you begin your travel, chances are greater that you will be more susceptible to jet lag.

Although jet lag cannot be cured, there are some tips that may help to reduce the severity of symptoms. Consider the following before, during or after your next scheduled air flight:

- Avoid alcohol and caffeine just before and during your flight. Both alcohol and caffeine have diuretic properties, which means that they cause you to lose water and make you dehydrated. Also, alcohol causes drowsiness and can contribute to the sluggish feeling experienced by many travellers.
- Reset your watch to the time zone that you are travelling to. This lets you start thinking according to your arrival destination's local time before you even arrive.
- Create as dark an environment on the plane as possible. Bright lights have a strong effect on a person's body clock. Use eyeshades and earplugs to help block out the in-flight distractions and convince your body that it is dark. Closing the window shade and turning off the overhead cabin lights may also help. Sleep on the plane if your flight has an early morning arrival time.
- Wear comfortable clothing and shoes. If you experience mild swelling, it will help to have loose-fitting clothing and comfortable shoes.
- Get adequate rest before your flight. By starting your trip well rested, you will not be playing as much "catch-up" when you arrive at your destination. Likewise, when you return, try to schedule a day of rest before returning to work.
- Walk around and do isometric exercises (simply contract and relax as many muscle groups as possible while seated) while in flight. This will improve your circulation, helping promote an increased level of alertness and reduce the chance of swelling in other body regions.
- Drink plenty of fluids. Drinking lots of water and juices will help you to stay well hydrated.
- If possible, try to wait until the local bedtime to sleep. You will sleep better and be less likely to suffer insomnia than if you take a nap upon arriving. A daytime flight may help since nighttime flights may exacerbate jet lag.

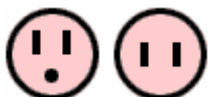
Digital resources:

It will be too cold to bring a laptop for dumping photos, so please ensure you have enough memory cards to take all your photos.



Power:

The expedition will have a solar power panel for recharging small electrical appliances whilst on the trail.



The motels will have 110V electrical plugs; US adaptors are readily available at the airports.

Expedition Travel & Transport

How to get there:

Very Important – Do not book your flights until given the go-ahead by Woodsmoke, as the expedition needs a minimum number of participants in order to run.

Flights to Maine are NOT included in the cost of the course – you will need to book your own flights independently.

Outbound:

We recommend that you book the US Airways flight 'US 731', departing from London Gatwick (LGW) South terminal at 11:45 hrs on Monday 26 January 09. The flight arrives in Philadelphia International (PHL) Terminal A, at 15:30hrs on Monday afternoon.

As you are entering the USA you must clear customs, the connection time at the airport for the internal flight to Bangor International (BGR) is 4hrs 25 minutes.

The connecting flight is US Airways 'US 3476', which departs from Terminal C, Philadelphia International (PHL) at 19:55 hrs arriving in Bangor International (BGR) at 21:37 hrs on Monday night.

Inbound:

The recommended return flight is with US Airways, flight number 'US Airways US 4057', which departs from Bangor International (BGR) at 15:33 hrs on Sunday 08 February 09. The flight arrives in Philadelphia International (PHL) Terminal F at 17:15 hrs that afternoon.

You will have 3 hours and 40 minutes to transfer to Terminal A to get the connecting flight with US Airways, number 'US 730', departing for London Gatwick (LGW) at 20:55.

The final leg of your journey arrives at the South Terminal of London Gatwick (LGW) the following morning at 09:10 hrs Monday 09 February '09.

The travel time is approximately 15hrs outbound, and 12 hrs 30 minutes inbound. The price of the flight is currently approximately £470 (incl. all taxes and fees).

Our preferred booking operator is [Opodo](#).



When packing, it is worth thinking about the worst-case scenario of you're hold luggage not turning up with you in Bangor. This hasn't happened to us yet, but due to our schedule we won't be able to wait for a few days until the next flight it turns up. So pack a few 'must have' items in your carry on luggage and anything else will have to be borrowed or bought in Bangor.

The Expedition Assembly Point:

We will meet everyone in the arrivals department of Bangor International Airport (BGR) at 22:00hrs on Monday night where we will get a taxi transfer to the motel.

Late arrivals:

Don't panic if the above flight is delayed, we will wait for you. However, if you miss your flight you will have to make your own way to the North Woods Ways base at 2293 Elliottsville Road, Willimantic, in Northern Maine. Woodsmoke will not be responsible for any costs incurred by late arrivals.

Transport and vehicles:

The majority of our travelling will be on good quality tar roads, with some driving on gravel roads in the more remote areas. All passengers will be expected to wear seatbelts.

Responsible tourism and recycling on expedition:

- We will not be burning or burying plastics on expedition, tins will be burned, crushed and binned. All tins and plastic waste will be carried out of the wilderness areas that we visit.
- We recommend that you use re-chargeable batteries.

Carbon Neutrality:

Aviation is one of the fastest growing sources of greenhouse gas emissions in the world and through flying to overseas destinations we are contributing to the problem of climate change.

Climate Care is an organisation that invests in projects that reduce the amount of greenhouse gases in the atmosphere such as renewable energy, energy efficiency and reforestation projects. The first two displace fossil fuels in the energy generation mix and the latter absorb carbon dioxide.

We are encouraging everybody to work out, on an entirely voluntary basis, the carbon deficit they incur by travelling to the assembly point. For a relatively small sum, *Climate Care* can then help to remove from the atmosphere the same amount of carbon dioxide as is produced by flying or other forms of transport.

For example, through every hour in a Boeing 747 you personally contribute an equivalent of 123 kg Of CO₂ to the atmosphere, which would cost £ 0:80 to offset. If you would like to take part in this scheme and work out your carbon deficit, please contact -

Climate Care, 58 Church Way, Oxford OX4 4EF.
Tel: 01865-777770. Email: mail@co2.org. Website: www.co2.org.



Recommended Reading advice from Garrett and Alexandra:

To help get you in the correct mind set for Maine, we would recommend that you read some of the following books –

The enormous amount of literature available on the North as well as the antipodal regions of Antarctica makes it virtually impossible to offer any useful bibliography. There are numerous institutes of northern studies, specialist book dealers and entire wings of major libraries devoted to the historical writings and continuous accumulation of current scientific, literary and other northern accounts. The best place to start would be the references and abstracts section of a major library, which may give an overview of what is available, where the major collections are housed and listings of the many, often obscure, periodicals published by special interest organisations and the northern studies departments of some universities and museums.

Generally speaking, historical writings of exploration and ethnography are of the most interest to modern recreational travellers. These writings reflect the North's golden era, when the land was truly wild and peopled with indigenous cultures. In addition, many of the writers of that time showed enormous attention to detail and remarkable powers of observation. Current wilderness wanderers can thus get a portrait of the unrecoverable Holy Grail of their favoured habitat.

The following list contains selections that we feel broaden the perspective that we have introduced in this book.

Technical, Ethnographic & Natural History Books

- Conover, Garrett and Alexandra: **The Snow Walker's Companion**
- Provencher, Paul: **Last of the Coureurs de Bois**
- Boy Scouts of America. Okpik: **Cold Weather Camping** - Very good information.
- Grey Owl: **Men of the Last Frontier**
- Gorman, Stephen. **AMC Guide to Winter Camping**
- Halfpenny, James C., and Roy Douglas Ozanne: **Winter - An Ecological Handbook.**
- Helm, June, ed.: **Handbook of North American Indians, Volume 6, "Subarctic"**, Smithsonian Institution
- Marchand, Peter: **Life in the Cold**
- Mason, Otis: **Primitive Travel and Transportation** - Exceptional notes on moccasins, snowshoes, sleds, toboggans and more.
- Osgood, William, and Leshe Hurley: **The Snowshoe Book**
- Prater, Gene: **Snowshoeing** - Snowshoeing from the mountaineer's perspective.
- Rutstrum, Calvin: **Paradise Below Zero** - A 1968 classic recently reprinted.
- Steffanson, Vilhjalmur: **Arctic Manual**
- Wilkerson, James: **Hypothermia, Frostbite and Other Cold Injuries**
- Vaillancourt, Henri: **Making the Attikamek Snowshoe** - An absolutely exceptional book on the fancy, square toe snowshoes of the Attikamek Indians of central Quebec. Available from: The Trust for Native American Cultures and Crafts, Box 142, Greenville, NH 03048; www.birchbarkcanoe.net.

The Trust is a non-profit foundation engaged in the documentation of northern Native technologies. Among other titles available is **Beavertail Snowshoes**, a video on the making of these beautifully patterned, round snowshoes of the Cree Indians of northern Quebec.