

## Table of Contents

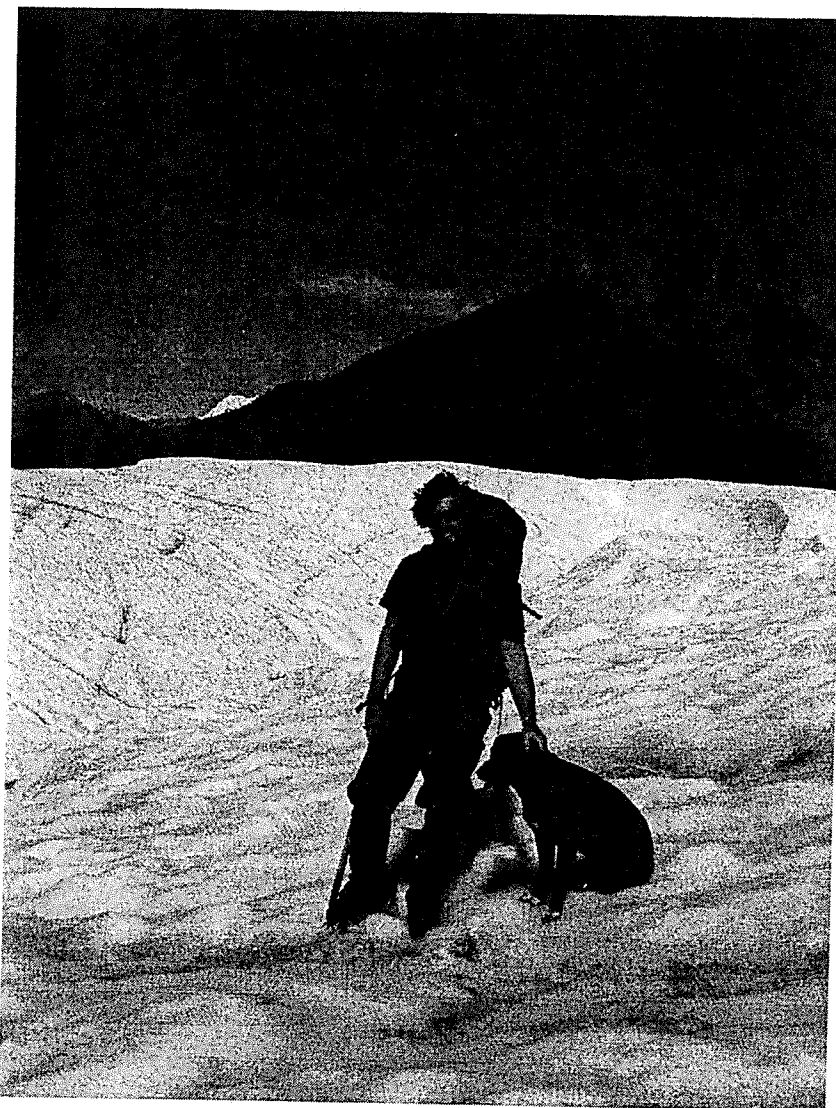
Introduction	3
History	5
Personal Statements	6
Itinerary	10
Descriptive Itinerary	11
Maps	14
Safety Considerations	32
Environmental Considerations	35
Gear List	36
Food	38
Budget	42
Personal Questions and Resumes	43
Works Cited	56
Application Forms	57

a proficient seaman as he is well on his way to getting his captain's license. Susan brings to the crew experience on a variety of vessels. She is a sailing instructor and has logged hundreds of days on open waters. Her navigational skills are invaluable to the crew and she will lend an excellent balance among the three meatheads. Tim has also grown up on the coast of Maine and has been sailing his whole life. He knows the vessel we will be calling home like the back of his hand and his impeccable judgment and understanding of the sea are crucial to the success of this trip.

We are incredibly excited about this opportunity for the adventure it offers and for the chance to see the remarkable beauty of Maine. This expedition is one that has been a dream of ours for some time and the ideals that this trip encompasses form who we are as individuals. Thanks so much for considering this proposal; it is something we have thoroughly enjoyed researching, planning and writing.

Sincerely,  
Crew of the S.V. Guillemot

## Timothy B. Barker



### Personal Statement

I discovered my love for the outdoors early in my life through the waters off the rocky coast of Maine. It has been a dream of mine to pursue a sailing expedition up the coast for as long as I can remember. Since I was a little kid, my grandparents have told stories of their adventures up the coast and it is very important to me to continue the tradition with some stories of my own. Growing up in Maine has also allowed me to appreciate the pristine beauty of my home state. Land continues to become developed on the coast and it is so important to see it in its pure and natural state. It would be an incredible experience to spend the month of August under sail experiencing the area that has taught me to appreciate wilderness and adventure in such a unique way.

## Abraham Landau



### Personal Statement

I grew up in Kennebunkport, Maine, but it wasn't until I went off to Boston for college that I realized how privileged I was to grow up in such a beautiful state. It took living in a city for me to realize how much I enjoy the undeveloped outdoors. For the past four years I have attended Bentley College just outside of Boston, but on the weekends and summers head back to Maine as much as possible. For the past three summers I have developed a great love for the water as I worked on Nick's Chance, an 80' whale watching vessel. While on Nicks Chance I have developed a passion for the ocean and its wildlife. I have learned invaluable information about marine life through my daily interaction with the marine biologists aboard the vessel. Last summer I served the role as first mate and spent much time at the helm and even more time speaking with Captain Gary Grenier learning from his lifetime at sea as a commercial fisherman. I am currently well on my way of logging enough hours to receive my captains license. I look forward for this opportunity of logging more hours at sea tuning my sailing skills, observing marine life with out the loud rattle of diesel engines, and experiencing the beautiful coast of Maine first hand.

## Itinerary

\*It is our goal to keep this expedition as wilderness-oriented as possible. We rely on wind as our main source for power, but in the event that there is no wind, we may be forced to get fuel often in order to continue on schedule. In each case that we are forced to refuel, we will keep our contact with the world as limited as possible. Also, because we are not sailing during the nights, which is quite dangerous, we will be coming into harbors for the hours of darkness. We have done our best to choose harbors that should be the least populated but in the event that this is not the case, we will make every effort to keep to ourselves and keep this trip as wilderness oriented as possible.

### **Travel:**

All hands arrive in Marion, Massachusetts, Monday, August 1, 2005

All hands leave Rockland, Maine, Sunday, August 28, 2005

### **Sippican Harbor Massachusetts to York County Maine**

**Day 1 (Aug. 3)** - Sippican Harbor to Bassets Island (Red Brook Harbor) (6 nm) (*Chart 1*)

**Day 2 (Aug. 4)** - Bassets Island (Red Brook Harbor) through the Cape Cod Canal to Cohasset Harbor (40 nm) (*Chart 1 & 2*)

**Day 3 (Aug 5)** - Cohasset Harbor to Annisquam Harbor (24 nm) (*Chart 2-4*)

**Day 4 (Aug 6)** - Annisquam Harbor to the Isle of Shoals (24 nm) (*Chart 4 & 5*)

**Day 5 (Aug 7)** - The Isle of Shoals to Biddeford Pool (40 nm) (*Chart 4-7*)

**Day 6 & 7 (Aug 8-9)** - Layover days\*

### **York County Maine to Muscongus Bay (St. George River) Maine**

**Day 8 (Aug 10)** - Biddeford Pool to Jewell Island (19 nm) (*Chart 7 & 8*)

**Day 9 (Aug 11)** - Jewell Island to Damariscove (32 nm) (*Chart 8-10*)

**Day 10 (Aug 12)** - Damariscove to Monhegan Island (13 nm) (*Chart 10 & 11*)

**Day 11 (Aug 13)** - Monhegan Island to Port Clyde (10 nm) (*Chart 11 & 12*)

**Day 12 (Aug 14)** - Port Clyde to the Hawthorn's Point Boathouse (Watts Cove) (5 nm) (*Chart 12*)

**Day 13-14 (Aug 15-16)** - Layover days

### **Muscongus Bay (St. George River) Maine to Mount Desert Island Maine**

**Day 15 (Aug 17)** - Hawthorn's Point Boathouse (Watts Cove) to Long's Cove (Vinalhaven) (27 nm) (*Chart 12 & 15*)

**Day 16 (Aug 18)** - Long's Cove (Vinalhaven) to Isle Au Haut (12 nm) (*Chart 15*)

**Day 17 (Aug 19)** - Isle Au Haut to Frenchboro (Long Island) (15 nm) (*Chart 15 & 16*)

**Day 18 (Aug 20)** - Frenchboro (Long Island) to Valley Cove/Southwest Harbor (Somes Sound) (13 nm) (*Chart 16 & 17*)

**Day 19 (Aug 21)** - Valley Cove/Southwest Harbor (Somes Sound) to Somes Harbor (Somes Sound) (4 nm) (*Chart 17*)

**Day 20-21 (Aug 22-23)** - Layover days

### **Mount Desert Island Maine to Rockland (Muscongus Bay) Maine**

**Day 22 (Aug 24)** - Somes Harbor (Somes Sound) to Mackerel Cove (Swans Island) (18 nm) (*Chart 17*)

**Day 23 (Aug 25)** - Mackerel Cove (Swans Island) to Naskeag Harbor (Wooden Boat School) (8 nm) (*Chart 17 & 16*)

**Day 24 (Aug 26)** - Naskeag Harbor (Wooden Boat School) to Seal Bay (Vinalhaven) (16 nm) (*Chart 16 & 15*)

**Day 25 (Aug 27)** - Winter Harbor (Vinalhaven) to Cradle Cove (Islesboro Island) (13 nm) (*Chart 15 & 14*)

**Day 26 (Aug 28)** - Cradle Cove (Islesboro Island) to Rockland (12 nm) (*Chart 14 & 13*)

**Day 27-28 (Aug 29- 30)** - Layover days

**Note** - all the emergency and hospital numbers for each area are listed in the Safety Considerations section.

Island, a rather large island considered to be part of Muscongus Bay. Monhegan doesn't offer a great deal of protection, so we will spend the night on a mooring between the main island and a nearby smaller island, Inner Duck Rock.

**Day 11 (Aug. 13<sup>th</sup>):** (*Chart 11 & 12*) On this day, we will again get an early start then sail northeast into the heart of Muscongus Bay and spend the night on a mooring in the Port Clyde harbor.

**Day 12 (Aug. 14<sup>th</sup>):** (*Chart 12*) After spending the night in Port Clyde, we will have a short, easy day up the St. George River where we will pick up a mooring at the Hawthorne Point Boathouse; a plot of land with a small cabin owned by the Barker family. We will hopefully be on schedule at this midway point and be able to spend our two layover days exploring this beautiful area.

**Days 13 and 14 (Aug. 15<sup>th</sup> and 16<sup>th</sup>):** Layover Days

**Day 15 (Aug 17<sup>th</sup>):** (*Chart 12 & 15*) On this morning, we will power back down the St. George River, sail around Marshall Point and into Port Clyde which offers options for food, dumping, and water. We will also refuel here if necessary. We will then sail into Penobscot Bay where we will be picking up a mooring off the eastern shore of Vinalhaven in Long's Cove.

**Day 16 (Aug 18<sup>th</sup>):** (*Chart 15*) From Vinalhaven, we will sail east to Isle au Haut where we will moor in Duck Harbor, a peaceful, well-protected harbor on the southwestern end of the island, with the best access to the trails of Acadia National Park.

**Day 17 (Aug 19<sup>th</sup>):** (*Chart 15 & 16*) In the morning, we will round the south end of Isle au Haut and head northeast to Frenchboro on Long Island. Frenchboro offers fueling, mooring, and water options, all of which we plan on taking advantage of.

**Day 18 (Aug 20<sup>th</sup>):** (*Chart 16 & 17*) From Frenchboro, we will sail north into Somes Sound in Mount Desert Island and moor in Southwest Harbor on the east side of the Sound. We will be renting a mooring from Great Harbor Marina once in the harbor.

**Day 19 (Aug 21<sup>st</sup>):** (*Chart 17*) The 19<sup>th</sup> day will be short and easy, as we will be sailing an easy four nautical miles up the sound to Somes Harbor where we plan on anchoring because this harbor offers excellent protection and limited mooring space.

**Day 20 and 21 (Aug 22<sup>nd</sup> and 23<sup>rd</sup>):** Layover Days

**Day 22 (Aug 24<sup>th</sup>):** (*Chart 17*) On the first day of our last week of sailing, we will cruise back down Somes Sound, cut between the Cranberry Islands and Mount Desert and head southeast towards Swan's Island and moor for the night in Mackerel Cove. For the last week of the trip, we will be sailing back toward Rockland where the boat will be hauled and towed back to Marion.

NOTE: This chart is based on the latest available information. It is not intended to be used for navigation in the vicinity of the Cape Cod Canal, Buzzards Bay, and the Nantucket Shoals. For the latest information on these areas, consult the appropriate Notices to Mariners and the National Ocean Service Atlantic Coast Current Tables. For information on the Cape Cod Canal, consult the National Ocean Service Atlantic Coast Current Tables. For information on the Nantucket Shoals, consult the National Ocean Service Atlantic Coast Current Tables. For information on the Cape Cod Canal, consult the National Ocean Service Atlantic Coast Current Tables. For information on the Nantucket Shoals, consult the National Ocean Service Atlantic Coast Current Tables.

**CURRENT DIAGRAM**  
**CAPE COD AND NANTUCKET SHOALS**  
 Explanation

The current diagram shows currents at eighteen stations as shown by arrows. The center of the circle represents the average velocity. The length of the arrow represents the direction of the current. The figure at the end of the arrow represents the predicted current speed in fathoms per hour at Pollock Rip. Currents are given in fathoms per hour. For information on the National Ocean Service Atlantic Coast Current Tables, see the National Ocean Service Atlantic Coast Current Tables. For information on the Cape Cod Canal, consult the National Ocean Service Atlantic Coast Current Tables. For information on the Nantucket Shoals, consult the National Ocean Service Atlantic Coast Current Tables.

**NOTE:**  
 Protected area is 15 CFR 922.  
 The following activities are prohibited within the Stellwagen Bank Marine Sanctuary:  
 - Carbon discharging or dumping  
 - Industrial spacing or dumping  
 - Drilling and dredging  
 - Removing historical artifacts  
 - Lightering  
 Refer to 15 CFR 922 for details of Sanctuary regulations.

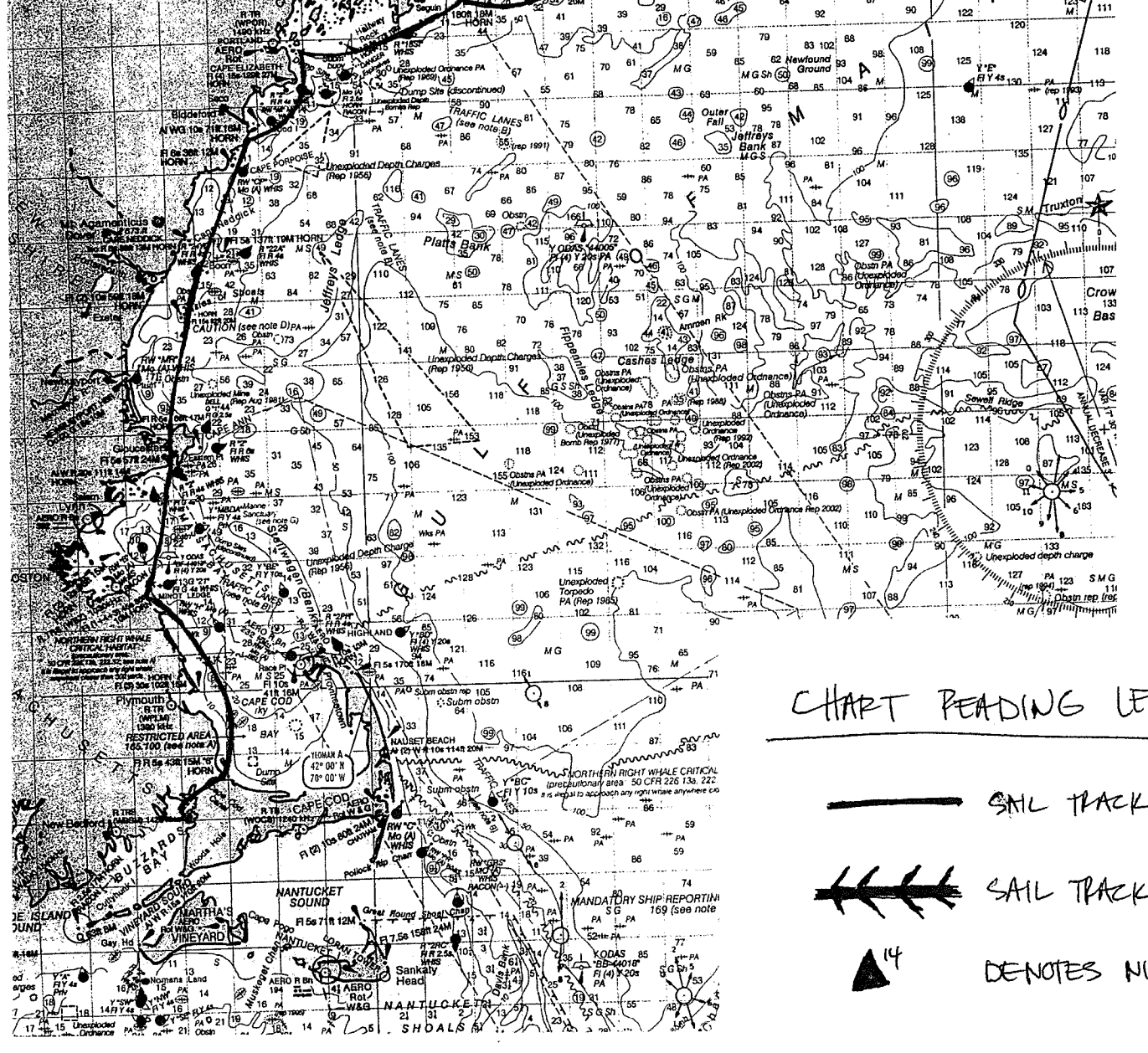
VELOCITIES  
 KNOTS

SCALE 1 : 1,200,000




Reproduced from NOAA chart no. 13003 corrected to datum 1983 (WGS 1984) for additional update information, see appendix A.

**DEPTH SOUNDINGS IN FATHOMS**

**WARNINGS**  
 The prudent mariner will normally rely on any single aid to navigation, particularly on floating aids. See U.S. Coast and Geodetic Survey Chart Pilot for details.



**CHART READING LEGEND**

-  SAIL TRACK 1ST 19 DAYS
-  SAIL TRACK DAYS 22-2
-  DENOTES NIGHT

JOINS PAGE 13

SEE PAGE 47

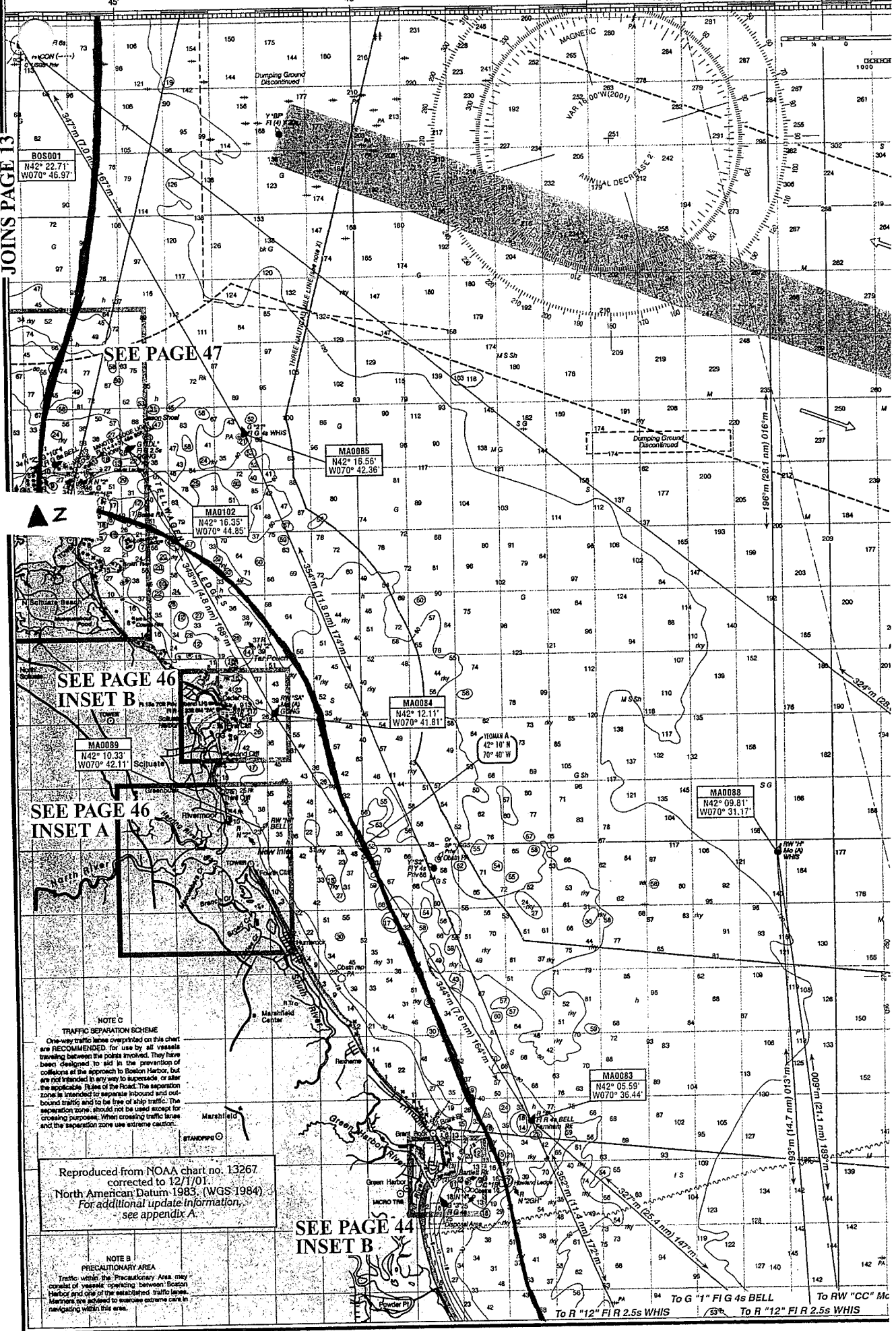
SEE PAGE 46  
INSET B

SEE PAGE 46  
INSET A

Reproduced from NOAA chart no. 13267 corrected to 12/1/01. North American Datum 1983. (WGS 1984) For additional update information, see appendix A.

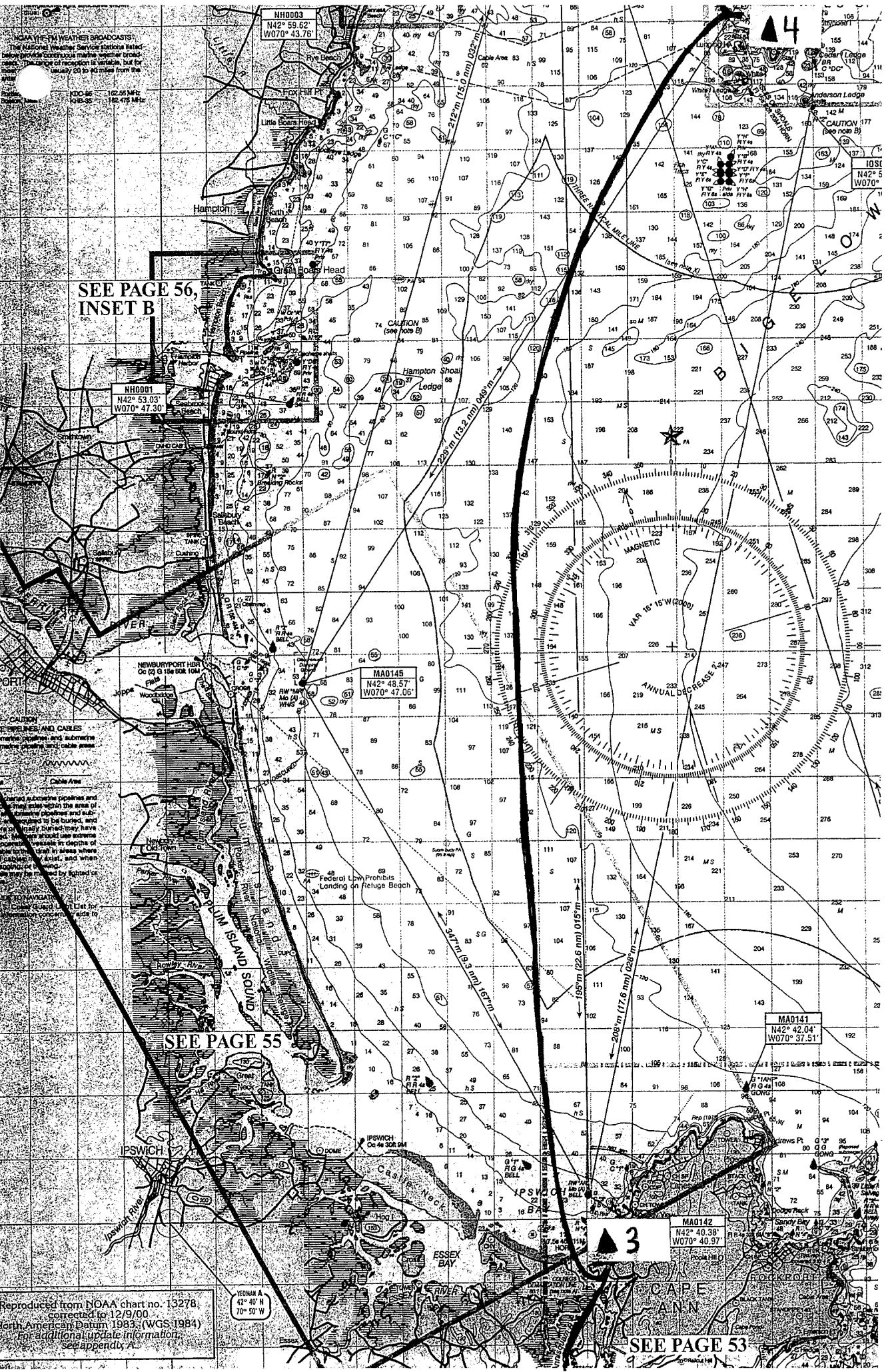
NOTE B  
PRECAUTIONARY AREA  
Traffic within the Precautionary Area may consist of vessels operating between Boston Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

SEE PAGE 44  
INSET B





NOAA WEATHER BROADCASTS  
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most is usually 20 to 40 miles from the station.  
100-46 102.55 MHz  
100-25 102.475 MHz



SEE PAGE 56,  
INSET B

SEE PAGE 55

SEE PAGE 53

Reproduced from NOAA chart no. 13278,  
corrected to 12/9/00.  
North American Datum 1983 (WGS 1984)  
For additional update information,  
see appendix A.

4

ished vertical lines. Mariners are advised to exercise extreme care in navigating within this area.

**WARNING:**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SEE PAGE 58, INSET C

SEE PAGE 58, INSET E

# SOUNDINGS IN FEET

Reproduced from NOAA chart no. 13286 corrected to July/02 North American Datum 1983. (WGS 1984) For additional update information, see appendix A.

**CABLE AND PIPELINE AREAS**  
The cable and pipeline areas that fall within the limits of NOAA charts Nos. 13287, 13288, and 13285 are not repeated on this chart.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**NOTED**  
Trawlers or other vessels should exercise caution while dragging the ocean floor within a 6.7 mile radius of Isle of Shoals Light since it is known that JATO racks and associated debris exist in the area.

SEE PAGE 58, INSET B

SEE PAGE 56, INSET A

SEE PAGE 56, INSET E

SEE PAGE 57

ME0009  
N43° 18.83'  
W070° 32.87'

ME0008  
N43° 16.55'  
W070° 33.00'

ME0007  
N43° 14.45'  
W070° 34.17'

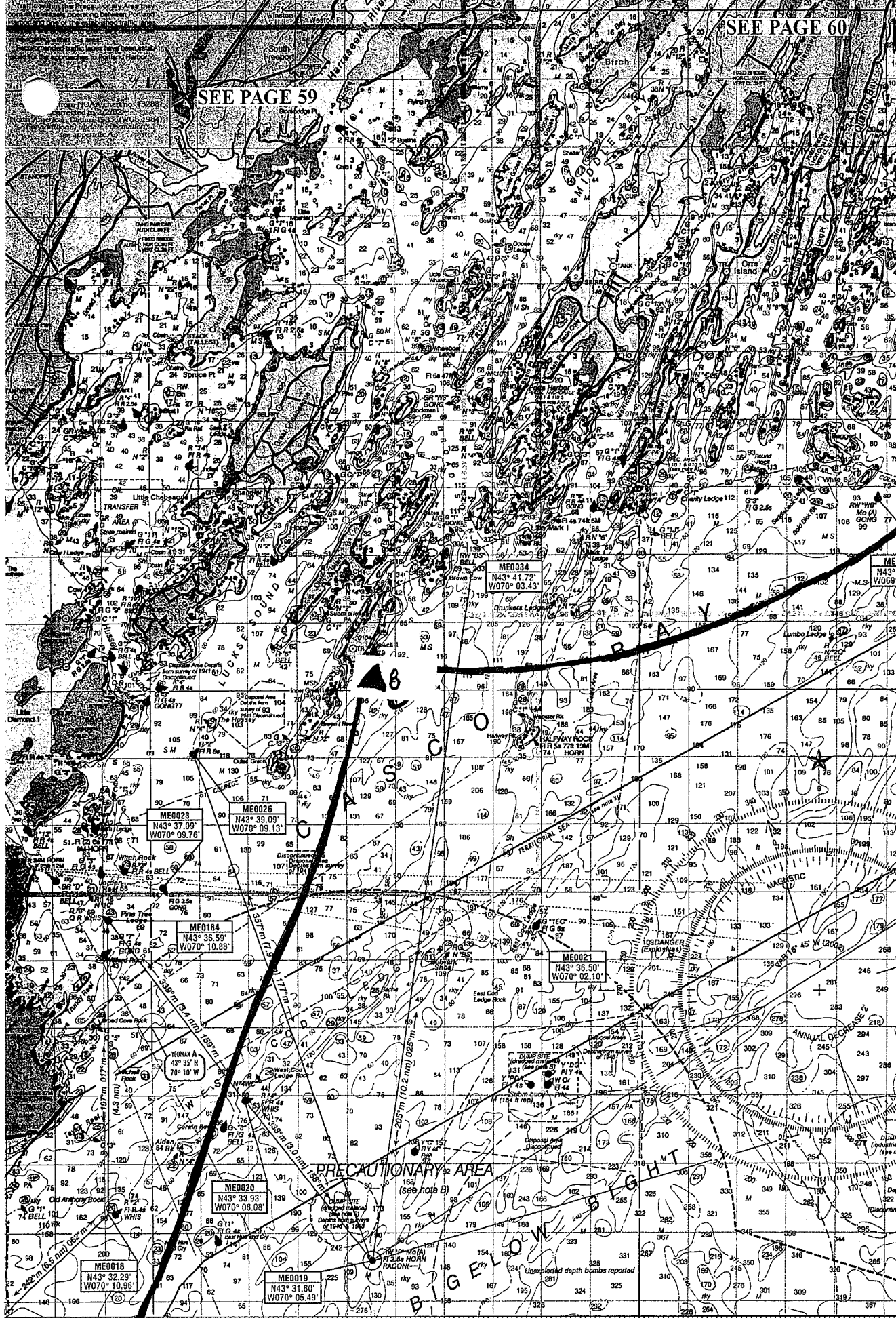
ME0006  
N43° 10.92'  
W070° 35.78'

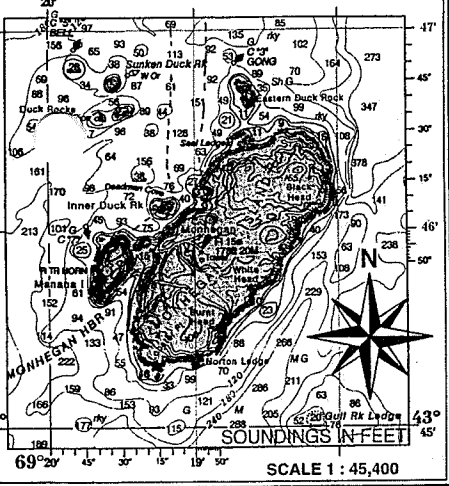
ME0005  
N43° 07.76'  
W070° 37.02'

ME0003  
N43° 04.41'  
W070° 34.42'

ME0002  
N43° 02.96'  
W070° 41.46'

To R "2" Isle of Shoals 35' To R "2" FIR 6s WHIS 70° 30'

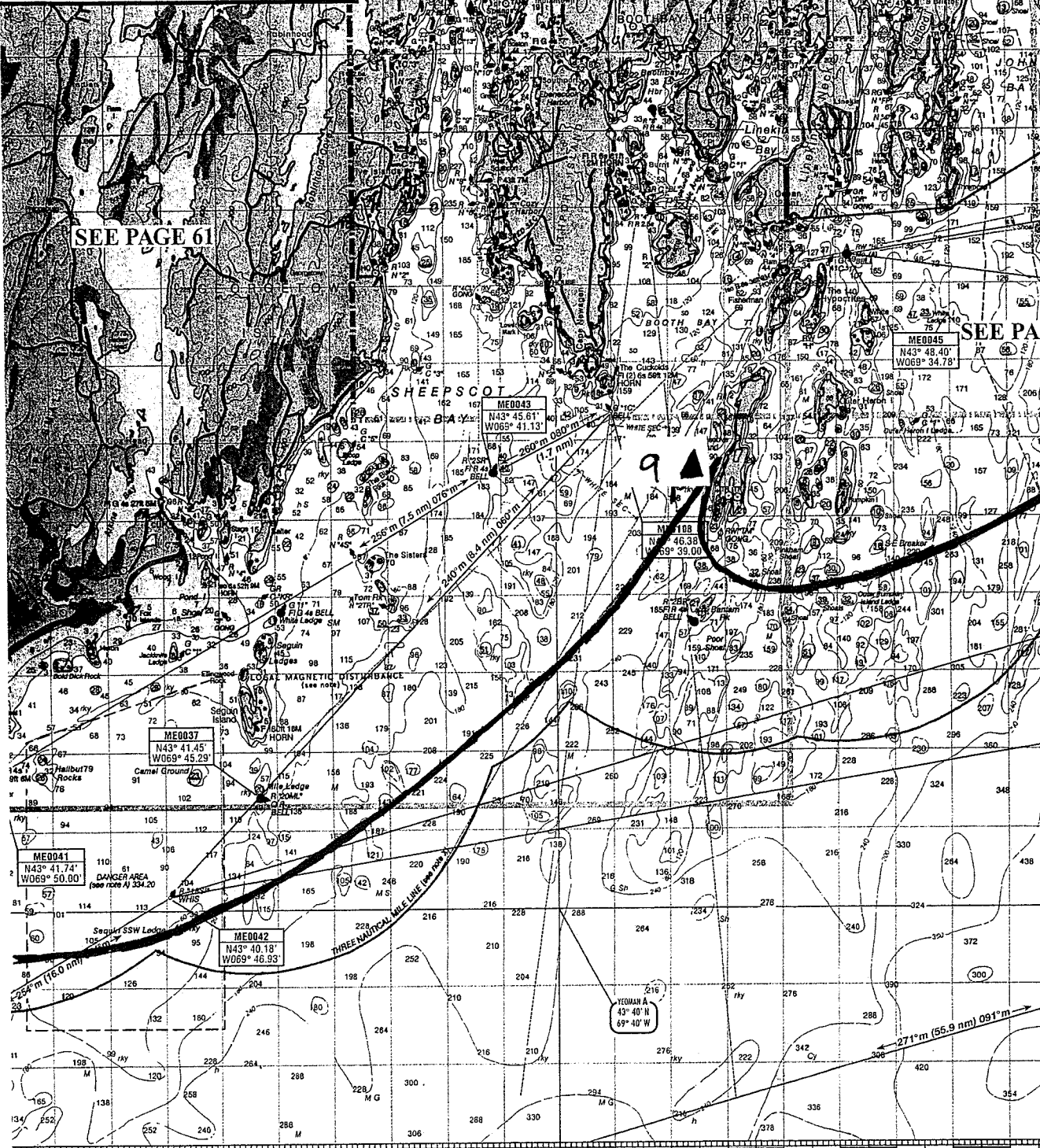




**SOUNDINGS IN FEET** SCALE 1 : 90,900

**NOTE:**  
Traffic within the Predominant Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. The number of vessels operating in the area is variable and may vary from time to time. Recommended traffic lanes have been established for the approach to Portland Harbor.

**NOAA VHF-FM WEATHER BROADCASTS:**  
The National Weather Service stations listed below provide continuous marine weather forecasts. The number of stations is variable, but for most stations is usually 20 to 40 miles from the antenna site.  
Portland, ME K00-66 162.55 MHz  
Dresden, ME W02-50 162.475 MHz



SCALE 1:91,900

SEE PAGE 20  
INSET A

SOUNDINGS  
IN FEET

RECOMMENDED VESSEL ROUTE  
Does not include entering and departing Pease Bay and River and  
does not include the Recommended Vessel Route. Two-way traffic is  
possible within the recommended vessel route. Vessels should  
exercise caution in the Pease Bay and River area. See Chart  
1133 for information concerning vessel transiting these areas. See U.S. Coast  
Guard Notice.

SEE  
PAGE 68A

12-15

SEE PAGE 64

11

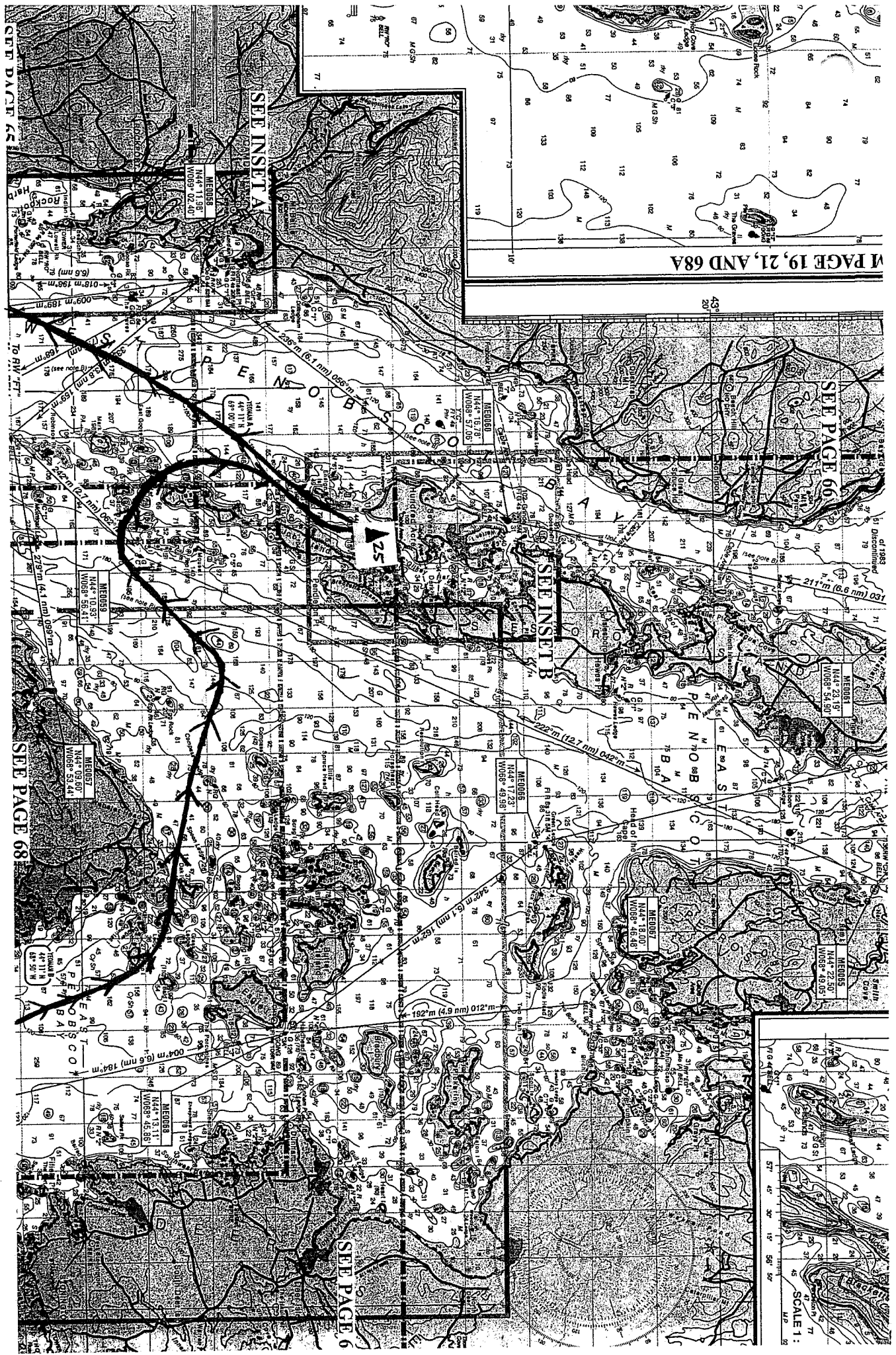
ME0048  
N43° 53.30'  
W069° 18.07'

ME0050  
N43° 58.28'  
W069° 07.53'

ME0049  
N43° 55.73'  
W069° 04.51'

ME0047  
N43° 50.29'  
W069° 18.92'

114



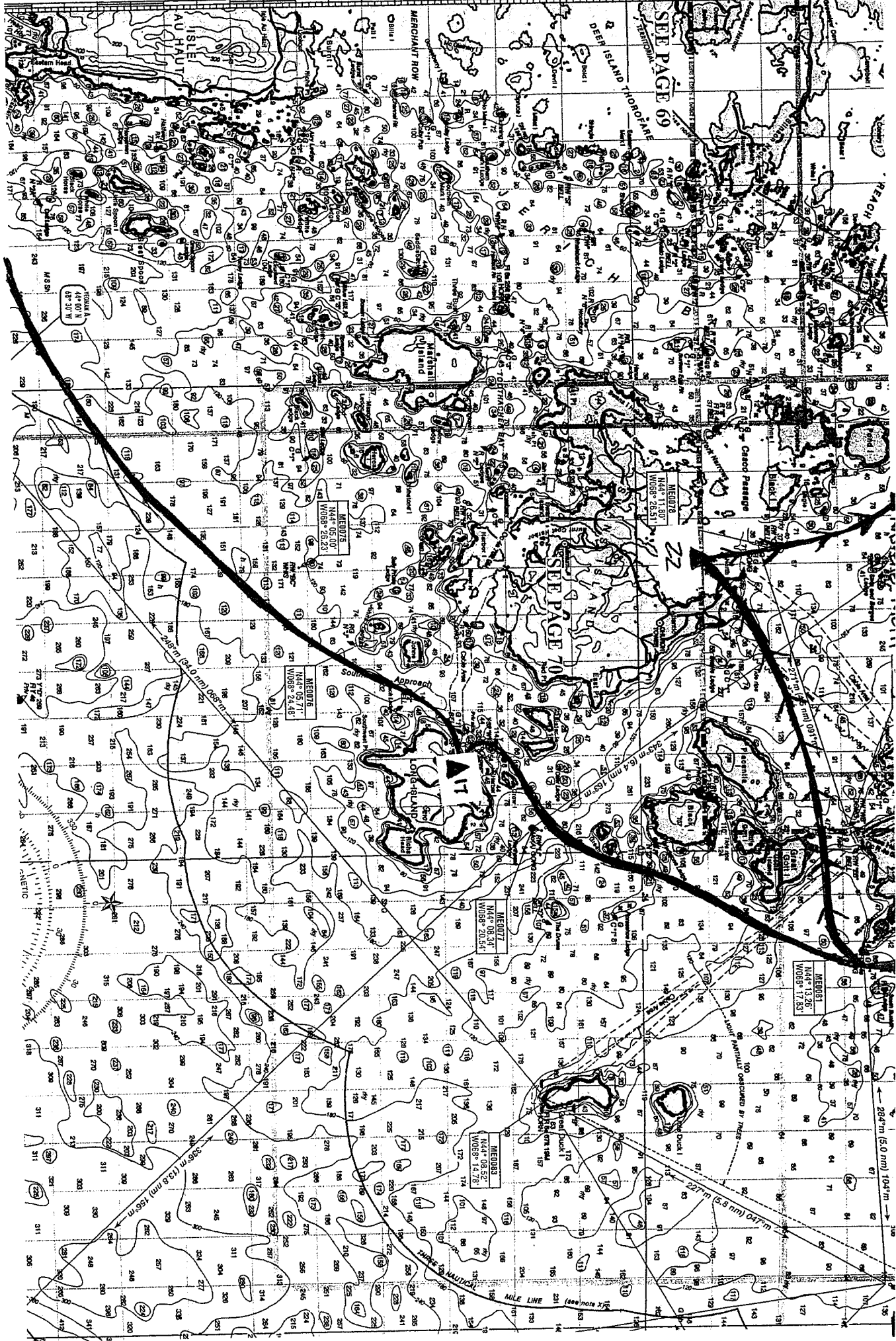
SEE PAGE 19, 21, AND 68A

SEE PAGE 66

SEE PAGE 68

SEE PAGE 6

SCALE 1:100,000



## Safety Considerations

Throughout the planning of this trip, there has been one factor we have been constantly considering and thinking of ways to improve, and that is safety. We as sailors understand the inherent risks that are found on the water and have made it our goal to be as educated and aware of these risks as possible before we embark on our journey. Some of the ways to learn about such dangers include talking to people we know who sail the Maine coast often, reading a lot about the area and possible issues, being alert of weather and other conditions while on the water, and most of all, being completely prepared and knowledgeable beforehand.

Discussed below are the issues and conditions with which we will be faced and how we plan to deal with them.

### Water Safety

- Throughout the trip, we will have two people on watch at all time. There will be four, six hour watches a day so each person will stand six hours on, six hours off.
- Watches that stand during the day will be responsible for manning the helm, keeping a log book of our position and any observations every half-hour, navigating and sail-handling.
- Night watches will check the mooring/anchor every half hour, take three line of position (LOP) sightings every half-hour (to track any movement in the boat), and record in the log book our position, anchor/mooring status and any observations.
- The two crew members that are not on watch will prepare food, sleep, and help with anything the crew on watch needs.
- Once a week while on board, we will do man-overboard drills in which one person takes the helm and the other two spot the person overboard.
- Each person will have their own chest harness with a tether system to prevent going overboard.
- Everyone will also have their own personal flotation device that meets Coast Guard regulations.
- The Guillemot will be complete with a fire extinguisher and flares in the event of an emergency.
- As well as all being WFR certified, two of us will be life-guard certified by the start of the trip.
- Lobster buoys are very abundant off the coast of Maine and they can present problems when navigating under power. In the event that a lobster buoy is caught in our prop, we will be forced to cut the line but we will make every attempt to retie the ends before leaving the location.
- Maine’s coast is extremely rocky and because of this, we will always stay on course and avoid cutting corners to prevent a collision with unseen objects.



- Spring Tides will occur twice during our trip as will neap tides. The dates for the spring tides will be August 5<sup>th</sup> and 20<sup>th</sup> and the neap tides will occur on August 13<sup>th</sup> and 27<sup>th</sup>.
- We will have aboard a copy of *Eldridge Tide Chart and Currents*.
- We will be exercising great caution and will not be anchoring on the dates around the spring tides. When moored we will make sure there is plenty of scope (slack) in the line and the night watch will check it every half hour.
- For estimating how much the sea level rises or falls at different stages of the tide we will be following the rule of twelfths which says that for every hour, one twelfth of the tide rises or falls.
- Currents can be especially difficult when entering harbors. We plan on entering harbors during slack tides to avoid any difficulty that may occur due to the current.
- When sailing through channels, canals, and holes, we will enter with the tide in order to avoid strong currents at our bow.

#### **Hurricanes**

- In the event of a hurricane during our trip, we will make route to the nearest, well-protected port on the mainland where we will be safe until the storm has fully passed.
- After recuperating, we will make decisions as to the alterations that must be made to our itinerary and cruisetrack.

#### **Emergency Protocol**

- For communicating with other vessels and the Coast Guard, we will have a VHF radio on board.
- We will be renting a satellite phone to have onboard for emergency situations.
- We will file a detailed float plan with the Portland Coast Guard prior to beginning our trip.
- Emergency Numbers:
  - US Coast Guard
 

Boston:	617-565-9200
Portland:	207-799-1680
Southwest Harbor:	207-244-5121
On VHF Radio:	channel 16
Cellular Phone:	*CG
  - State Police: 800-482-0730
  - Poison Control Center: 800-442-6305
  - Hospitals
 

Boston (BWM):	617-732-6987
Biddeford (SMMC):	207-283-7238
Portland (MMC):	207-771-2004
Rockland (PBMC):	207-596-8200
Bar Harbor (MDIH):	207-288-5081

## Gear List

### Garments for While on the Water:

Dry Bags  
Sandals  
Sneakers  
Lightweight socks  
Sunglasses  
Hats for wind, rain and sun  
Fleece layer (top to bottom)  
Thermal layer(s)  
    - long sleeve Capilene, short sleeve Capilene, Capilene bottoms  
Sailing Gloves  
Sunhat  
Foul Weather Gear  
Bandanas  
Swimwear  
Pack Towels

RAIN WARE?

### Gear for While on the Water:

Life Jackets (5)  
Sails (Main, Genoa, Storm Jib, Asymmetrical Spinnaker, Small Jib)  
Harnesses with Tethers  
Sunscreen  
Water bottles (2 each)  
Bug spray  
Camera and film  
Nature identification book  
Logbook  
Ensign  
Evinrude (2-cycle) 9.5 horsepower engine  
Lines (halyards, anchor, docking, sheets, overboard)  
Bumpers for Docking  
Anchors (2)  
Fuel Tanks (3 six gallon canisters)  
Compass  
Chart kit and Eldridge (tide charts)  
Satellite Phone  
VHF Radio  
GPS  
Fishing Gear  
Fog Horn  
Whistles

### Bedding Down in the Cabin:

Sleeping bags  
Bug Screens  
Personal toiletries  
    ~contacts, glasses, toothbrush, toothpaste  
Nylon cord  
Feminine hygiene products  
Headlamps with extra batteries  
Notebook and pen  
Books

## Food List

Food Type	Price Per lb./oz./ea	Amount in Package	Cost \$ Per Package	# Needed	Price \$
Jerky	0.59 oz.	3-4 oz.	7.04	2 bags	14.03
Tuna	0.20 oz.	4 cans/7 oz. ea	5.58	5.25 lb	49.32
Soup	.16 oz.	42.3 oz.	6.88	1 pkg	16.74
Soup	5.25 lb.	1 lb 11 oz.	8.87	1 pkg	16.74
Elbow Noodles	.03 oz.	6 lbs.	2.74	18 lb	49.32
Rotini	.03 oz.	6 lbs.	4.33	6 lbs.	4.33
Ramen	.10 ea	36 pks/3 oz. ea	3.68	1 pkg	3.68
Olive Oil	.12 ea	3 L	12.62	0.5 L	2.1
Flour	.16 lb.	25 lbs.	3.96	10 lb	1.58
Potato Pearls	.88 lb	80 oz.	4.38	5 lb	4.38
Sugar	.02 oz.	25 lbs.	9.16	3 lb	1.1
Brown Sugar	.03 oz.	4 lbs.	2.12	5 lb	2.65
Minute Rice	.06 oz.	70 oz.	3.88	70 oz	3.88
Quaker Oats	.75 lb.	2 @ 4.5 lbs. ea	6.76	9 lb	6.76
Granola	.12 lb.	2 packs/30 oz.	7.23	4 packs	14.46
Pancake Mix	.49 lb.	10 lbs.	4.88	5 lb	2.44
Honey	.13 oz.	5 lbs.	10.37	1 lb	2.07
Peanut Butter	1.27 lb	2, 40 oz	6.34	5 lb	6.34
Hot Chocolate	1.14 lb	54 oz	3.88	2 lb	2.28
Tea	.11 ea	3, 18 count	5.78	3,18 ct.	5.78
Dried Milk	1.78 lb	22 qt	7.87	0.5 lb	0.89
Cereal	1.71 lb.	28 oz.	2.99	2 lb	2.99
Apricots	2.29 lb.	48 oz.	6.87	3 lb	6.87
Chocolate Chips	1.59 lb.	60 oz.	5.99	2 lb	2.99
Craisins	2.43 lb.	32 oz.	4.87	2 lb	4.87
Almonds	2.43 lb.	40 oz.	6.08	2.5 lb	6.08
Cheese	14.44 ea	5 lbs.	14.44	25 lb	72.2
Tortillas	.10 ea	30 count	2.98	2 pkgs	5.96
Bagels	.25 ea	12 pack	2.98	2 pkgs	5.96
Cookies	.17 oz.	52.5 oz.	5.74	1 pkg	5.74
Lemonade	.07 oz.	34 qts.	5.88	2 lb	2.24
Raisins	1.17 lb.	72 oz.	5.26	4.5 lb	5.26
Dried Fruit	3.48 lb.	32 oz.	6.96	3 bags	20.88
Couscous	4.55 lb.	7 oz.	1.99	1 lb	4.55
Peanuts	1.40 lb.	3.5 lbs.	4.88	1 lb	1.4
Cashews	.21 oz.	46 oz.	9.87	1 lb	3.36
Granola Bars	.22 ea	35 count	7.66	1 box	7.66
Chewy Bars	.17 ea	48 count	8.13	1 box	8.13
Mixed Nuts	.18 oz.	56 oz.	9.87	1 lb	2.88
Cheese Mix	.86 ea	1.5 oz.	1.29	9 oz	7.74
Tomato Mix	1.33 ea	1.5 oz.	2.14	9 oz	12.84
Falafel	2.70 lb.	10 oz.	1.69	1 lb	2.7
Hummus	4.51 lb.	6 oz.	1.69	6 oz	1.69
Polenta	4.51 lb.	6 oz.	1.69	16 oz	4.51
Baked Beans	.10 oz	28 oz	2.89	4 cans	11.56
Apples	.99 lb.	1 count	.99	32	31.68
Oranges	.99 lb	1 count	.99	16	15.84
Bananas	.59 lb	6 count	3.54	4	14.16
Tomatoes	.99 lb	1 count	.99	8	7.92
Broccoli	1.79 lb	2 lbs	3.58	2	7.16
Carrots	1.69 bag	2 lbs	1.69	2	3.38

## MEALS

### Breakfast

#### Oatmeal

0.5 cup oatmeal  
1.5 cups hot water  
honey to taste

#### Cold Cereal

1 cup cereal  
1.5 cups water  
3 Tbs. powdered milk

#### Hash Browns with Cheese (serves 2)

1.5 cups hash browns  
hot water  
4 to 5 Tbs. margarine  
1 Tbs. margarine  
1 Tbs. onion  
0.5 cups cheese cubes or  
grated  
salt and pepper to taste

#### Basic Omelet (serves 1)

1 heaping Tbs. powdered  
eggs  
1 heaping Tbs. powdered  
milk  
1 heaping Tbs. baking  
mix  
0.5 cup cold water  
1 Tbs. dried onions  
1 to 2 Tbs. margarine  
3 Tbs. potato pearls  
0.3 cup cheese  
1 tsp. soy sauce

#### Cinnamon Rolls

3 cups baking mix  
1 to 1.5 cups water  
0.75 Tbs. cinnamon  
0.25 cup raisins  
0.25 cup nuts  
3 Tbs. margarine  
0.5 cup brown sugar  
extra flour for rolling

#### Basic Pancakes

2 parts baking mix  
1 part flour  
enough cold water for a  
pourable batter  
dried fruit/chocolate to  
taste

### Trail Foods/Lunch

#### Nuts

#### Dried Fruits

#### Crackers

#### Cookies

#### Energy Bars

#### Peanut Butter

#### Cheese

#### Meat

#### Bagels

#### Tortillas

#### Drink Mixes

### Dinners

#### Spooz-olé (serves 3 to 4)

6 cups water  
2 to 4 Tbs. dried green  
and red peppers  
1 to 2 base packs  
2 to 3 cups pasta (other  
than spaghetti)  
2 cups instant refried or  
black beans  
1 Tbs. dried onion  
1.5 tsp. black pepper  
1 Tbs. garlic  
1 Tbs. oregano  
1 Tbs. chili powder  
0.3 to 0.5 lb. cheddar or  
jack cheese

#### Lasagna Whiznut Variation (serves 3)

0.5 lb. pasta (other than  
spaghetti)  
2 base packs  
1 heaping Tbs. dried  
onion and 1 Tbs. garlic  
powder  
0.5 cup dried tomato  
powder  
spices: 0.5 tsp. salt, 2 tsp.  
oregano, 2 tsp. basil, 0.5  
tsp black pepper, 1 tsp.  
vinegar  
4 rounded serving  
spoons flour  
2 heaping tsp. baking  
powder  
1 rounded Tbs.  
powdered eggs  
1 rounded Tbs.  
powdered eggs  
0.75 to 1 lb. of cheese

#### Spicy Beans and Macs (serves 4)

2 cups refried beans  
5 cups of water  
2 to 3 cups pasta (other  
than spaghetti)  
1 Tbs. dried onion  
2 to 4 Tbs. dried green  
and red peppers  
salt, black pepper, garlic,  
oregano, and/or chili to