

## **Surf and Turf**

Jack Rodat '15, John Nestler '15, Nielsen Davis '15

Expedition Proposal

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### **Goal of the expedition:**

Exploratory Sea Kayaking and climbing on the south coast of Newfoundland. We intend to Kayak from Rose Blanche-Harbour le Cou to Devils Bay (just west of Francois, Newfoundland, Canada.

### **Firm dates of the expedition and total days in the field:**

Expedition dates: August 6- August 28<sup>th</sup> = 23

Days in the field: Morning of August 9<sup>th</sup>- Evening of August 26<sup>th</sup> = 18

### **Plan for team to solidify skills prior to the expedition start:**

This expedition is well within the abilities of each of our team members. We have taken into consideration the fact that we have varying skill levels in the two disciplines of kayaking and rock climbing and our objectives and team have been chosen to reflect this. Jack, and Niels have climbed extensively together in the South Platte, deserts of Utah and Nevada, as well as in the Arrigetch Range of Alaska on a Ritt Grant funded expedition last summer. We have proven to be efficient and trusting climbing partners. John has less experience climbing, though has kayaked extensively in his time at CC.

Jack and Niels have less kayaking experience than John and will primarily work on the skills necessary for sea kayaking for this expedition. We don't have easy access to the ocean, though training for this aspect of the trip can still be accomplished. For the rest of the school year, these three will attend ORC roll sessions held in the El Pomar swimming pool, as well as spend time whitewater kayaking to become more comfortable under pressure. We will all read up on kayaking rescue techniques and practice these with each outing. Though it obviously does not directly translate, the three of us (particularly Jack and Niels) will go on numerous white water trips in Colorado and Utah this coming spring. Niels will spend no less than 10 days paddling on the Maine Coast while he is at home in the early summer. Though Jack will be in Norway again this Summer, he will be going on a 5 day sea kayaking trip in the Lofoten Islands in northern Norway.

John has less experience rock climbing, so his time will be better spent on rock and becoming more comfortable with leading and multi-pitch techniques including gear placements and anchor building. He is prepared for the grades and length of climbs we will be climbing, he will continue to refine his talents on technical rock climbs this spring. In addition for plans for cragging and route to train on, Jack and Niels have set up a brutal training regiment (gym climbing and conditioning) for John's spring and early summer. We will all continue to climb as often as possible, as well as continue to practice rock rescue techniques like escaping the belay, lowering off the anchor and rappelling with an injured climber. Each of us will have access to and read through relevant sections of Freedom of the Hills as a reference for these skills.

In addition to these areas of specific focus we will all use our summers to get into excellent physical shape. We will focus on pure strength, and aerobic endurance, which will be useful for both the kayaking and climbing sections of the trip. High physical fitness levels and endurance are more safety measures for any unforeseeable emergency

in such a remote setting. Being in top physical form will also allow us more flexibility with the rest days we take (being able to go those few extra miles could give us a weather window.)

**Travel plans to and from the road head:**

As soon as Jack gets back from Norway on the 2<sup>nd</sup> or 3<sup>rd</sup> he will drive up to outside of Bath Maine to pick up the kayaks from Seaspray kayaking. Jack will pick up John on the afternoon of the 5<sup>th</sup> of August at Logan Airport. Jack, and John will spend Wednesday the 6<sup>th</sup> buying bulk food and packing in Cambridge and will leave Cambridge in the evening after a hearty home cooked meal. We will drive the 3.5 hour drive (225 miles) to Niels home in Charlotte, VT Where we will load his gear and kayak into the truck and continue driving. From Charlotte it is 14.5 hours (860 miles) to North Sydney, Nova Scotia. With the border crossing and stopping for gas we should arrive at the ferry midday on the 7<sup>th</sup>. At this point assuming good weather we will take an afternoon or night ferry across (which takes roughly 6 hours.) Once we land in Port aux Basque it is a quick 45 minutes to Rose Blanche-Harbour le Cou where we start paddling.

Upon returning we will exactly reverse the plan stated above the only difference will be that we will wait for Neils in Charlotte to unload his Ritt trip gear and load his school gear. Then we will continue to Cambridge and all fly out of Logan for the start of school together.

**Daily itinerary (including maps, elevations, route topos, tide charts, etc.):**

(Note: This plan assumes delays due to weather however we have allotted 5 days weather/ bonus days for poor weather or if we decide we need a rest day. Our trip may happen on a slightly shifted timescale.) Also of note see attached documents for tide charts, ferry times, maps and climbing topos.

Evening of the 6<sup>th</sup>: Start the 12.5 hour drive (793 miles) from Charlotte, VT to North Sydney, Nova Scotia

7<sup>th</sup>: Be at the ferry for the first crossing of the day (however if this is delayed for weather as they often are, it gives us the entire day for flexibility.) Hopefully we will arrive at Channel-Port aux Basques that night and would allow us to drive to Rose Blanche (43 miles)

8<sup>th</sup>: Find somewhere to park the car then spend the entire day refreshing self rescue kayak skills in the bay. This will include rolling with our boats packed, wet exit with assisted rescues, and a check of the beacon before we loose cell service.

9<sup>th</sup>: Kayak 7.1 miles east along the coast to beacon point on the west side of La Poile Bay. If weather permits complete 2 mile crossing of La Poile Bay and make camp in Bevan Cove on the east side of the bay. This is the largest crossing of the trip and we will cross only under ideal weather conditions, thus given poor weather we will camp on Beacon Point (or farther inside La Poile harbor given extremely poor weather) which gives us a prime view of conditions in the crossing.

10<sup>th</sup>: Continue either 23.5 or 21.5 miles to Camp 2 on Gull Island (dependent on whether we crossed the night before or this morning.) With the possible exception of La Poile bay there are no notable crossing during this leg.

11<sup>th</sup>: Paddle 19 miles to Camp 3 in cove 10 miles east of Burgeo. After approximately 6 miles of paddling there is a 1.5 mile crossing. The objective danger of this crossing can be largely mitigated by traveling inland in order to hug the coast. So though it would add more distance to our day, unlike the La Poile crossing we have a larger window of acceptable weather for the day.

12<sup>th</sup>: Paddle 22.5 miles to camp 4 in an inlet on the north coast of deer island, past Burgeo. No notable crossing or cliffed out shoreline. We will be passing a ferry stop and fishing town and should be observant and cautious of other larger vessels.

13<sup>th</sup>: Paddle 27.5 miles to camp 5. Today will be a hard day. The day includes a 1.2 mile crossing of the Bay de Vieux. Though there are no more crossing, upon crossing the Bay de Vieux the shoreline gets significantly more rocky and less hospitable for camping or taking out. Thus we should treat this leg of the trip with caution and seriousness. Though there may be possible take out along the way Grey River (4 miles in), Gulch Cove (9 miles in) and Harry Island (11 miles in) all offer alternative take outs and camp sites given fast developing poor weather.

14: Today we will paddle the remain distance to Devils Bay, just under 20 miles. The shore is less rugged than the second half of the previous leg, however cliffed out sections of shore should be expected. There will also be 4 crossing all shorter than a mile.

15, 16: Weather days for the journey east. These days will hopefully give us the wiggle room to make it to Devils bay by the 18<sup>th</sup>. This also allows us to take our time or take a rest day as needed and still be on our schedule.

17-23(morning): Climbing days. These six days are days that we have allotted for climbing. I contacted friend of a friend Joe Terravecchia, who has established the vast majority of the ice and rock climbs on the island, which he typically keeps very hush hush. He graciously provided me with his submission to the American Alpine Journal (see attached) from years ago as well as photos and writings on the routes of Blow Me Down. I will not even bother putting down the dates of our intended climbs because they are so completely weather dependent. However the following are the climbs we hope to attempt in their general order: Single pitch climbs: Screech 55m 5.8+, Devils Advocate 50m 5.9, Straight to Hell 50m 5.10a. Multipitch climbs: Janorah 5.10b (3 pitches, 5.10b, 5.9 and 5.8), and finally if we are feeling especially strong and get the weather window either The Moratorium 5.10 (4-5 pitches) or Handful of Earth 5.10d (5 pitches, 5.9, 5.8, 5.10, 5.10d, and 5.6.)

Climbing at all is entirely dependent on the weather we get, and the three of us know full well we may not even get the opportunity to climb a single day. If we do get the weather we hope for, we will climb as a party of three and our personal locator beacon (though we will leave the sat phone at our camp.)

24<sup>th</sup>: After packing up the night before we will paddle the close to 10 miles back west to the town of Francois. From here, if the ferry is running we will catch a midday ferry to Burgeo. From here we will travel 10 miles to our camp 3.

25<sup>th</sup>: We will paddle 19 miles to Gull island (camp 2.)

26<sup>th</sup>: We will paddle Either 21.5 or 23.5 miles to either Bevan Cove or Beacon Point, dependant on if the weather is stable enough to cross La Poile Bay.

27<sup>th</sup>: Today our final day on the water we will paddle the remaining either 7 or 9 miles (dependant on where we camped the night before) to our car in Rose Blanche Harbor.

**Equipment list (including contents of first aid kit and food details):**

Unlike a pure climbing or backpacking trip since we are traveling by kayak weight is not a concern, instead we will be more concerned with volume. That being said, kayaking, as well as the notoriously wet weather of Newfoundland, forces us to take all synthetic insulation even though it is far less compact than down.

Since the climbing objectives for the trip all reside on sea cliffs the possibility of retrieval if something is dropped is nonexistent. On a trip as long as ours, given we are sea cliff climbing and kayaking to our destination, we have included limited duplicates of crucial climbing equipment.

Camping gear:

Individual

- Synthetic 15 degree sleeping bag
- Closed cell foam pad
- Synthetic puffy jacket (sacred kept dry at all costs)
- Mid weight layer (fleece or synthetic, for cold paddling days or climbing)
- Secondary base layer(synthetic)
- 3 pairs of wool socks (one pair never leaves the sleeping bag)
- Goretex rain jacket for paddling and climbing
- Goretex rain pants
- 4 husky garbage bags (for added waterproofing of sleeping bag, dry clothing, personal items and one extra)
- Small volume dry-bag for sleeping bag (as small as possible)
- Medium volume dry-bag for all personal gear and clothing (around 30 liters)
- Pair of neoprene socks or booties to be used with Chacos style shoes
- or
- Rainboots
- Passport and laminated copied photo (obviously we need the real passport for the boarder, however we will bring only the laminated version kayaking)

Group:

- BD Mega-mid rain fly (sleeps up to 4 people)

- 10x6 nylon tarp (for cooking and sleeping up to 2 people)
- 2 MSR Dragonfly stoves
- MSR stove field repair kit
- First aid kit (for total contents see below)
- Fishing rod and tackle
- Iridium 9505A satellite phone in a pelican case
- ARC buoyant personal locator beacon (stored in a waterproof bag thoroughly attached to the exterior of one of our kayaks while paddling)
- Foldable extra paddle
- 3 dry-bags or stuff sacs lined with husky trash bags for food storage

#### Kayaking gear:

##### Individual:

- Waterproof lap bag for paddling (containing a lighter, 2 sets of hand warmers, parachute flare, and daily personal items)
- Umbrella
- Paddle
- Plastic sea kayak (>15 feet with watertight storage compartments separate from the cockpit)
- Neoprene spray skirt
- PFD (with whistle, knife and towing rig)
- Neoprene poagies
- Throw rope

#### Climbing gear:

##### Individual:

- Harness
- ATC guide
- 3 Locking carabineers
- 1 Pair of climbing shoes
- Helmet (also to be worn landing and casting off boats on rocky terrain)

##### Group

- 2 Racks of cams (x2 #.3-3, x1 #4)
- 2 Racks of nuts (emphasis on 4-10 and offsets)
- 1 60m 9.0mm single rope
- 1 60m 6mm tagline
- 8 Alpine draws
- 2 Sets of anchor cord
- 1 30m of 6mm cord
- 2 Double length sown runners
- 2 Locking carabineers (in addition to the 3/person)
- 5 Non-locking carabineers (in addition to those on cams or alpine draws)
- 1 Extra ATC guide

#### **Med Kit Contents:**

**General supplies:**

Nitrile gloves- x4  
12 cc irrigation syringe  
Trauma shears  
Tweezers  
Biohazard bag- x2  
Pencil  
Soap notes: x5  
Medical history information for each member of the group  
Face shield- x4  
Thermometer  
Safety Pins- x2  
WFR Text  
Ziplock Bags- x2

**Drugs:**

Ibuprofen- 50 pills  
Diphenhydramine- 30 pills  
Pepto Bismal- 30 pills  
Acetaminophen- 30 pills  
Benzoin tinctures- x5  
Iodine ointment  
Triple antibiotic ointment  
Antiseptic towelettes- x25

**Wound Care/ Bandages:**

Wet prep soap sponges- x4  
3" conforming gauze roll- x2  
3x3 sterile gauze pads- x5  
2x3 non-adherent dressings- x3  
3x4 non-adherent dressings- x2  
Transparent dressing- x2  
Closure strips- x6  
Elastic bandage  
Triangular bandage  
Second Skin pads- x4  
2x3 adhesive patches- x2  
Band-aids- x15  
Butterfly bandages- x10  
Sterile cotton tipped applicators- x2  
1" tape roll  
1" Athletic tape roll  
Moleskin 2x3- x3  
Pressure wrap

**Food:**

As stated above, when kayaking volume is of greater concern than weight, thus in selecting our food we have chosen foods that are particularly dense per calorie. We will carry 1.75lbs per person per day (which given our food choices will be around 2500 calories per person per day.)

**Expedition Food Rations:**

ITEM	USD Price/lb	Quantity (lb)	USD Price/item
<b>Breakfast</b>			
Oatmeal	2.50	4	10
Granola	4.99	6	29.94
Bagels	4.79	4	19.16
Pancake mix	3.50	1.5	5.25
<b>Lunch</b>			
Cashews	8.00	2	16
GORP mix	6.80	3	20.4
Peanuts	4.99	2	10
Chocolate almonds	8.90	1.5	13.35
Raisins	3.52	2.5	8.8
Sunflower seeds	4.25	1.5	6.375
Dried apricots	6.75	2	13.5
Beef jerky	5.89	2	11.78
Tortillas	3.49	1	3.49

**Dinner**

Lentils	1.86	4	7.44
Pinto bean flakes	6.74	3	20.22
Dehydrated black beans	6.50	3	19.5
Penne Pasta	2.55	5	12.75
Quinoa	4.96	4	19.5
Brown Rice	2.62	4	10.48
Dried Hummus	5.24	3	15.72
Tomato Powder	4.78	.5	2.39
Tortillas	3.49	2	6.98
Dried Veggies	7.82	2	15.64

### **Cheese & Fats**

Cheddar	7.98	3	23.94
Mozzarella	7.98	2	15.96
Cream cheese	3.89	2	7.78
Butter	3.64	2	7.28
Peanut butter	4.22	4	16.88
Summer sausage	9.40	3	28.2
Granola bars	5.82	2	11.64



**Drinks**

Hot cocoa	3.92	2	7.84
Tea	9.60	1	9.6
Powdered milk	3.68	1.5	5.52
Fruit crystals	2.78	2	5.56

**Fresh Items**

Carrots	2.39	3	7.17
Onions	1.29	3	3.87
Garlic	1.50	3	4.5
Peppers	2.99	3	8.97
Apples	1.59	3	4.77
Oranges	1.49	3	4.47
Cucumber	1.49	3	4.47
Zucchini	1.89	3	5.67

Totals		112 (lb)	\$483.095
Per Person		37 (lb)	\$161
PPPD		2.06 (lb)*	\$8.9

**Leave No Trace Plans:**

As a team, we are committed to leaving the area more pristine than we find it.

In accordance with guidelines from the Leave No Trace Center for Outdoor Ethics:  
[www.lnt.org](http://www.lnt.org)

*Plan Ahead and Prepare:*

We have extensively researched the environment, weather, and objective hazards which we may encounter on this expedition so that we can be completely self-sufficient and make as little impact as possible on the natural environment. We have and will continue to prepare for our climbing objectives so that we will pass quickly and with no trace. Furthermore, by cautious decision-making and self-sufficiency we will be able to care for ourselves. Search and rescue is only a last resort option.

*Travel and Camp on Durable Surfaces:*

We will adjust how we camp and travel depending on the nature of our environment. We will try to stay on durable surfaces so our passage will leave no impact. When this is not possible, we will disperse our hiking on untraveled areas so as not to create trails, but stay to trails when we find them already in place. If we find evidence of a previous camp we will try to disguise it and we will camp somewhere else. In this way we can insure that campsites will not be evident to future users.

*Dispose of Waste Properly:*

We will pack out food waste and trash. Solid human waste will be buried in a cat hole 6-8" deep, at least 200 feet from camp and water sources.

*Leave What We Find:*

We will take only pictures and other's trash and leave only footprints.

*Minimize Campfire Impact:*

A fire will be created only if necessary due to safety concerns.

*Respect Wildlife:*

We will store food and separate our kitchen from our camp so that black bears are not drawn to our tents while we are sleeping. For any fishing, we will obtain licenses. In general, we will respect wildlife and give any creature we see a wide berth. It is their habitat, not ours.

*Be Considerate of Other Visitors:*

If we meet anyone, we hope to share some food and hot drinks and make some friends. However, we will respect other's desire for a wilderness experience.

## *Climbing*

LNT principles also apply to climbing ethics. We feel it is important to minimize impact on the routes we climb so that they remain in good condition for other parties. We will adhere to alpine style ethics by being “light” in both style and impact. This means respecting routes by leaving little to no fixed gear, fixed ropes, or any other trash. When we find fixed gear on routes that doesn’t belong there, we will remove it and pack it out. That said, for our safety we may back up sketchy rappels with our own gear. Furthermore, we believe in clean climbing. We will not be bringing a bolt kit, hammer, or pitons. We want to leave no trace of our passage on and off the rock.

### **List of hazards and associated risk management plans:**

#### Weather:

The rock notoriously has some of the worst weather in North America. Weather is typically foggy wet with unpredictable weather; storms occur suddenly and violently. Perhaps the following Newfoundland idiom says it best, “If you don’t like the weather in Newfoundland, wait five minutes..” We are very aware of the rock’s power and have take multiple steps to mitigate this danger. First we are traveling in August, which is typically the least stormy month. Another way we are mitigating this danger is by choosing to travel on the south coast. The predominant wind direction blows southwest in summer, the north and especially east coast are hardest hit. In summer months the south is better sheltered from the storms that occur less frequently than any other time of the year.

The sections of water journey that pose the most objective hazard are those with the inability to land our kayaks, thus we have chosen a route with minimal open water crossing or extended section of cliffed shoreline. The route we chose is not particularly exposed. There are no crossings larger than 2 miles (the largest being La Poile bay around this length). Since our route hugs the coast the entire distance from Rose to Francois with the exception of a few short crossings, if at any time the weather does make a change for the worse we can get out at almost any point. We will be paddling in plastic kayaks (which are far more durable than fiberglass or carbon fiber) so we will be able to land in many rocky spots that would be otherwise impossible or unwise.

#### Crossings and cliffed out:

Since we have given ourselves enough weather days to allow us to make conservative decisions when it comes to paddling in inclement weather, as previously stated the areas of most objective hazard will be areas where we cannot land given a quickly worsening weather. Such areas include crossings and sections of the shoreline too cliffed to allow a landing.

This will be of most concern on the day 1 (or 2) 5, 6 and the first leg of our return journey. We will only travel on such days under the best of weather conditions. The amount of rest days we have given ourselves allows for enough time to wait out poor conditions, make responsible decision-making and still stay on schedule.

#### Wet Exiting:

Having to wet exit for whatever reason will be a certain safety hazard due to the cold temperature. If we flip while paddling our first action will be to roll, if for whatever

reason we cannot we should close enough together to T-Resque, however this too may fail. Wet exiting our kayak will be our last resort. The average august surface water temperature in shore is 11-13c while the off shore temperature is only 8-11c. <sup>1</sup> If we were to swim given the water temperature and Newfoundland's typical cloudy and windy weather, hypothermia is a real concern even if we are close to shore. Thus our preparation will be two fold, practicing what to do if it does happen and possibly more importantly practicing way to stop it from ever happen.

In the event that someone does wet exit, our boats will be rigged to flip and we will practice the rescue techniques necessary for getting someone back into their boat. Since all of our food and survival gear will be contained within the body of the kayaks, anything within the cockpit will need to be waterproofed and attached to the body of the boat in the event of a wet exit. Keeping our gear in drybags attached to the inside of the cockpit will both waterproof our gear and provide added flotation in the event of a wet exit. We are all proficient at both wet exits and rescues however we have allotted an extra day in Rose Blanche to practice just that. We will practice both self-rescues (how to reboard and bail your flipped boat) and aided rescues, the second being the most likely hypothetical scenario since we will never under any circumstances kayak alone.

#### Remoteness:

The remoteness of our destination because it has the potential of increasing the severity of the risks stated above. One of the most appealing characteristics of Newfoundland as the destination for our trip is its remoteness. However we are aware of the dangers of such a local and we have provided multiple levels of safety nets. There is a ferry that runs along the South Coast that accesses the small towns along the coast without road access. If we need to evacuate the field on the journey to Devil's Bay the ferry is no more than 20 miles from any point on our route. That being said, the ferries travel far enough the coast that while paddling they wont disrupt the wilderness feel of the trip.

The size of our group is another way we have sought to mitigate this ever-present risk. The remoteness of Newfoundland is especially sobering given the nature of the ocean and the area's weather on our trip. Having any less than 3 qualified paddlers would simply not be acceptable. We have decided that under absolutely no circumstance do we want anyone kayaking anywhere alone. If we had smaller numbers and something went wrong, requiring part of the group to go for help, such a failsafe as "never paddle alone" might have to be disregarded, further increasing risk. We have also settled on four people because we feel that it best spreads the weight.

To further combat the remoteness of Newfoundland, we will also be carrying an ARC Waterproof and floating Personal locator. The beacon runs off of NOWA satellites and does work in Newfoundland (Jack successfully used the test function of the exact model we are using on an earlier trip to Newfoundland.) We will perform the test function (which alerts a few people on a mailing list we are OK, and confirms the ability to show our position if the emergency button is pushed) a few scheduled times during the coarse of the trip. If everything thing that could go wrong does, and or some unforeseeable apocalyptic event prevents us from self rescuing the beacon has a

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<sup>1</sup> <http://www.chem.ualberta.ca/~isna11/images/Weather.pdf>

“Emergency” button that sends our location out to the closest relevant search and rescue (likely the Canadian coast guard.) That being said I cannot stress enough how this is the absolute last resort.

**Emergency evacuation plans (including hospital, etc. contact info)**

As discussed in the previous section the Ferry that runs from Burgeo to Francois. The ferry stops at Francois, Grey River, The Reamea Islands and Burgeo (which is accessible by road even though our car will not be parked there.) The following ferry accessible villages are possible evacuation points, Burgeo, Grey River and especially Francois due to its closeness our climbing destination devils bay. Though the ferry stops at the Reamea Island it takes at least a 2 mile crossing to get there, which could potentially be too dangerous given the conditions of our hypothetical evacuation.

Burgeo, which is both ferry and road accessible, has a health center, the Calder Health Center. However if there services are not enough, the Western Regional Hospital is the nearest hospital, 3h 45min away in Cornerbrook.

Police  
Royal Canadian Mounted Police  
(709) 886-2241

Hospital (Burgeo)  
Calder Health Care Center  
(709) 886-2898

Hospital (Corner Brook)  
Western Memorial Regional Hospital  
1 Brookfield Avenue  
Corner Brook, NL  
(709) 637-5000

Maritime Search and Rescue  
Canadian Coast Guard  
1-800-563-2444

**Itemized budget including measures being taken to reduce cost**

Gas  
Predicted NS, NB and NL august gas cost is \$1.30 CAD/ liter  
Thus this equates to \$4.92 USD/ gallon (based on the CAD being roughly equivalent to the USD)  
Predicted MA, NH, VT and ME august gas cost \$3.70  
Gas cost calculation based on the 14mpg truck we will be using  
Miles in the US- 1246 miles- \$329  
Miles in Canada- 1204 miles- \$423  
Total predicted gas cost = \$752

#### Ferry Cost

Ferry from North Sydney to Chanel-port aux Basque \$158 for the car + \$3.50 per person

Ferry from Francois to Burgeo \$4.13 per person + \$24.06 per Kayak

**Total ferry costs** = (32 \* number of people) + (158) = 254

#### Kayak Rental (through Seaspray Kayaking in Small Point Maine)

\$165 per person per week x 4

Total \$1980

#### Sat Phone Rental

globalcomsatphone.com

\$103.96 one month rental of Iridium 9505A + \$24.95 for shipping + (20 \* \$1.75 for minutes) = \$164 Total

#### Food

\$483 See above

#### Fishing licenses

22.44 one day passes per person x2 = \$25

Full Sport fishing license one person = \$81.57

Total = \$181.57

#### White Gas

\$8 per quart thus 2 gallons

Total = \$64

**Total requested Cost = \$3878.57**

**Total requested cost per person = \$1293**

#### Measures being taken to reduce cost:

The fundamental choice to travel to Newfoundland is itself a cost saving measure. In 2013 the Ritt Committee was gracious enough to fund a trip Niels and Jack went on to the Arrigetch peaks in Alaska. The trip was incredible and life changing however we were a little bit put off but the expense and remoteness. Why spend so much time and money on the road, when we could spend more time in the backcountry and get the same sense of adventure in our backyard (backyard-ish.) Though the actual financial cost may be fairly similar (due to the rental cost of the kayaks) much of this reasoning is based on the environmental impact we found ourselves leaving last year (7,300 miles of driving + 6 hours of bush plane flight time vs. 2,200 miles of driving + a public ferry.)

Newfoundland is comically expensive, thus we are buying 100% of our food in the US at bulk food stores. Thus with the exception of fishing permits, and gasoline our only cost on the rock will be the ferries which are highly subsidized by the Canadian government, and thus relatively inexpensive. Additionally we will fill three 10 gallon containers with gas before we cross the Canadian boarder and thus not have to buy a drop of gas on the rock, where it can be as much as \$8 per gallon.

We have also chosen to only get one fishing license for the entire month (and the rest for only 1 day passes.) We are choosing to fish on this trip not for pure entertainment but as a way to supplement our diet, thus having only one of us buy the permit and fish for the group, we should maximize the cost versus benefits of this plan. That being said we all want be able to fish for fun at least one day, hence the one-day passes.

Though this is a bit of a variable, we will use any remaining meal plan money at the end of next year to buy bulk food from Rastall to further save the committee money. Though it is completely unclear exactly how much this will amount to, we have accounted for each of us putting in \$50 into our food planning.

We are also only renting kayaks and providing all other Kayaking gear. This includes paddles, PFDs, Poogaies, spray skirts ect. (see personal kayaking gear list.) This will significantly decrease the overall cost of the trip.

## Blow Me Down Routes To Date. (Sept 2001)

- \* He's Average.
- \*\* Garnteed good by'.
- \*\*\* Lard tunderin jesus he's good by'.
- \*\*\*\* Right to de bar. All she could suffer. Flat out.

1) \*\*\*\*LEVIATHAN: Grade IV 5.12 a/b or 5.11 via Angishore finish . 10 pitches F.A. Joe Terravecchia & Karin Bates Sept. 1995

2) \*\*\*SCREECH: 55M 5.8+  
F.A. Joe Terravecchia & Karin Bates.Sept 1995

3) \*\*\*CENTRAL PILLAR OF AESTHETICISM: GradeIV 5.10 A2. 10 pitches. F.A. Jeff Butterfield, Chris Kane , Joe Terravecchia. Sept 1994

4) \*\*\*WEIGHTIN FOR THE TRAIN: Grade V 5.10 A4. 10 pitches  
F.A.Ben Gilmore, Paul Ryan. Sept 1995  
Most if not all of the belays are boted. No topo available.

5) \*\*THE HEART OF THE MATTER: V 5.10 A3+ . 10 Pitches  
F.A. Jeff Butterfield, Chris Kane. Sept 1995

6)Unfinished Line: Completed 200M, 5.12c  
Completed to the top of a 10c corner that Lucifers Lighthouse also climbs.  
Joe Terravecchia, Casey Shaw

7) \*\*DEVILS ADVOCATE: 50M 5.9  
F.A. Joe Terravecchia, Karin Bates. Sept 1995  
Nice pitch of stemming & hands.

8) \*\*\*STRAIGHT TO HELL: 50M 5.10a  
F.A. Joe Terravecchia, Casey Shaw. May 1996  
Clean finger crack to rap station.



9) \*\*Name Unknown: Grade IV 5.9 A2. 6 or 7 pitches  
F.A. Craig Comstock, Epic Baldwin. Sept 1995

10) \*\*\*SAVAGE SEAS: 130M 5.11a/b .

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Left facing corner to right leaning ramp. Belay in alcove. 5.8 120'
- 2) 5.10c start off belay to 10a corner and small sloping belay ledge. 5.10c 130'
- 3) Wonderful climbing up a long dihedral . Crux is thin stemming with R.P. pro. 5.11a/b 175'.  
Rappel Save The Ales

11) \*\*\* SAVE THE ALES: 140M 5.12b . 3 pitches

F.A. Joe Terravecchia, Karin Bates . Sept 1995

- 1) Climb seam past 2 bolts to thin shallow crack. When it ends, face climb past 2 more bolts then climb hand crack through small overhang to fixed belay on left. 5.12b 120'
- 2) Face climb past bolts to left facing corner then up double cracks to fixed belay on ledge to left. 140'
- 3) Up cracks to the top of buttress. 5.7 110'  
Rappel route or traverse right on easy fifth class rock to join Dead Reckoning at the top of the 4th pitch.

12) \*\* DEAD RECKONING: 300M , 5.11b

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Climb corner to 3rd class ledges. 5.7 100'
- 2) Long pitch of finger & hand cracks . Belay on 2nd ledge. 5.9 175'
- 3) Climb left up finger crack past ledge system to double hand crack on left side of ledge. Follow these to small belay ledge on right. 5.10a 150'
- 4) Follow cracks above belay to ledge. Traverse right into corner and belay by detached block. 5.8 160'
- 5) Up Dihedral. Belay above short rotten band. 5.10d 165'
- 6) Continue up Dihedral. Thin stem & lieback crux. Belay to right on rib . 5.11b 170'
- 7) Finish up and right. 5.7 80'

13) \*HYDRO SLAVE: 55M: 5.11

F.A. Joe Terravecchia, Karin Bates. Sept 1995

Wide crack past chockstones to hand crack. Rap Lost At Sea

14) \*\*\*\*LOST AT SEA: 165M: 5.10d.

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Climb hand & finger crack through small roof and continue to fixed anchors on left. 175', 5.10d
  - 2) Step left and climb thin crack to right facing corner. At the top of the corner, exit right on finger cracks to fixed anchors atop a small ledge on the right. 175' 5.10d
  - 3) Sustained climbing up thin cracks lead to fixed anchors on top of the buttress's left (west) side . 175', 5.10d
- Rappel the route with 2, 55m ropes.

15) \*\*THE MORATORIUM : 4-5 pitches .5.10

F.A. Jeff Butterfield, Chris Kane. Sept 1995

No topo or description available.

16) \*\*\* JANORAH : 5.10b .

F.A. Joe Terravecchia, Karin Bates. Sept 2000

Starts to the left of the Central Pillar

- 1) From the waters edge, climb thin crack to large diagonal. Stem left into nice finger crack( crux ) and climb it to a belay on broken ground. 200', 5.10b.
  - 2) Up and left to a thin crack which leads past a small overlap . Belay at the base of a large clean left facing corner. 180', 5.9 .
  - 3) Up corner to either of two cracks to fixed anchors on The Central Pillar of Aesthetisim. 185', 5.8.
- Rap Central Pillar.

17) \*\*\* HANDFUL OF EARTH : 5.10d

F.A. Joe Terravecchia, Karin Bates. Sept, 2000.

Starts left of Lost At Sea.

- 1) Up short slab to hand crack through small roof. Continue over steep bulge then angle left up a ramp & belay on good ledge. Fixed anchor. 5.9
  - 2) Cracks straight above then left to top of pillar. 5.8
  - 3) Up chimney through small roof crack. Above roof go up rt facing corner. At its top go left to belay. Watch for rope drag. 5.10
  - 4) Stem & layback up corner. Weave up cracks to ledge with trees . 5.10d.
  - 5) Descend by traversing and down climbing to top of Lost At Sea. 5.6 .
- Rap lost at Sea.

## Blow Me Down Routes To Date. (Sept 2001)

- \* He's Average.
- \*\* Garnteed good by'.
- \*\*\* Lard tunderin jesus he's good by'.
- \*\*\*\* Right to de bar. All she could suffer. Flat out.

1) \*\*\*\*LEVIATHAN: Grade IV 5.12 a/b or 5.11 via Angishore finish . 10 pitches F.A. Joe Terravecchia & Karin Bates Sept. 1995

2) \*\*\*SCREECH: 55M 5.8+  
F.A. Joe Terravecchia & Karin Bates.Sept 1995

3) \*\*\*CENTRAL PILLAR OF AESTHETICISM: GradeIV 5.10 A2. 10 pitches. F.A. Jeff Butterfield, Chris Kane , Joe Terravecchia. Sept 1994

4) \*\*\*WEIGHTIN FOR THE TRAIN: Grade V 5.10 A4. 10 pitches  
F.A.Ben Gilmore, Paul Ryan. Sept 1995  
Most if not all of the belays are boted. No topo available.

5) \*\*THE HEART OF THE MATTER: V 5.10 A3+ . 10 Pitches  
F.A. Jeff Butterfield, Chris Kane. Sept 1995

6)Unfinished Line: Completed 200M, 5.12c  
Completed to the top of a 10c corner that Lucifers Lighthouse also climbs.  
Joe Terravecchia, Casey Shaw

7) \*\*DEVILS ADVOCATE: 50M 5.9  
F.A. Joe Terravecchia, Karin Bates. Sept 1995  
Nice pitch of stemming & hands.

8) \*\*\*STRAIGHT TO HELL: 50M 5.10a  
F.A. Joe Terravecchia, Casey Shaw. May 1996  
Clean finger crack to rap station.

9) \*\*Name Unknown: Grade IV 5.9 A2. 6 or 7 pitches  
F.A. Craig Comstock, Epic Baldwin. Sept 1995

10) \*\*\*SAVAGE SEAS: 130M 5.11a/b .

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Left facing corner to right leaning ramp. Belay in alcove. 5.8 120'
- 2) 5.10c start off belay to 10a corner and small sloping belay ledge. 5.10c 130'
- 3) Wonderful climbing up a long dihedral . Crux is thin stemming with R.P. pro. 5.11a/b 175'.  
Rappel Save The Ales

11) \*\*\* SAVE THE ALES: 140M 5.12b . 3 pitches

F.A. Joe Terravecchia, Karin Bates . Sept 1995

- 1) Climb seam past 2 bolts to thin shallow crack. When it ends, face climb past 2 more bolts then climb hand crack through small overhang to fixed belay on left. 5.12b 120'
- 2) Face climb past bolts to left facing corner then up double cracks to fixed belay on ledge to left. 140'
- 3) Up cracks to the top of buttress. 5.7 110'  
Rappel route or traverse right on easy fifth class rock to join Dead Reckoning at the top of the 4th pitch.

12) \*\* DEAD RECKONING: 300M , 5.11b

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Climb corner to 3rd class ledges. 5.7 100'
- 2) Long pitch of finger & hand cracks . Belay on 2nd ledge. 5.9 175'
- 3) Climb left up finger crack past ledge system to double hand crack on left side of ledge. Follow these to small belay ledge on right. 5.10a 150'
- 4) Follow cracks above belay to ledge. Traverse right into corner and belay by detached block. 5.8 160'
- 5) Up Dihedral. Belay above short rotten band. 5.10d 165'
- 6) Continue up Dihedral. Thin stem & lieback crux. Belay to right on rib . 5.11b 170'
- 7) Finish up and right. 5.7 80'

13) \*HYDRO SLAVE: 55M: 5.11

F.A. Joe Terravecchia, Karin Bates. Sept 1995

Wide crack past chockstones to hand crack. Rap Lost At Sea

14) \*\*\*\*LOST AT SEA: 165M: 5.10d.

F.A. Joe Terravecchia, Karin Bates. Sept 1995

- 1) Climb hand & finger crack through small roof and continue to fixed anchors on left. 175', 5.10d
  - 2) Step left and climb thin crack to right facing corner. At the top of the corner, exit right on finger cracks to fixed anchors atop a small ledge on the right. 175' 5.10d
  - 3) Sustained climbing up thin cracks lead to fixed anchors on top of the buttress's left (west) side . 175', 5.10d
- Rappel the route with 2, 55m ropes.

15) \*\*THE MORATORIUM : 4-5 pitches .5.10

F.A. Jeff Butterfield, Chris Kane. Sept 1995

No topo or description available.

16) \*\*\* JANORAH : 5.10b .

F.A. Joe Terravecchia, Karin Bates. Sept 2000

Starts to the left of the Central Pillar

- 1) From the waters edge, climb thin crack to large diagonal. Stem left into nice finger crack( crux ) and climb it to a belay on broken ground. 200', 5.10b.
  - 2) Up and left to a thin crack which leads past a small overlap . Belay at the base of a large clean left facing corner. 180', 5.9 .
  - 3) Up corner to either of two cracks to fixed anchors on The Central Pillar of Aesthetisim. 185', 5.8.
- Rap Central Pillar.

17) \*\*\* HANDFUL OF EARTH : 5.10d

F.A. Joe Terravecchia, Karin Bates. Sept, 2000.

Starts left of Lost At Sea.

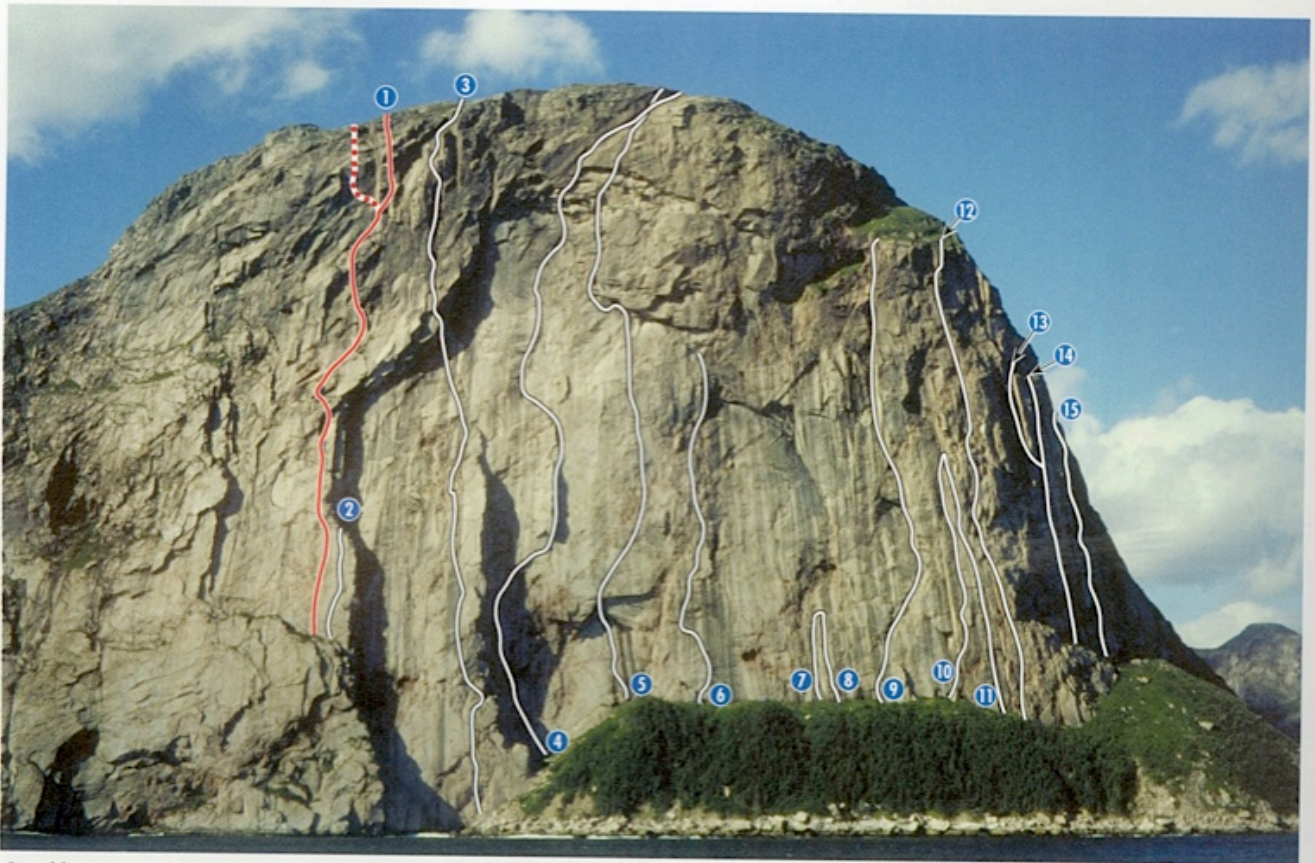
- 1) Up short slab to hand crack through small roof. Continue over steep bulge then angle left up a ramp & belay on good ledge. Fixed anchor. 5.9
  - 2) Cracks straight above then left to top of pillar. 5.8
  - 3) Up chimney through small roof crack. Above roof go up rt facing corner. At its top go left to belay. Watch for rope drag. 5.10
  - 4) Stem & layback up corner. Weave up cracks to ledge with trees . 5.10d.
  - 5) Descend by traversing and down climbing to top of Lost At Sea. 5.6 .
- Rap lost at Sea.

18) \*\* ONE LUNGER : 5.9

F.A. Joe Terravecchia, Karin Bates. Sept ,2000  
Right facing corner start to Handful Of Earth.

19) \*\* BATTEN DOWN THE HATCHES : 5.10c AO

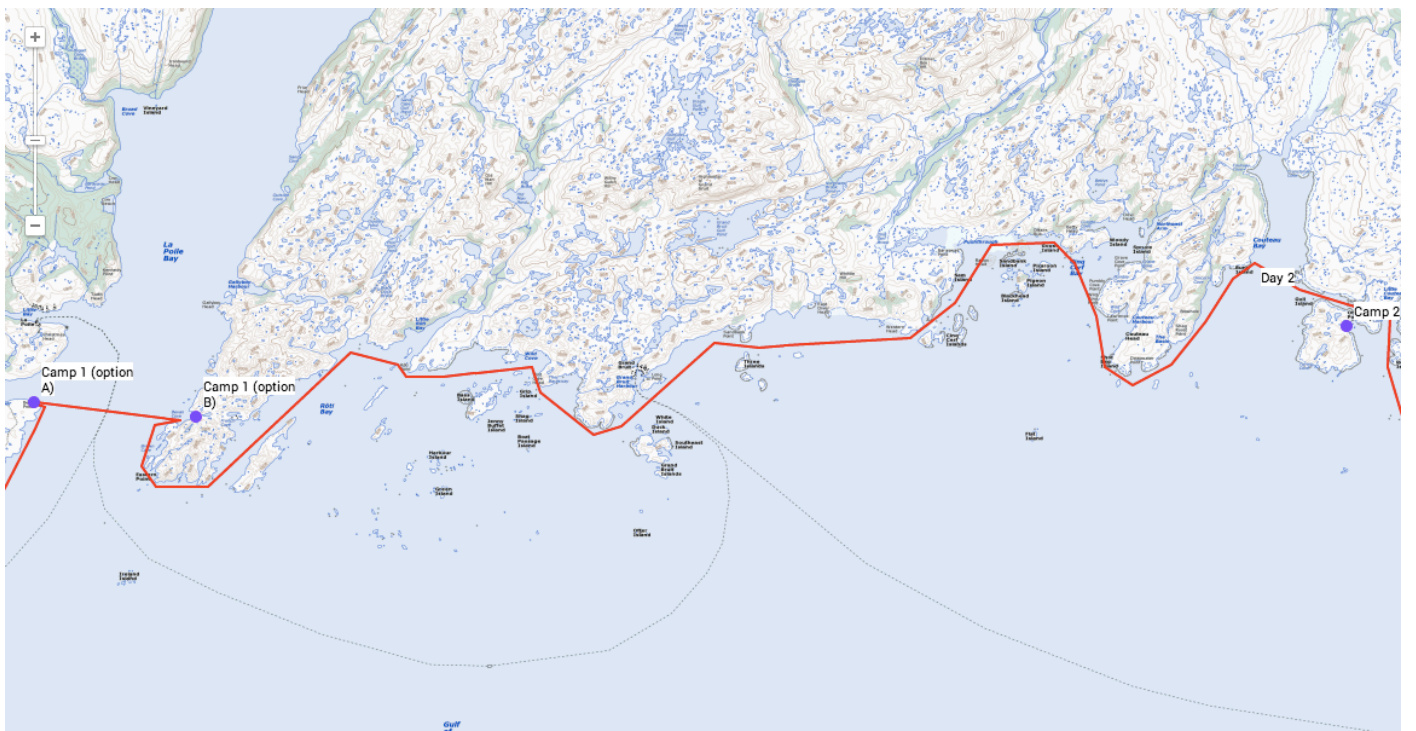
F.A. Jeff Holmes & Greg Hull. Sept 2001



*In addition to Leviathan, Terravecchia and partners have established more than a dozen routes on Blow-Me-Down. From left to right:*  
**1.** Leviathan **2.** Screech (I, 5.8+) **3.** Central Pillar of Aestheticism (IV, 5.11d, A2) **4.** Weightin' for the Train (V, 5.10, A4) **5.** The Heart of the Matter (V, 5.10, A3+) **6.** Project (5.12) **7.** Devil's Advocate (I, 5.9) **8.** Straight to Hell (I, 5.10a) **9.** unnamed (IV, 5.10, A2) **10.** Savage Seas (II, 5.11a/b) **11.** Save the Ales (I, 5.12b) **12.** Dead Reckoning (III, 5.11b) **13.** Hydro Slave (I, 5.11) **14.** Lost at Sea (III, 5.10d) **15.** The Moratorium (III, 5.10) © Joe Terravecchia

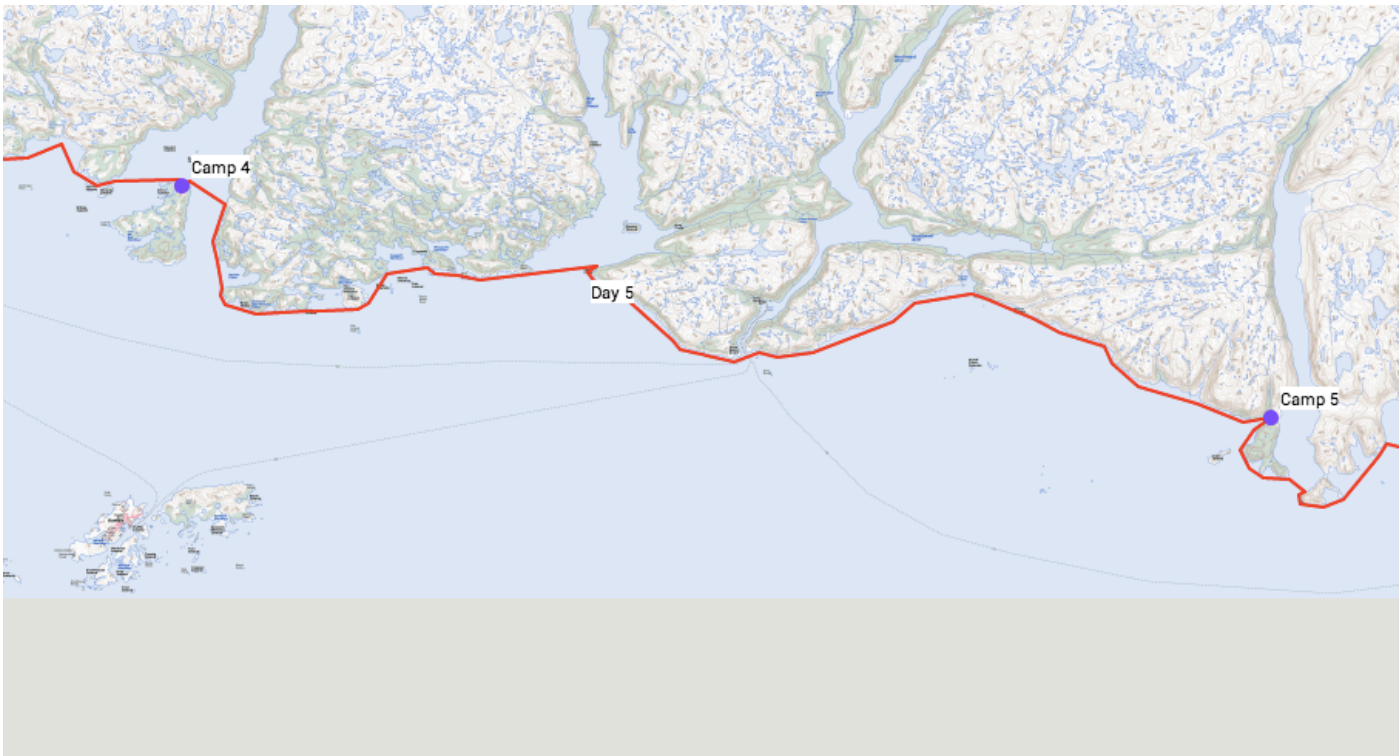


















Times and Heights for High and Low Tides

2014-08-09 (Saturday)			2014-08-10 (Sunday)			2014-08-11 (Monday)			2014-08-12 (Tuesday)		
Time	Height		Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
02:13	0.5	1.6	03:01	0.4	1.3	03:45	0.3	1.0	04:27	0.3	1.0
08:25	1.8	5.9	09:16	1.9	6.2	10:03	2	6.6	10:48	2.1	6.9
14:22	0.4	1.3	15:11	0.3	1.0	15:58	0.3	1.0	16:43	0.3	1.0
20:53	2.1	6.9	21:41	2.1	6.9	22:27	2.2	7.2	23:12	2.2	7.2

2014-08-13 (Wednesday)			2014-08-14 (Thursday)			2014-08-15 (Friday)		
Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
05:09	0.3	1.0	05:50	0.3	1.0	00:40	2	6.6
11:33	2.1	6.9	12:18	2.1	6.9	06:32	0.4	1.3
17:28	0.3	1.0	18:13	0.4	1.3	13:03	2	6.6
23:56	2.1	6.9				18:59	0.5	1.6

Predicted Hourly Heights (m)

Date	Hour																							
	NDT	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
2014/08/09	0.9	0.6	0.5	0.6	0.8	1.1	1.4	1.7	1.8	1.8	1.6	1.3	0.9	0.6	0.4	0.4	0.7	1.0	1.4	1.7	2.0	2.1	1.9	1.6
2014/08/10	1.2	0.8	0.5	0.4	0.5	0.8	1.1	1.5	1.8	1.9	1.9	1.6	1.2	0.8	0.5	0.3	0.4	0.6	1.0	1.5	1.8	2.1	2.1	1.9
2014/08/11	1.6	1.1	0.7	0.4	0.3	0.5	0.8	1.2	1.6	1.9	2.0	1.9	1.6	1.1	0.7	0.4	0.3	0.4	0.7	1.1	1.6	1.9	2.1	2.1
2014/08/12	1.9	1.4	1.0	0.5	0.3	0.3	0.5	0.9	1.3	1.7	2	2.1	1.9	1.5	1.0	0.6	0.3	0.3	0.4	0.8	1.2	1.6	2.0	2.1
2014/08/13	2.1	1.8	1.3	0.8	0.4	0.3	0.4	0.6	1.0	1.5	1.8	2.1	2.1	1.8	1.4	0.9	0.5	0.3	0.3	0.5	0.9	1.3	1.7	2.0
2014/08/14	2.1	2.0	1.6	1.1	0.7	0.4	0.3	0.5	0.8	1.2	1.6	1.9	2.1	2.0	1.7	1.3	0.9	0.5	0.4	0.4	0.7	1.0	1.4	1.7
2014/08/15	2.0	2.0	1.8	1.4	1.0	0.6	0.4	0.4	0.6	0.9	1.3	1.6	1.9	2.0	1.9	1.6	1.2	0.8	0.6	0.5	0.5	0.8	1.1	1.4

• Predictions (7 days)

Starting on (yyyy/mm/dd):

2014/08/16

Presentation

Sites: Time Zone: Format:

Pushthroug NDT (Z+2.5) Table

Update

Times and Heights for High and Low Tides

2014-08-16 (Saturday)			2014-08-17 (Sunday)			2014-08-18 (Monday)			2014-08-19 (Tuesday)		
Time	Height		Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
01:26	1.9	6.2	02:14	1.7	5.6	03:08	1.6	5.2	04:10	1.5	4.9
07:15	0.5	1.6	08:03	0.6	2.0	08:59	0.7	2.3	10:09	0.8	2.6
13:52	1.9	6.2	14:44	1.8	5.9	15:43	1.7	5.6	16:50	1.7	5.6
19:50	0.6	2.0	20:49	0.7	2.3	22:01	0.8	2.6	23:23	0.8	2.6

2014-08-20 (Wednesday)			2014-08-21 (Thursday)			2014-08-22 (Friday)		
Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
05:21	1.5	4.9	00:36	0.8	2.6	01:31	0.8	2.6
11:28	0.8	2.6	06:31	1.5	4.9	07:31	1.6	5.2
18:01	1.7	5.6	12:37	0.8	2.6	13:32	0.7	2.3
			19:06	1.7	5.6	20:00	1.8	5.9

Predicted Hourly Heights (m)

Date	Hour																							
	NDT	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
2014/08/16	1.7	1.9	1.8	1.6	1.3	0.9	0.6	0.5	0.5	0.7	1.0	1.3	1.6	1.9	1.9	1.8	1.5	1.2	0.8	0.6	0.6	0.7	0.9	1.1
2014/08/17	1.4	1.6	1.7	1.7	1.5	1.2	0.9	0.7	0.6	0.7	0.8	1.1	1.4	1.6	1.8	1.8	1.7	1.5	1.2	0.9	0.7	0.7	0.8	0.9
2014/08/18	1.1	1.4	1.5	1.6	1.6	1.4	1.2	0.9	0.8	0.7	0.8	0.9	1.1	1.3	1.6	1.7	1.7	1.6	1.4	1.2	1.0	0.8	0.8	0.8
2014/08/19	1.0	1.1	1.3	1.5	1.5	1.5	1.4	1.2	1.0	0.8	0.8	0.8	0.9	1.1	1.3	1.5	1.7	1.7	1.6	1.4	1.2	1.1	0.9	0.8
2014/08/20	0.8	0.9	1.1	1.3	1.4	1.5	1.5	1.4	1.2	1.0	0.9	0.8	0.8	0.9	1.1	1.3	1.5	1.6	1.7	1.6	1.5	1.3	1.1	0.9
2014/08/21	0.8	0.8	0.9	1.1	1.2	1.4	1.5	1.5	1.4	1.2	1.0	0.9	0.8	0.8	0.9	1.0	1.3	1.5	1.6	1.7	1.7	1.5	1.3	1.1
2014/08/22	0.9	0.8	0.8	0.9	1.1	1.3	1.4	1.6	1.6	1.5	1.3	1.0	0.8	0.7	0.7	0.8	1.0	1.3	1.5	1.7	1.8	1.7	1.5	1.3



**Predictions (7 days)**

Starting on (yyyy/mm/dd):

2014/08/23

**Presentation**

Sites: Time Zone: Format:

Pushthrough NDT (Z+2.5) Table

**Update**

**Times and Heights for High and Low Tides**

2014-08-23 (Saturday)			2014-08-24 (Sunday)			2014-08-25 (Monday)			2014-08-26 (Tuesday)		
Time	Height		Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
02:14	0.7	2.3	02:51	0.6	2.0	03:23	0.6	2.0	03:55	0.5	1.6
08:20	1.7	5.6	09:02	1.7	5.6	09:40	1.8	5.9	10:16	1.9	6.2
14:17	0.6	2.0	14:56	0.6	2.0	15:32	0.5	1.6	16:07	0.5	1.6
20:45	1.8	5.9	21:25	1.9	6.2	22:01	1.9	6.2	22:35	1.9	6.2

2014-08-27 (Wednesday)			2014-08-28 (Thursday)			2014-08-29 (Friday)		
Time	Height		Time	Height		Time	Height	
NDT	(m)	(ft)	NDT	(m)	(ft)	NDT	(m)	(ft)
04:26	0.5	1.6	04:58	0.5	1.6	05:31	0.5	1.6
10:50	1.9	6.2	11:26	1.9	6.2	12:02	1.9	6.2
16:41	0.4	1.3	17:16	0.5	1.6	17:53	0.5	1.6
23:09	1.9	6.2	23:44	1.9	6.2			

Times and Heights for High and Low Tides 2014-08-27

**Predicted Hourly Heights (m)**

Date	Hour																							
NDT	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2014/08/23	1.0	0.8	0.7	0.7	0.9	1.1	1.3	1.5	1.6	1.6	1.5	1.2	1.0	0.7	0.6	0.7	0.8	1.1	1.3	1.6	1.8	1.8	1.7	1.5
2014/08/24	1.2	0.9	0.7	0.6	0.7	0.9	1.2	1.5	1.7	1.7	1.7	1.4	1.1	0.8	0.6	0.6	0.6	0.9	1.1	1.5	1.7	1.9	1.9	1.7
2014/08/25	1.4	1.0	0.7	0.6	0.6	0.8	1.0	1.3	1.6	1.8	1.8	1.7	1.4	1.0	0.7	0.5	0.5	0.7	0.9	1.3	1.6	1.8	1.9	1.8
2014/08/26	1.6	1.2	0.8	0.6	0.5	0.6	0.9	1.2	1.5	1.7	1.9	1.8	1.6	1.2	0.9	0.6	0.5	0.5	0.8	1.1	1.4	1.7	1.9	1.9
2014/08/27	1.7	1.4	1.0	0.7	0.5	0.5	0.7	1.0	1.3	1.6	1.8	1.9	1.8	1.5	1.1	0.7	0.5	0.5	0.6	0.9	1.2	1.5	1.8	1.9
2014/08/28	1.9	1.6	1.2	0.8	0.6	0.5	0.6	0.8	1.1	1.5	1.8	1.9	1.9	1.7	1.3	0.9	0.6	0.5	0.5	0.7	1.0	1.4	1.6	1.8
2014/08/29	1.9	1.7	1.4	1.0	0.7	0.5	0.5	0.7	0.9	1.3	1.6	1.8	1.9	1.8	1.6	1.2	0.8	0.6	0.5	0.6	0.8	1.2	1.5	1.7

**FRANCOIS - GREY RIVER - BURGEO FERRY RATES**

Rates are subject to change without notice.

<b>Passenger (One-Way)</b>	<b>Grey River - Francois</b>	<b>Francois - Burgeo</b>	<b>Grey River - Burgeo</b>	<b>Francois - McCallum</b>	<b>Francois - Hermitage</b>
Adult	\$5.23	\$8.25	\$5.78	\$5.23	\$7.43
Senior (60+)	\$2.75	\$4.13	\$2.75	\$2.75	\$3.85
Student (13+)	\$2.75	\$4.13	\$2.75	\$2.75	\$3.85
Child (5-12)	\$2.75	\$4.13	\$2.75	\$2.75	\$3.85
Commuter	\$2.75	\$4.13	\$2.75	\$2.75	\$3.85
Child (under 5)	Free	Free	Free	Free	Free
Freight rates will be calculated based on both structures and the customer will be charged the lower of the two rates.					
<b>Freight Rates - Weight Based (One-Way)</b>					
Charge for Break Bulk or Pallets 0-50 kg	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Additional increments of 50 kg	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Minimum Charge	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75
Maximum Charge per shipment/trip	\$66.83	\$66.83	\$66.83	\$66.83	\$66.83
<b>Freight Rates - Size Based (One-Way)</b>					
Charge for Pallets (max 6 ft high)	$\$.00429 \times \text{sq ft} \times \text{km} + \$18.43$	$\$.00429 \times \text{sq ft} \times \text{km} + \$18.43$	$\$.00429 \times \text{sq ft} \times \text{km} + \$18.43$	$\$.00429 \times \text{sq ft} \times \text{km} + \$18.43$	$\$.00429 \times \text{sq ft} \times \text{km} + \$18.43$
<b>Examples</b>					
16 sq ft	\$21.24	\$24.06	\$21.24	\$21.72	\$23.51
24 sq ft	\$22.65	\$26.87	\$22.65	\$23.37	\$26.05
32 sq ft	\$24.06	\$29.69	\$24.06	\$25.02	\$28.59
40 sq ft	\$25.47	\$32.50	\$25.47	\$26.67	\$31.13
Charge for Break Bulk	$(\$.00429 \times \text{sq ft} \times \text{km}) + 30\%(\$18.43)$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 30\%(\$18.43)$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 30\%(\$18.43)$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 30\%(\$18.43)$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 30\%(\$18.43)$
<b>Examples</b>					
16 sq ft	\$22.09	\$25.75	\$22.09	\$22.71	\$25.03
24 sq ft	\$23.92	\$29.41	\$23.92	\$24.85	\$28.33
32 sq ft	\$25.75	\$33.06	\$25.75	\$27.00	\$31.64
40 sq ft	\$27.58	\$36.72	\$27.58	\$29.14	\$34.94
Minimum charge for Break Bulk under 8 sq ft	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/2$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/2$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/2$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/2$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/2$
Small Package Charge (One Box, One Bag, etc)	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/4$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/4$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/4$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/4$	$(\$.00429 \times \text{sq ft} \times \text{km}) + 18.43/4$

# Francois-Grey River-Burgeo Ferry Service

## Year Round Schedule

Day	Departing	Time
Monday	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm
Tuesday	First, Second, Fourth and Fifth Tuesday of each month is a scheduled layday for the vessel	
Schedule for Third Tuesday of the month - Dangerous Goods Run, Limited Passengers	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm
Wednesday	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm
Thursday	Francois (For McCallum)	7:00 am
	McCallum (For Hermitage)	9:45 am
	Hermitage (For McCallum)	2:30 pm
	McCallum (For Francois)	4:30 pm
Friday	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm
Saturday	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm
Sunday	Francois (For Grey River)	7:30 am
	Grey River (For Burgeo)	9:45 am
	Burgeo (For Grey River)	1:45 pm
	Grey River (for Francois)	4:45 pm