

David Thompson



**PADDLESPORT CLASSIC**

Lake Revelstoke · British Columbia

August 18 - 20, 2017

# PADDLERS' GUIDE

**Hosted by**

**Revelstoke Paddlesport Association  
Columbia Basin Trust**

**Race organized by  
Bill Pollock**

**P.O. Box 78, Revelstoke, B.C. V0E 2S0**

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**Race hotline (250) 814-7473**

**www.paddlerevelstoke.ca**



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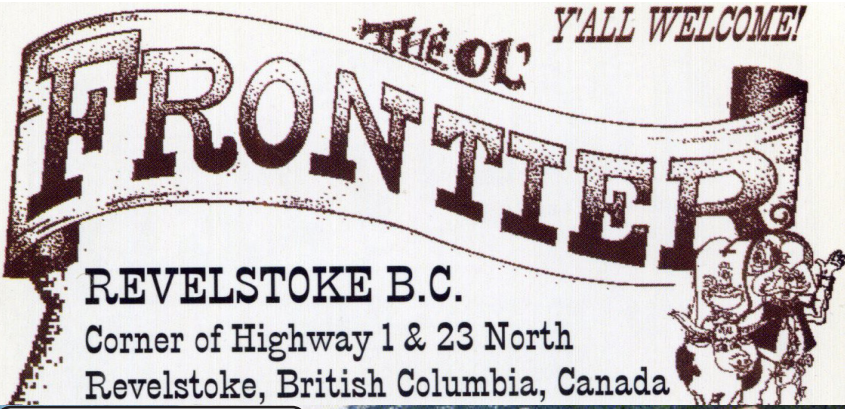
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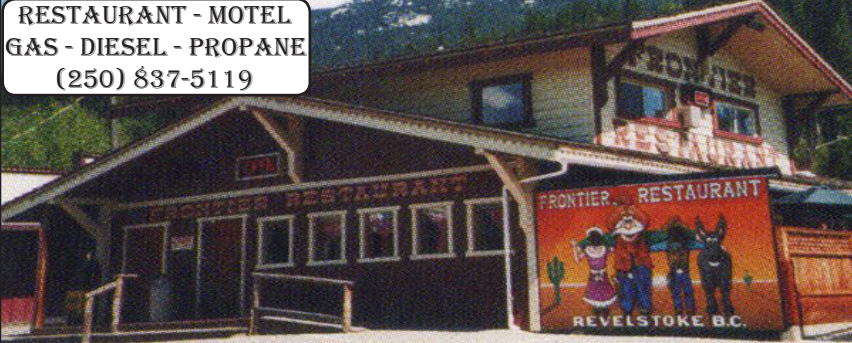
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2017

## David Thompson Paddlesport Classic

**WELCOME:** To the first annual David Thompson Paddlesport Classic. During the race, you will paddle the original highways of the Sinixt First Nations, through remarkable mountain scenery, following the route of explorer David Thompson's handmade canoe from Mica Creek to Revelstoke. We hope that you will experience friendly competition, and establish a bond with the other folks who make up the "Classic Community." Organizers of the David Thompson Paddlesport Classic have called on the assistance of numerous regional business people, and an incredible army of volunteers to provide you with a positively memorable experience. Good luck and have a great time!

**LODGING AND CAMPING:** There are many fine lodging and camping establishments in and around Revelstoke. A full list of establishments is found in the **Revelstoke Visitor Experience Guide** included in registration packages. You should arrange your own reservations in advance. Camping is also available on undeveloped crown land along highway 23.

**SAFETY IS OUR MAIN CONCERN:** All paddlers must stay **within 200 meters of the east (left) shore** except when crossing short bays. This rule will be strictly enforced especially if winds become a hazard. We strongly recommend that beginner paddlers and paddlers with children keep within 20 meters of the shore.

Along the 125 km route, you will see personnel in motor boats, law enforcement personnel, and a cast of volunteers ready to offer assistance. In the interest of your safety. Race officials reserve the right to: postpone, shorten, or stop the race at any time. They will do so if weather conditions warrant. If the safety of other racers is being jeopardized, officials may also require racers to accept a tow, land their boat, or leave the race. They may also disqualify any racer who is disregarding any safety procedures or take any action deemed necessary to ensure the safety of any and all racers.

All paddlers must carry a Transport Canada approved life vest, in their boat **AT ALL TIMES**. Life vests must be accessible and may **NOT** be attached to the boat. Boat cushions are not adequate flotation devices. Paddler's under 14 must wear life vests while in a boat. SUP paddlers must wear one while on the water. If,

in the opinion of race officials, weather conditions warrant it, participants will be required to wear their life vests. Please put it on! Failure to do so will result in disqualification!

A boat carrying alcohol or recreational drugs will be automatically disqualified.

It is the responsibility of all participants to come to the aid of fellow paddlers if the need arises. Any racer endangering the safety of another contestant (i.e. bumping on a portage) will be

David Thompson, known as “the greatest land geographer who ever lived” was also the first European to descend the full length of the Columbia River. In the spring of 1811 at Boat Encampment (near the mouth of the now flooded Canoe River north of Mica Creek) he built the first of 9 canoes. His journal reads:-



*“Having now examined the White Birch in every quarter, for Birch Rind where with to make a Canoe for our voyage to the Pacific Ocean, without finding any even thick enough to make a dish; such is the influence of a mild climate on the rind of the Birch Tree, we had to turn our thoughts to some other material; and Cedar wood being the lightest and most pliable for a Canoe, we split out thin boards of Cedar wood of about six inches in breadth and builded a Canoe of twenty five feet in length by fifty inches in breadth, of the same form as a common Canoe, using cedar boards instead of Birch Rind, which proved to be equally light and much stronger than Birch Rind, the greatest difficulty we had was sewing the boards to each round the timbers as we had no nails we had to make use of the fine Roots of the Pine which we split. On the 16th April we had finished the Canoe and got all ready for our voyage.”*

Thompson understood a lot about canoe design. He had observed indigenous designs from Hudson Bay to the Rocky Mountains and had paddled in birch and pine bark canoes. The natives really influenced him on the use of local materials. It is hard to comprehend how those few men out there in the snow, surrounded by huge trees, with only moose to eat, were so sure that they could make a boat with such primitive tools and materials that would carry them to the Pacific Ocean.

# Stella-Jones



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disqualified from the race. Please note that race officials are the final arbiters on questions of safety, and all racers are required to follow their instructions at all times.

**INVASIVE SPECIES:** Please help curb the spread of invasive plants by checking your boat, paddle, and shoes prior to entering the water. Thanks!

**DO NOT LITTER!** Please keep our waterways clean. Bring garbage to carries where we can deal with it responsibly.

**PIT CREWS:** Pit Crews are an invaluable part of the race! They may provide food, fluids and psychological support at any point. They may not carry the racer's boat or gear, or upgrade equipment during the course of a day's racing. Pit crews please come with your own supplies. Do not raid the portage feeding stations! You are responsible for your racers. We are responsible for all racers! Thank you for your cooperation. Racers, if you are lucky, your Pit Crew will massage you, feed you, set up your tent, and tell you how wonderful you are! Make sure you reward them by all means possible!

**EQUIPMENT:** A pea-less whistle must be attached to each life vest. All canoes must have 5 meters of rope attached to the bow and suitable for towing the canoe if necessary. Upgrading equipment during the race is not permitted. Only broken or malfunctioning gear may be replaced.

**WHEELS:** Wheels have become more popular in recent years and can be especially helpful on portages which are mostly on old, somewhat overgrown roads. Racers who opt to use wheels must carry the wheels and all associated equipment with them during the entire race.

**COURSE MARKINGS:** The start, finish, check points and the beginning and end of all portages are clearly marked with white 60 x 60 cm (2 ft x 2 ft) square panels located close to the water line. **You must pass on the right (east) side of all squares.** There will be white signs with black arrows indicating directions on portages. There will also be a volunteer with radio communications at the beginning of each portage.

For pit crews, there will be letter-size white signs marking access to start, finish and pit stop locations along highway 23.

**COMMUNICATIONS:** There is no cell phone service anywhere along the route. You are in true wilderness! The race will be monitored by motor boats. They will have portable radio equipment and are able to talk to volunteers at the beginning of portages and to a vehicle on the highway. The vehicle on the highway will also have a satellite telephone for emergencies. If you are experiencing any kind of problem please report to any one of these volunteers.

**ETIQUETTE:** Please follow directions provided by race officials. Remember, we are all in this together. When heeding “nature’s call,” please be discreet and out of view of others. Use the portable toilets when available!

**PASSING:** Please remember you are out on the water with many other boats. At some point you will either pass or be passed by other paddlers. ALL participants are in it to finish and most will find their own level of competition over the three days of paddling. In the interest of good sportsmanship, when passing other boats, the approaching team is to communicate your intent to pass, and pass when it is safe to do so. Paddlers being passed are asked to yield the right of way without compromising safety or negatively impeding forward progress. In other words, faster boats do not expect a team being passed to stop to let you by because the trail is too narrow for both of you. There are many competitive classes with many people “racing for the prize”. Be courteous, communicate and play fair. Unsportsmanlike conduct is grounds for disqualification.

**CUT-OFFS:** Cut-off times have been established for each day of racing to insure that all racers are off the water before dark regardless of start times. Paddlers failing to make the cut-offs will be required to pull out of the race for that day. They will receive

## How the Columbia River Came To Be

An excerpt from 'How the Columbia River Came to Be' BY MARILYN JAMES, Sinixt elder and storyteller

"This story is about a time long ago, so long ago that there was no Columbia River and next to nothing alive on the landscape. Sin-ka-lip (Coyote) was wandering around looking for something to eat, but all he could find was a Coyote's Breakfast: a drink of water and a look around. Then, his radar indicated that there was a beautiful woman in the vicinity.

"Now, Coyote was a real scoundrel and a scamp, especially when it came to women. He believed himself to be quite debonair but was actually creepy and repulsive. His hair stood on end, he had an uncontrollable thumping of the hind leg and he drooled heavily.

"So when he saw a beautiful woman named Rain, it was hard to imagine that he had a chance in the world to get her attention. But for all his flaws, Coyote had a way about him. He began to sing a magical love song to Rain. And in spite of herself, Rain fell deeply, head-over-heels in love with the despicable Coyote. As he sang his love song, Coyote promised Rain a gift if she shared her own gift with him.

"Knowing that she was irrevocably in love with Coyote and that there was nothing she could do about it, Rain reached into her chest, tore her heart from her breast and cast it down. Where her heart landed and her heart's blood seeped became the headwaters of the Columbia River.

As Coyote continued to sing his love song, Rain cradled him in a warm, wet embrace and together, they began to travel across the landscape. Eventually, the two of them found their way into the land of Rain's cousin, Ocean."

a DNF (Did Not Finish) on the time sheet for that day, but will be able to paddle the following days in the Open Touring Class.

### **CUT-OFF TIMES ARE AS FOLLOWS:**

**DAY ONE:** 1:30 PM at check pt 1 (20 km from start)  
and 4:30 PM at check pt 2 (31 km from start)

**DAY TWO:** 3:00 PM at check pt 3 (30 km from start)

**DAY THREE:** 1:00 PM at check pt 4 (25 km from start)

**DROP-OUTS:** If you must leave the race for any reason, please notify an official with a radio immediately and give them your boat number! We keep track of all boats while the race is in progress and will keep looking for you until we know your whereabouts! Please save us the time and worry by informing us if you must leave the race. Thank you!



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and best  
wishes to all  
participants



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Paddlers' Guide page 8





Image courtesy of Touchstone Nelson Archives, from the Virtual Museum of Canada website.

## Sturgeon Nosed Canoe

Sturgeon-nose canoes were used on the Columbia River by the Kutenai, Sinixt and other First Nations people. While instantly recognizable by the unusual reverse slope of the bow and stern, they possessed other features that distinguish them from other North American bark canoes.

According to Adney (in *Bark Canoes and Skin Boats of North America*), sturgeon-nose canoes were built from many barks: birch, spruce, fir, or white pine, the latter being a common choice. All woodwork was cedar. Often, only one thwart was used amidships to keep the gunwales apart and spread the boat's opening. Hide straps, between the center and end thwarts, were used to pull the gunwales inward.

Bottom sections tended to be very round, but some canoes had a slightly flattened bottom and flaring sides, The bottom tended to be hogged, but because of the boat's light structure, the ends came up when it was loaded so that in use, the boat had a slightly rockered bottom. Most were 14' to 20' in length and quite narrow -- 24" to 28" in beam.

The overall form is a bit of a mystery. Although they have a reputation of being well-suited to large open lakes, swamps, and swift rivers, it's hard to see what makes them superior to other First People designs. The ram bow might provide benefits when crossing large areas of open water, by extending the waterline and by providing a "bulbous bow" similar to that on most cargo ships. But the narrow beam is a liability, and the bow, with its lack of flare and its rapidly-diminishing buoyancy, is far less suitable than that of a conventional flared bow in wind-driven waves. Furthermore, the pointed bow at or below the waterline would tend to catch vegetation in swamps, and would impair both maneuverability and durability in rocky rapids.



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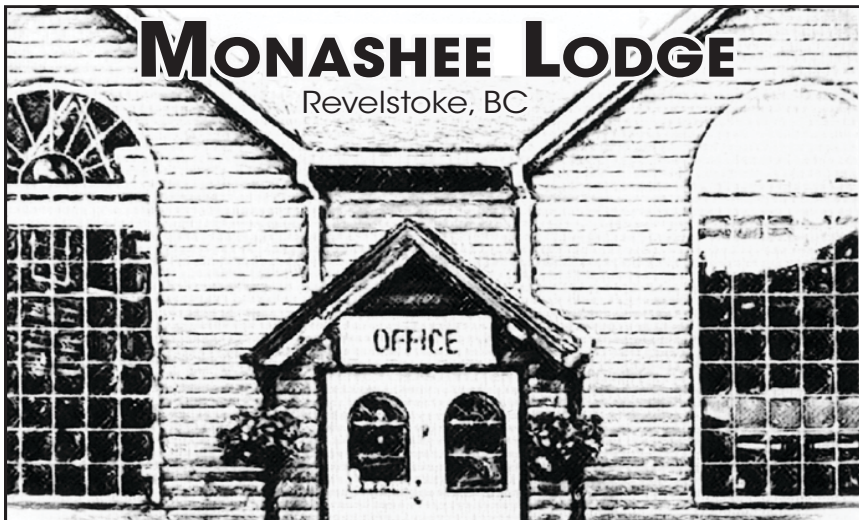
Visit The Last Spike, 50 kms west on highway #1.

**RACE STOPPAGE:** If the race is stopped or delayed your time will be recorded and you will be guided to a shore location and instructions given about resuming or canceling the rest of the day.

If there is any question as to whether the race can continue safely, the Race Officials on the lake will make the call. In the event of thunder and lightning at any point during the three days of the race, paddlers must exit the water and wait out the storm at the safest available spot.

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**TIPS FOR BASIC FIRST-AID:** During the 90-Miler common first-aid problems for participants include blisters, cuts, insect bites, dehydration, sunburn, and hypothermia. Racers should bring just the gear and clothes they need for the day. This should include some light, drainable, protective footwear. Carry one inch regular cloth tape to wrap palms, fingers and toes to prevent blisters (Moleskin can also be used) along with several band aids. Keep these in a waterproof container or bag. Water (electrolyte drink) and high energy snacks are necessary and will also be available at the Pit Stops. Sun protection (at least SPF 30), synthetic long sleeve shirt, and hat are most helpful. If any health problem arises during the race let an official know. Please bring all self administered medications. You are responsible for all medications including over the counter pain medications. We want to prevent problems not treat them!

**BOAT NUMBERS:** Attach the “peel and stick” boat number to the **left (port) side of the bow**. To put numbers on, make sure the boat is dry!

**BOAT STORAGE AT FINISH LINES:** Your boat will be securely stored overnight at the finish line each day ready for the following day’s start. A bus or other vehicle will block access to the canoes and a volunteer security guard will be present all night.

## The Wooden Head



In 1940, while working at a tent construction camp at Mile 80, Peter Fuoco noticed a large cedar stump with an unusual facial shape. The stump intrigued him so much that he visualized that he could carve it into a useful character with a pensive personality and rugged features. In his evenings and other spare time he roughed it out with a sharp double-bitted axe and finally finished it using shaped wood chisels. He even had to perform “plastic surgery” to replace some rotten sections with carefully fitted wooden inserts. A sign was posted beside it warning drivers:-

**“DON’T BE WOODEN HEADED  
DRIVE CAREFULLY YOU’LL LOVE TO ENJOY THE  
SCENERY MORE AND LONGER”**

The supervising engineer was so impressed with the sculpture that he ordered it be moved 18 miles to Boat Encampment for the Opening Ceremony of the New Big Bend Highway.

Upon completion of the trans-Canada highway the “head” was moved to Revelstoke. It now rests in a gazebo on the south side of the highway on the east side of the river near the trans-Canada highway bridge.

**PADDLER SHUTTLES: Important.** For all those paddlers without Pit Crews, the shuttle will be done prior to the start of the race each day. Early in the morning, or the evening before, paddlers are required to drive to the Day’s start line and drop off their boats. Please remember to stick on your boat number. Then you must be at the Day’s finish line by no later than 8:00 a.m. on race day to leave your car and catch the bus to the start line. This means that when paddlers arrive in their boats at the finish line they will not have to wait for the shuttle. Their cars will already be there. This will be more convenient for paddlers at the end of the day.

**PROTESTS:** Protests may be lodged any of the three days of the



Many Thanks to the Columbia Basin  
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FIRST EVER

David Thompson Paddlesport Classic

Columbia Basin **trust**

## From a 1903 Tourist Brochure

“One of the finest holiday trips that can be obtained is that by steamer “Revelstoke” into the heart of the Big Bend. Four miles above the city the steamer enters the Columbia River Canyon, one of the grandest scenes to be found in inland navigable waters. The pretty little steamer which makes the trip seems for the nonce walled in by rocks on every side, their horizon canopied by beautiful trees - fir, cedar, hemlock. The rushing waters of the river boil and surge between the rocky walls, as if defying the steamer in her efforts to pass through the gates that Vulcan has here



forged to guard the vaults of Nature in the beyond.

“Passengers sleep the night on board the steamer, which furnishes first class bedding and state-room accommodation at a charge of \$1.00 per berth. The steamer also provides an excellent cuisine, the charge for meals being 50 cents. The fare for the round trip to Laporte below Death Rapids is \$5.00.”

race, within one hour of the protester’s boat crossing the Finish Line. There is a \$25 fee to file an official protest. Official protests must be in writing and must be turned in at the Race Command Headquarters at the Finish Line. Judges will investigate the matter and attempt to render expedient decisions. All decisions are final and may not be appealed.

**LOST AND FOUND:** Lost and found will be located at the Start and Finish of each day and also at the Sunday BBQ. Please remember, YOU are ultimately responsible for your own gear!

## RACE SCHEDULE

**THURSDAY, AUGUST 17, 2017**

The Thursday evening supper by the United Church has been cancelled. Participants who have paid for this meal will find a full reimbursement cheque in their registration package.





Rob Buchanan

## FRIDAY, AUGUST 18, 2017

Late registrants race packages will be available at the start line between 7:30 and 8:30 a.m. Your package will include your boat number and BBQ tickets.

**NOTE: The Race is not full, some new entries will be accepted up until 8:00 a.m.**

**PADDLERS' MEETING:** 8:30 AM at the Start Line at the Mica Creek Boat Launch. All paddlers must attend. Course descriptions, last minute announcements, safety procedures, and special considerations for the day will be presented. If you have no pit crew make sure you catch the bus at 8:00 a.m. from the finish line.

**RACE START:** We will have a roll call by boat number on the water. Wave 1 will go off at 9:00 AM barring a delay. All published start times are estimated. Please pay attention to the on deck call and start order.

**Wave 1:** Open Touring, All Touring Kayaks, All SUP's, All Recreation, C2 and C3 family.

Sponsor: REVELSTOKE PADDLESPORT ASSOCIATION - First Start 9 a.m.

**Wave 2:** All Voyageur Canoes, C1 and C2 Stock and Amateur, C4 Stock and unlimited, K1 Unlimited, K2, and all Outriggers.

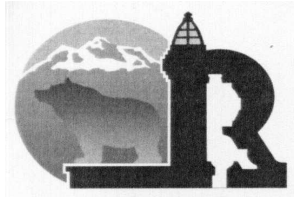
Sponsor: APEX RAFTING - 9:30 a.m.

**PIT STOPS:** 1 only at Portage #2 (the mouth of Bigmouth Creek). High energy snacks and water will be available. Please consider pit stop foods as supplemental to your own race day supply. Water and snacks will also be available at the finish line.

**CUT-OFFS:** 2:30 p.m. at the beginning of Portage 2 (Check point 1); 4:00 p.m. at Gordon Rapids boat launch (Check point 2).

**FINISH:** The Finish Line for Day One is about one kilometer north of the Goldstream Creek Bridge. It will be marked with a large white square near the water. There will also be signs posted on the highway to mark the turnoff. Please park on the north side of the gravel road only.

**CANOE STORAGE:** Your canoe will be securely stored overnight ready for the Day 2 start.



Best Wishes and Congratulations  
to all Paddlers  
in the

**first ever**

**DAVID THOMPSON PADDLESPORT CLASSIC**

# City of Revelstoke

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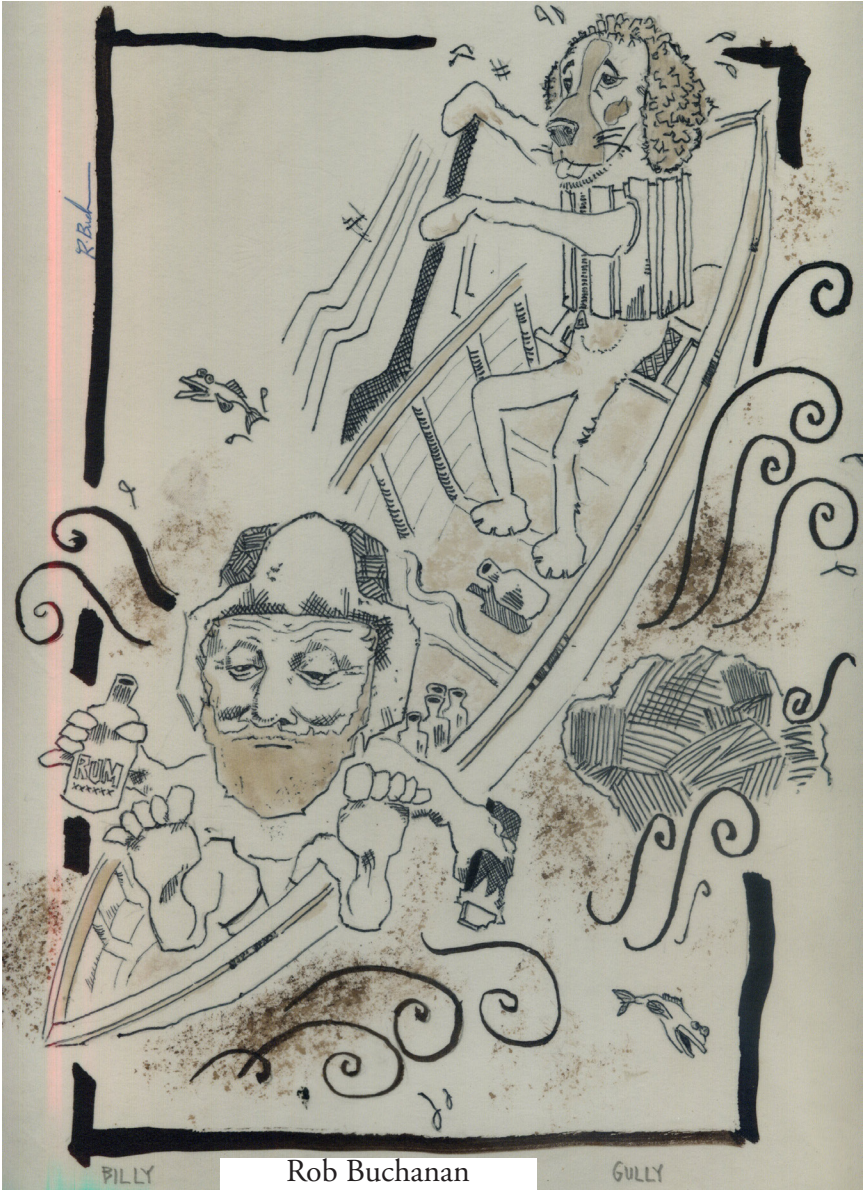


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# Family Class?



BILLY

Rob Buchanan

GULLY

## SATURDAY, AUGUST 18, 2017

**LOCATION:** The Start Line for Day 2 will be at the finish line of Day 1. If you have no pit crew make sure you catch the bus at 7:00 a.m. from the finish line.

**PADDLERS' MEETING:** 7:30 a.m. at the Start Line. All paddlers must attend. Last minute announcements, course descriptions, safety procedures, and special considerations for the day will be presented.

**RACE START:** 8:00 a.m. Boats will mass start in two waves similar to Day 1 with an on-the-water roll call. Please pay attention to the "on deck" call and start order.

**PIT STOPS:** 1) At the beginning of the Downie Creek Portage #3. 2) In the middle of portage #4. High energy snacks and water will be available. Please consider pit stop foods as supplemental to your own race day supply. Water and snacks will also be available at the finish line.

**Please be aware that Portage #5 has been canceled.**

**PIT CREWS PLEASE NOTE:** Please don't block the portage trails. Make sure to allow space for other paddlers to pass.

**CUT-OFF:** 4:00 p.m. at the beginning of Portage #4.

**FINISH LINE:** Day Two Finish Line is at a boat launch site about 500 meters north of Mars Creek. Pit Crews please park on the north side of the gravel road only.

## SUNDAY, AUGUST 20, 2017

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**LOCATION:** The Start Line for Day 3 will be at the finish line of Day 2. If you have no pit crew make sure you catch the bus at 7:00 a.m. from the finish line. Parking around the start area, is at a premium. If you must park on the gravel road, please park so as not to block traffic.

Late Sunday registrants race packages will be available at the start line between 7:00 and 7:30 a.m. Your package will include your boat number and BBQ tickets.

**PADDLERS' MEETING:** 7:30 a.m. All paddlers must attend. Last minute announcements, course descriptions, safety

procedures, and special considerations for the day will be presented.

**RACE START:** 8:00 a.m. by waves as the previous days. All Sunday only participants will be in wave 1.

**PIT STOPS:** 1) Wadey (Laforme) Recreation site. 2) Martha Creek Provincial Park. High energy snacks and water will be available. Please consider pit stop foods as supplemental to your own race day supply. Water and snacks will also be available at the finish line.

**PIT CREWS NOTE:** Please do not block the roads or boat launch areas. Please follow parking directions of race personnel if available. Be respectful of campers.

**FINISH:** At the Five Mile Boat Launch about 2.5 kilometers north of the Revelstoke Dam.

**BBQ & AWARD CEREMONY:** Columbia Park Elementary School, 120 Colbeck Road. Colbeck Road is about 2.5 kilometers towards Revelstoke from the 5-mile boat launch. Turn right on Colbeck Road and continue 2.5 kilometers to the school on your left. The Awards Ceremony will be held here as soon as results are available. The BBQ will be hosted by the Revelstoke Elks Club and will be served from 12:00 noon until 3:00 p.m.

**DAVID THOMPSON PADDLESPORT CLASSIC**  
**COURSE DESCRIPTION: DAY ONE**  
**Distance: 42 km. Portages: 2**  
**Portage Distance: 2.2 km**

The Start Line for Day 1 of The David Thompson Paddlesport Classic is at the only boat launch site in the village of Mica Creek. Paddlers begin their trek by heading south for about 6 km to the first portage which will be marked with a white square. It follows a 600 m section of a paved portion of the abandoned big bend highway. Pat Creek can be seen entering the lake on the west shore.

From the end of the first portage it is 13 km to portage #2 and checkpoint #1. You will pass the mouth of Birch Creek on your left, Twentyone Creek on your right, Clear Creek on your left and finally arrive at the Bigmouth Creek portage on your left. **Checkpoint #1 is at the beginning of the portage and you must be on shore by 2:30 p.m. in order to continue.** The 1.6 km portage #2 follows a rutted trail to an abandoned airfield. Follow the ar-



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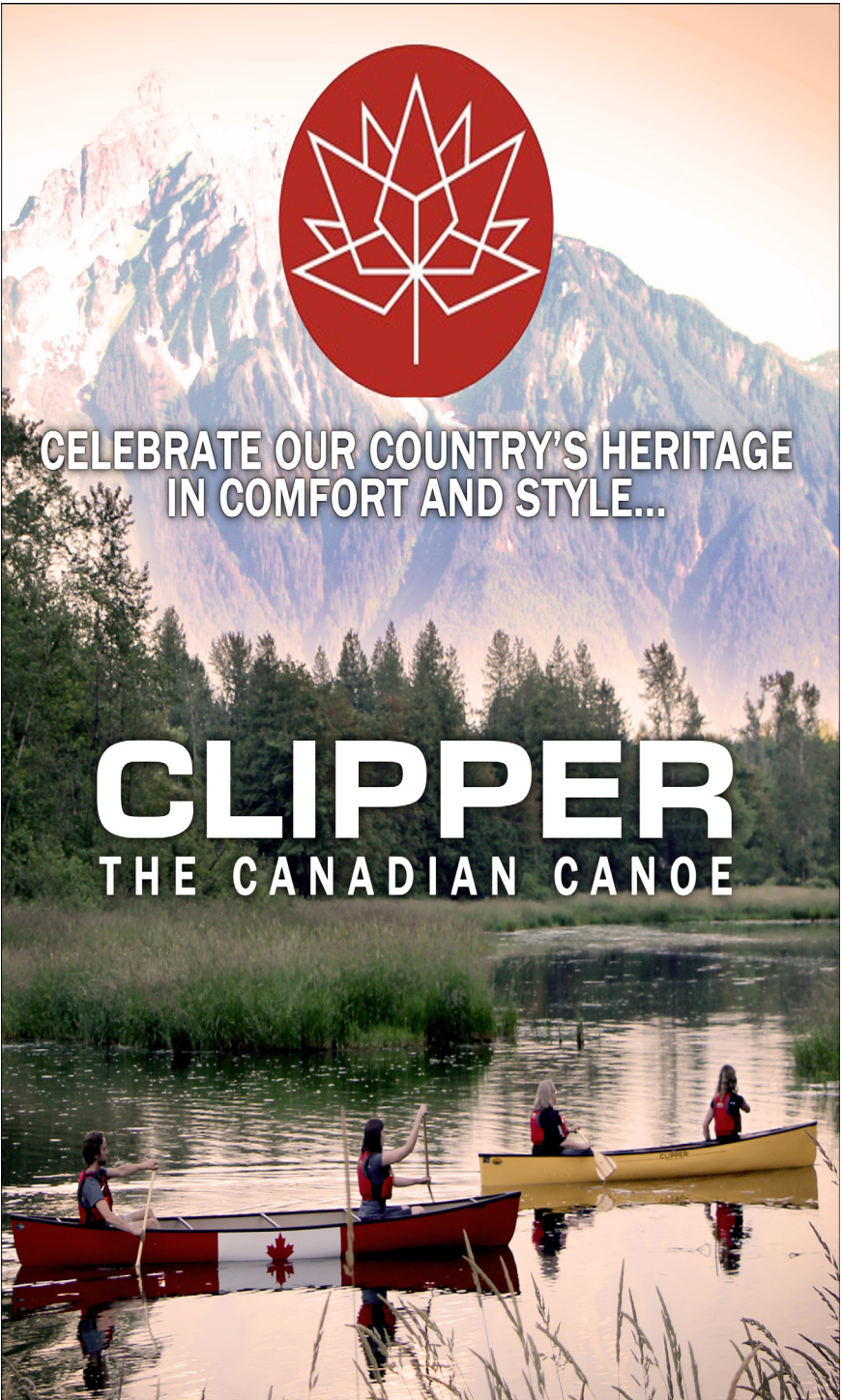
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# CLIPPER

THE CANADIAN CANOE





rows. The portage goes straight down the airfield to the end and turns east (left) through the woods to another small road where you turn right and head to the water.

Back on the water, you will pass Scrip Creep and Horn Creek are on your left. It is 10 km to the pit stop at Checkpoint #2 near the non-existent Gordon Rapids and opposite Ruddock Creek (on the left). **You must be at Checkpoint #2 by 4:00 p.m. in order to continue.** The next 9 km to the finish line you will pass Fernie Creek and Hoskins Creek on the left. The finish line for Day 1 is just north of Goldstream Creek and opposite Sibley Creek. It is a 2.5 km drive south on highway 23 to view Goldstream Falls. Worth the view!

Tell your partner, or yourself, that you did it! Great job! The hardest day is behind you, as the portages are shorter tomorrow. Get a good night's rest!

## **DAVID THOMPSON PADDLESPORT CLASSIC COURSE DESCRIPTION - DAY TWO**

**Distance: 46 km.**

**Portages: 2. Distance: 1.9 km**

Day Two begins at yesterday's finish. The first 25 km stretch of Day 2 is the longest stretch without interruption in the Classic. It is 25 km to portage #3 just north of Downie village. You will pass Kirbyville Creek on the left and the wide mouth of Goldstream Creek on your right. Then Liberty, Fissure and Fortynine Creeks on your left. Portage #3 begins at a boat launch and ferry site just a few hundred meters past the overhead power transmission lines that cross the lake. The portage is about 500 m long on a gravel road. Follow the arrows. It is a good place for a pit stop.

Back on the water for a short paddle around Downie Point. The residents of Downie Point are manning the motor boats monitoring your progress and ensuring your safety. Give them a gracious wave as you fly by!

From Downie Point you will paddle 1.5 km due east looking for a white square and the start of Portage #4 on the far shore of the Downie Creek Estuary. There will likely be a number of RV's parked there. Portage #4 starts in a very small bay at the far east end of the RV's. On your way to the portage you will see many glacier covered mountains ahead of you at the end of the Downie Creek estuary. The portage is about 900 m long on a good trail. **Checkpoint #3 is at the beginning of portage #4 and the cut-off time here is 3:30 p.m.**

Back on the water you will paddle another 17 km past Keystone

Creek and Keystone Mountain on your left, Seymour, Bourne, Park and Eddy Creeks on your right with snow covered Frenchman Cap between Park and Eddy Creeks. The finish line for Day 2 is about 1.5 km north of Mars Creek on the east (left) side of the lake. **Please note that Portage #5 has been eliminated.**

Relax! Tomorrow is the shortest day – only 37 km. Have a good night's sleep!

**DAVID THOMPSON PADDLESPORT CLASSIC  
COURSE DESCRIPTION- DAY THREE**

**SPONSORED BY BC HYDRO**

**Distance: 37 km.**

**Portages: 2. Distance: 1 km**

Day Three starts at the finish of Day 2 about 1.5 km north of the Mars Creek bridge. It is about 18 km to portage #5 at the Wadey (Laforme) Creek Recreation Site. On your right will be Big Eddy Creek and Hat Peak followed by Cap Creek all on your left and then Frisby Creek on your right. Then, on your left, Holdich Creek followed by Carnes Creek with many snowcapped mountains on your right. The next big Creek is Laforme Creek and portage #6 through the Wadey (Laforme) Creek Recreation Site. The 300 m portage is up a short stretch of gravel road and then turns right on a narrow lakeshore trail. Follow the signs, be respectful, and stay out of the way of the campers and their vehicles as you navigate your way down the trail. This is also a pit stop but vehicles should avoid blocking access to the boat launch and other roadways.

The paddle from the end of portage #6 to portage #7 at Martha Creek Provincial Park is about 7 km passing Hathaway Creek and Sales Creek on your left. Look for a white disk where the most southerly tributary of Martha Creek, a small rapid, enters the lake. Climb up to the paved road and follow the road south keeping to the left of the disk where the road turns to the parking lot. Then descend to the lake for the final stretch. The portage is about 700 m. Please respect the campers, many of whom will be cheering you on! And stay out of the way of vehicles. This is also a pit stop and pit crews should park in the parking lot.

The last stretch is about 10 km to the finish line at the 5-mile Boat Launch near the Revelstoke Dam. On the way, on your left, you will pass Silvertip Falls on St. Cyr Creek and then the cliffs of Waterworld where you may see some rock climbers on the rock face. Coursier Creek Falls, still on your left, is the last and maybe the most scenic waterfall on the route, both on your left.

**WELCOME AND CONGRATULATIONS!!**

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