



Parc national Kuururjuaq

Koroc River Safety Protocol

November 2013



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1.1 Foreword

The recommendations in this Safety Protocol, although based on common sense, cannot replace the sound judgement of an experienced guide when faced with a multitude of possible situations.

The survey, on which the River Map and the recommendations of this Safety Protocol are based, was completed between July 4th and July 22nd 2012. The survey of the first 30 km (km 165 to km 132) was done at low water level (EB). From there all the way down (km 132 to km 0), the survey has been standardized to represent the difficulty of this river at an intermediate water level (EM). Keep in mind that the water level can quickly change on the Koroc River, therefore changing drastically the conditions. Good scouting is always advisable!

The Koroc River flows in an exceptionally wild and remote area. The climatic conditions can be severe and external assistance, even if urgent, might take days to arrive, due to bad weather conditions. It is therefore very important to have a preventive attitude and sufficient experience to anticipate potential problems that, if not well handled, could lead to dangerous situations.

The most common incident is not usually a fatal swim in the rapids or the loss of a canoe, wrapped around a rock, but rather, a sprained knee or ankle while walking on shore. This minor condition usually means that the injured person cannot continue and must be evacuated. Good leadership skills include the prevention of such incidents. Every detail is important out there!

The Koroc River is open to intermediate paddlers (RIII) or novice paddlers (RII) under the supervision of an experienced guide in remote areas. Even though the Koroc River may seem easy at first, remember that you will be travelling in various river settings, at various water levels, which requires a variety of skills and experience. This river is not to be underestimated.

Paddlers must be confident running Class 3 rapids (RIII) and have lots of canoe tripping experience. Some people in the group must have river rescue and wilderness first aid skills. Some more experienced people can balance the lack of experience of others, but keep in mind that an expedition group moves only as fast as its slowest member. If some participants are too slow, because they portage or line every rapid, this can compromise the entire trip!

Important Notice: This Koroc River Safety Protocol is to be used with the Koroc River Map. Make sure to use both documents together and read all relevant information about each rapid set.

Note : You must register your trip with Nunavik Parks and hold an authorization issued by the park authorities. <http://www.parcnunavik.ca/en/parks/regulations-conservation/index.htm>

A complete document about planning a trip into the Kuururjuaq National Park can be found at : http://www.nunavikparks.ca/docs/pdf/en/Expedition_planning_guide_PNK_eng_13_04_12_BE.pdf

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1.2 **Torngat Mountains (km 165 - km 97)**



Magnificent mountains on both sides of the river are the best feature of this section. For the first 35 km, summits reach 4500 feet and more, with 3000 feet walls, and a total drop of 4000 feet to the valley floor. This area offers incredible hiking opportunities.

Considering this small watershed, it is best to paddle this section between June 20th and July 20th. For the launching date, it is a good idea to check with Parks about the weather conditions, since the snow cover can vary each year. Even then, numerous rock gardens are present in this section and good care must be taken while crossing them especially when they're associated with rapids.

This is especially true for the RII+III located between km 116 and 115. This rapid looks easy at first, but after a sharp left turn, the river gets wider and many rocks appear in the river bed, making it a perfect ground to wrap your boat around one of them. Watch out!

1.2.1 Information (km 165 - km 97)

Length : 68 km. From km 165 to km 97.

River Gradient : 0.2% From 850 to 450 feet.

Best time of travel : July. Expect low water level after mid-July. River and lakes ice break-up occurs between May 20th and June 20th. Best time to start your trip is the last week of June. At the launch point (km 165) the river only drains a small watershed of approximately 70 km2.

Estimated time of travel : 4 days, +/- 1 day depending on water level and weather (high winds).

Interests : Good hiking opportunities to mount Iberville, Nachvak fjord and mount Haywood.

Landscape : Magnificent mountains on both sides of the river are the best feature of this section. Between km 165 and 130, summits reach 4500 feet and more, with 3000 feet walls, and a total drop of 4000 feet to the valley floor. It would be a shame not to allow time to hike up this area.

How to get there : Twin-Otter airstrip at km 165. A small lake, located in Labrador (accessible by float plane) might be used as starting point to reach km 165 via 10 km portage/hauling/lining. Note that only commercial Twin-Otter flights are permitted to land in Kuururjuaq National Park.

Other information : You must register your trip at the office 12 weeks before the date of arrival.

Dangers : Rock gardens, encumbered rapids, high winds and cold temperatures, polar bears.

Difficulty : Zone 4 : Exposure to difficult wheater and remoteness from emergency services.

Topographical maps : 14 L/13, 14 L/12, 24 - I/9.

1.2.2 Hazards and Safety (km 165 - km 97)

Skills and Experience for Independent Expeditions :

Group Leader : Canoe tripping : 800 km. First Aid : 40h. FQCK : EV III + SEV 2 + Acc CC III.

Participants : Canoe tripping : 400 km. FQCK certifications : EV II + SEV 1 (or equivalent).

Comment : There are many encumbered rapids which require quick and precise manoeuvering.

See section 1.5.6 (below) for detailed information about experience and skills requirements.

Equipment :

Average temperature in July is 8 - 9 C. Considering the temperature in the area and an average wind speed of 20 km/h, needless to say warm clothing and good rain + wind gear is mandatory. Contact park staff to obtain a list of recommended and mandatory equipment. Remember that campfires are allowed only on the sand banks along the Koroc river with driftwood, which is quite scarce in this shrub tundra environment.

Camping Sites :

Only two camping sites have been identified in this section. To reach the one at km 163 you need to line up 150 m in a small creek, but it offers good shelter from high winds and is perfectly located as a starting point to hike up mount d'Iberville. When camping near the river shores, keep in mind that water level can quickly rise after significant rainfalls. The water level can come up about one feet for each day of rain. Note : Avoid camping on archaeological sites.

River travel :

- * « M » : The letter « M » goes for meager or shallow water. When associated with rapids great care must be taken since you will need precise and quick manoeuvering to avoid the many rocks.
- * km 116-115 : This RII-III looks good at first, but after a sharp left turn, the river gets wider and many rocks appear in the river bed, making it a perfect ground to wrap your boat around one of them. Rocks are coming quick watch out! Lining (on river right) might be a better choice.
- * km 110 : With the Tasiguluk creek coming in the Koroc river, this marks the end of the many rock gardens present in this section. From now on, your boat will have plenty of water to float!

Safety:

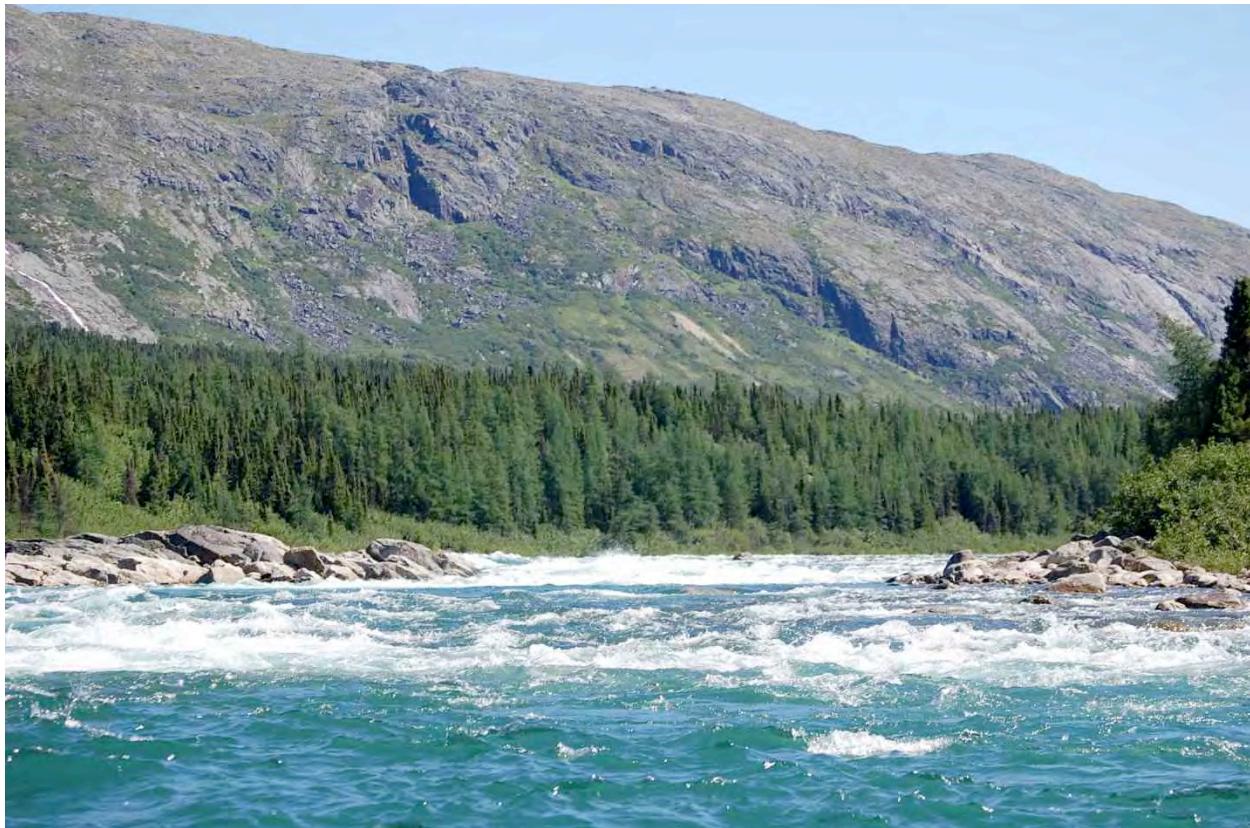
The numerous shallow areas « M » must be crossed carefully, especially when they're associated with strong rapids. Some of them have lot's of rocks in them, making it hard to manoeuver your boat properly while still offering plenty of opportunities (rocks) to wrap your boat.



Transportation/Evacuation :

In case of minor injuries, the best way to get out of this section, would be to paddle to one of the two Twin-Otter airstrip at either km 165 or km 92 and be evacuated from there by plane. Otherwise, an helicopter can come in, but remember they only travel in daylight.

1.3 Koroc River Valley (km 97 - km 45)



At km 110 the total watershed drained by the Koroc is 750 km², but at km 97 it is 1500 km² and at km 79 the total watershed of the Koroc is 3000 km² !! In short, from km 97 down to Ungava Bay, there is enough water to paddle the river all summer until the end of September. The Twin-Otter airstrip at Korluktok falls (km 93) allows you to access this section any time you want.

This section is the most interesting for white water, has it offers 12 RII/III + RIII and 4 bigger sets of rapids. Flowing down this magnificent valley with 1500-2000 feet walls on each side, you will also have a chance to see the beautiful Korluktok falls.

Considering the impressive topography of the area, this section is also the most challenging as the water level can quickly rise after heavy rainfalls. Some rapids can become increasingly difficult, especially those located after a big tributary comes in.

Provided you are comfortable in RII, there is nothing to be afraid of, as you will be able to manoeuvre between the many rocks and reach the shore in time before a big set of rapids. See the detailed description below for each set of rapid.

1.3.1 Information (km 97 - km 45)

Length : 52 km. From km 97 to km 45.

River Gradient : 0.2% From 450 to 50 feet.

Best time of travel : July to September. There is plenty of water from Korluktuk Falls all the way down to Ungava Bay. At Korluktuk Falls the watershed drained by the Koroc is 1500 km², but 13 km downstream of the falls the total watershed drained by the Koroc River is 3000 km² !!

Estimated time of travel : 3 days.

Interests : White water, Korluktuk falls, beautiful valley, good fishing (trout and arctic char).

Landscape : The river continue to cut it's way through the plateau and offers great views for the entire section, while it flows down in a beautiful valley with 1500-2000 feet walls on each side. There are many good camping opportunities here, especially if the water level is not too high.

How to get there : Either you paddle the Upper Koroc up to here, or you can fly-in straight to the Twin-Otter airstrip near Korluktuk falls at km 93. Starting your trip at Korluktuk falls is a good option if you are short in time or travelling after July.

Other information : There is a Park cabin, 200 m from the airstrip, which can provide lodging and help you get organized, while offering a smooth transition before you head out for the bush!

Dangers : Good sets of rapids, which can become quite big at high water level. Many rocks on the sides might make it difficult to reach the shore in time as the rapid gets bigger, so take care!

Difficulty : Zone 4 : There is 12 RII/III + RIII in this section, which can become quite big if you are travelling at high water level + 4 bigger sets of rapids/ledges which require to stop in time.

Topographical maps : 24 - I/10, 24 - I/11.

1.3.2 Hazards and Safety (km 97 - km 45)

Skills and Experience for Independent Expeditions :

Group Leader : Canoe tripping : 800 km. First Aid : 40h. FQCK : EV III + SEV 2 + Acc CC III.

Participants : Canoe tripping : 400 km. FQCK certifications : EV II + SEV 1 (or equivalent).

Comment : Unless you want to line everything, you should be able to manoeuvre your boat properly in Class II rapids, in order to get out in time to avoid bigger drops below (Class IV +).

See section 1.5.6 (below) for detailed information about experience and skills requirements.

Equipment :

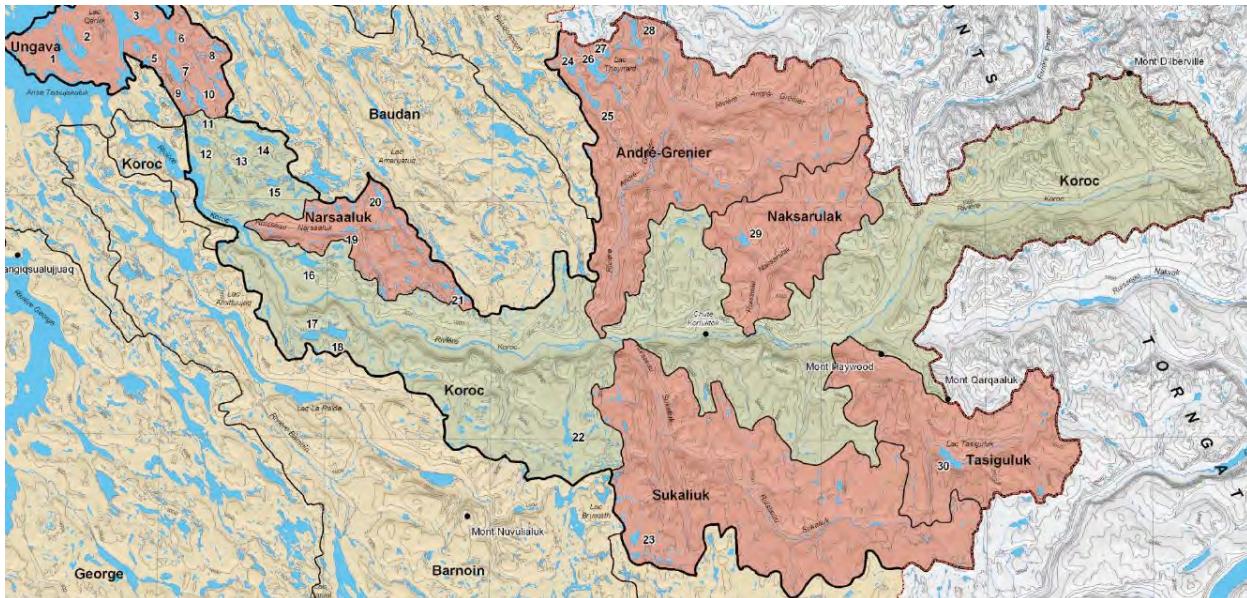
Average temperature in July is 9 - 12 C. Considering the temperature in the area and an average wind speed of 20 km/h, needless to say warm clothing and good rain + wind gear is mandatory. Sleeping bag with a least 4 inches of loft in a good waterproof bag. Some firewood is available. Drysuit or wetsuit is recommended and canoes must be equipped with airbags, painter ropes, etc.

Water level :

Because of the topography of the Koroc River area, precipitations often result in quick water level rise. The water level can come up about one feet for each day of rain. People should be aware of this when choosing a campsite or leaving boats untied overnight near the shore...



The river map gives you an accurate reading for the rapids at a low and intermediate water level. But for some rapids, it is no mistake to add half a Class at high water level, especially for those located right after a big tributary comes in, like those two RII-III at km 97 and km 78.



The first RII-III is located right after the mouth of the 230 km² Naksarulak watershed at km 97. The second RII-III is located right in the mouth of the 640 km² André-Grenier watershed km 78.

RII-III at km 78 :

This particular rapid is hardly a RII at low and intermediate water level, but after heavy rainfall, with the André-Grenier stream pourring in (640 km² watershed) this rapid can become a big RIII. If this is the case, you need to front ferry across the André-Grenier stream in order to reach the chicken line on the right and avoid the nasty hydraulic that stretch almost across the entire river !!



Transportation/Evacuation :

There is a Twin-Otter airstrip near Korluktok falls at km 93.5, about 350 m away from the river on river right. There is also a Park cabin along this path, which can be usefull if needed. Provided you have a schedule for the incoming flights, this might be a cheaper exit (in case of minor emergencies) to fly out of the park using one of the return flights from an incoming group. There is also an Emergency box located at km 49, right after a class IV rapid on river left.

River travel :

- * Km 97 : This RII-III is of no worry at low and intermediate water level. Nonetheless, at high water level, with the Naksarulak creek pourring in, adding 25% more water to river flow, some waves + holes can flip an entire raft upside down. Good scouting is always advisable.
- * Km 95 : This RIV require a carefull approach, as there are no big eddy on river right (where the portage is) and the RIII you will be paddling in, quickly leads you into the RIV. At EB or EM, you can line your boat (from river right) straight to the rocky islands in the middle and do a quick + short portage over these rocks. If you choose to run it, the line is left, in the main current.
- * Km 92 : Korluktok Falls. Because of the many rocks on the sides (and the fall below), it's a good idea to line to first RII-III to reach the portage trail on the left. The portage is about 800 m and a little less if you take the cut-off trail that leads you right after the RIV-V. A portage on the right is more difficult (2x10 feet rock step) but might be a good option at EB or EM.
- * RII-III at Km 91 and Km 90 : Lot's of rocks are present in those rapids. Depending on your group ability, you may choose to run them or line them. Make sure your gear is properly tied!

- * Km 78.5 : This particular rapid is hardly a RII at EB or EM, but can become a good RIII at EH. In this case, you'll need to front ferry across the André-Grenier stream in order to reach the chiken line on the right and avoid the nasty hydraulic that stretch almost across the entire river !!
- * RIII at Km 77.5 : If you are travelling at low or intermediate water level, and choose to run the left channel (RIII) stay close to the island, to avoid two good deflectors in the middle + the left. At high water level it's a good idea to take the right channel (RI-II) because it's a big RIII-IV.
- * RIII at Km 77 : If you are travelling at low or intermediate water level, there is a good chiken line on the left. At high water level, consider the short (dirty but ok) 200 m portage on the right. Note : At high water level, it's a very close call to switch sides in between those two RIII rapids.
- * RII-III at Km 76.5 : At high water level, there is a good hydraulic here, but it is also a quick and easy lining on the left to avoid it.
- * RIII at Km 55 : At high water level, this rapid translates into a kilometer long big wave train, with a nice boulder field at the end (RII). Consider lining (RR) at EH, otherwise enjoy the ride!
- * SIV-V Km 52 : Starting just before the RIII, there is a nice 160 m portage trail on river right to avoid this drop. But because of the many rocks on the sides, it might be a good idea to line the first RI-II if you're not sure to get out in time. Good scouting is advisable if you choose to run it!
- * RIV at Km 50 : Easy lining on the left or else, there is a portage trail on river left. If you choose to run it, make sure to scout! There is an Emergency box right after this rapid on RL.
- * RIII-IV at Km 46 : At high water level, there is a welcome RII-III sneak channel on the left.

Korluktok Falls at Km 92



1.4 **Ungava Lowlands (km 45 - km 0)**



The amplitude of the topography diminishes in this section, but is still impressive with rocky surface hills (polished by glacial erosion) of 1000 feet or more. Many sand islands and beaches appear, has the river bed widens and current is slowing down.

The downstream section of the Koroc River valley is an oasis of boreal forest in an otherwise rugged arctic zone. This segment of the valley nurtures populations of trees including tamarack, black spruce and even white birch; quite unusual at such a northerly latitude!

This section gives you the opportunity to have a glimpse of the Ungava Bay ecosystem. Meeting space of the fresh, salty and brackish water, the Coast of the Ungava Bay presents a wealthy and an incomparable biological variety. Estuaries, rich in salmons, in arctic chars, and in eastern brook trouts, are frequented by beluga whales and by several kinds of seals.

The Inuits, nomadic people finding their food mainly out of the marine environment, left numerous tracks of residence dating from different periods of history. The Coast of the Ungava Bay is in fact the richest area of archaeological sites in the park.

1.4.1 Information (km 45 - km 0)

Length : 43 km. From km 45 to km 2.

River Gradient : 0% From 50 to 0 feet.

Best time of travel : July – August – September.

Estimated time of travel : 2 days, + 0-2 days depending on weather (high winds).

Interests : Northern most stand of trees (poplar), good fishing and Ungava Bay coastline.

Landscape : The amplitude of the topography diminishes but is still impressive with rocky surface hills (polished by glacial erosion) of 1000 feet or more. Many sand islands and beaches appear here, as the river bed widens and current is slowing down. Lots of good camping sites.

How to get there : Paddle down the entire river from the Twin Otter airstrip at km 165 or start at the Twin Otter airstrip at Korluktok falls (km 93) if you are short in time or paddling after July.

Other information : Alumni Outfitting Camp (km 3) has motor boats at km 8 making it possible for them to access all this section up until km 45. This might be an alternative if help is needed.

Fishing permits : For fishing, refer to regulations for Area 23 North and regulations for the park.

Dangers : High winds and cold water, last rapid at km 2.5, polar bears.

Difficulty : Zone 3 : Navigation on large river. If you choose to visit the Ungava Bay coastline, remember that the average tidal range at the mouth of the Koroc is 8 m, and the water is ice cold.

Topographical maps : 24 - I/11, 24 - I/12, 24 - I/13.

1.4.2 Hazards and Safety (km 45 - km 0)

Skills and Experience for Independent Expeditions :

Group Leader : Canoe tripping : 800 km. First Aid : 40h. FQCK : EV III + SEV 2 + Acc CC III.

Participants : Canoe tripping : 400 km. FQCK certifications : EV II + SEV 1 (or equivalent).

Comment : Provided you line + portage the last rapids, no experience is needed for this section.

See section 1.5.6 (below) for detailed information about experience and skills requirements.

Equipment :

Average temperature in day time is around 12-16 C. Needless to say warm clothing and good rain and wind gear is essential. Drysuit or wetsuit is mandatory, especially if you choose to travel on the Ungava Bay. It is also a very good idea to carry a polar bear fence + deterrents.

River travel :

* Km 8 : Lots of rocks in this RII-III. Consider lining on the left if unsure about the outcome.

* Km 6 : Chiken line on river left.

* Km 2.5 : Easy portage on river left to avoid this RIV-V. Don't be tempted to paddle the first 150 m of RII-III as you might not be able to stop in time. The following RIII-IV is absent at MH.

* Km 2 : This last current of the Koroc can be strenuous to paddle upstream at low tide (MB).

Safety:

The Koroc river last rapid is a good Class IV-V. Don't be tempted to paddle the first 150 m of RII-III just above it, as you might not be able to stop in time and end up swimming it!



Even though taking a day trip on the Ungava Bay might seem romantic, keep in mind that the conditions can quickly change and that you are paddling on the ocean, with 8 m tides and ice cold water. Winds (against tides) can raise big waves and fog can make it particularly difficult for navigation, either to find your way back or for the pick-up boat to find you. Stay together.



Transportation/Evacuation :

The Alumni Outfitting Camp is located at km 3 but there is no one there until the end of July, when the char is coming up the Koroc river. This camp has also motor boats at km 8 making it possible for them to access all this section up until km 45. This might be an alternative if help is needed. Otherwise, a motor boat usually comes from Kangiqsualujjuaq to pick you up at km 2. Remember that the boat pick up might be delayed for many days due to bad weather conditions. Along the Ungava Bay coast, check with park team for the best places to camp in this sector.

1.5 Safety and Emergency



Good technical river skills are mandatory but good judgment is even more important! Harsh weather conditions can prevail here and high winds can impair outside help for many days. Also, keep in mind that helicopters and planes only travel in daylight. Be smart, avoid any potentially risky and hazardous situation.

No one wants to have to deal with an emergency situation, but if it happens, make sure to refer to the Kuurjuaq Emergency Plan Pocket Book. Every expedition travelling in the park must be prepared to respond accordingly. In this regards, a 40h00 first aid course is truly a minimum.

If you do have to deal with an emergency, don't lose sight of your group safety, which often is left aside, being exposed to hypothermia, since everyone is focusing only on the victim. Also, after you have stabilized the situation, take a few minutes to gather information and establish a good communication plan, before you call for external help. Make sure you know your exact location, situation of the injured person, signs and symptoms, full set of vital signs, what do you need exactly and what will be the next steps and needs to evacuate this person + his equipment.

1.5.1 Planning a Trip to Kuururjuaq National Park

Since the Korok River flows in the heart of the Kuururjuaq National Park, all visitors must comply with the regulations and conservation policies of the Nunavik Parks network. Nunavik Parks website include information about the risks and dangers regarding activities in the parks.

A complete document about planning a trip into the Kuururjuaq National Park can be found at :
http://www.nunavikparks.ca/docs/pdf/en/Expedition_planning_guide_PNK_eng_13_04_12_BE.pdf

This « Expedition Planning Guide » takes you from the essential planning stages prior to making your reservations, including information about registration, how to get there, park regulations, conservation policy, all the way to checking out of the Park. You will also find in this guide explanations about the main risk and dangers that accompany activities in the Park, as well as communications, safety, insurance, search and rescue and many usefull numbers and links.

1.5.2 Orientation Session and Emergency Plan Pocket Book

All visitors to the park must attend a mandatory pre-visit information and orientation session in Kangiqsualujjuaq. During this orientation session, you will be informed of the dangers present in the Park and the risks associated with your planned activities. You will also be given information on weather conditions, water levels, regulations, polar bear sightings, etc.

In this orientation session, you will also be given a copy of the « Emergency Plan Pocket Book ». This pocket book includes important phone numbers and procedure (order of priority) in case of an emergency situation. Also included are important steps to take in case of various type of emergencies such as : medical emergency, missing person, dangerous animal etc.

The « Emergency Plan Pocket Book » also include a list of the Emergency box installed in the Park as well as many important telephone numbers, which can be very useful for almost every possible emergency situation including police, hospital, transportation, park authorities and park emergency assessment team, including their work and home phone numbers to reach them 24/24.

Park visitors are required to contract travel insurance for air evacuation, as well as mountain and sea rescue from a remote region in order to be able to reimburse the costs of any evacuation operations that could be activated.

1.5.3 Black Bears and Polar Bears

Black bears and polar bears are truly the only subjective danger in this area. To safely coexist with these animals, you must have a responsible and respectful behavior. For a full description of the park recommendations either to avoid encounters and what to do if you encounter a bear see the Wildlife section, under the Planning and safety tab of the Nunavik Parks website at : <http://www.nunavikparks.ca/en/parks/planning-safety/wildlife/polar-bears.htm>

The « Emergency Plan Pocket Book » also include guidelines to cope with dangerous animals. Visitors must carry effective and approved bear deterrents and know how to use them properly. A lightweight electric alarmed fence is also recommended for enclosing your campsite at night. The use of a Diva Cup also help contain blood odours during women periods to keep bears away.

If not comfortable with the no firearms policy of the Nunavik Park network, visitors may choose to retain the services of a park warden or a bear monitor. An other option, would be to sign up for one of the Park's organized expeditions. For a full description see the « Experiences » tab. <http://www.nunavikparks.ca/en/parks/kuururjuaq/experiences/river-koroc-165.htm>

1.5.4 Logistics and Equipment Recommendation

Since the most recent Transport Canada regulations prohibit passengers to travel with their rigid hull canoes in a Twin-Otter and considering the costs involved for two separate flights, carrying an inflatable canoe or pakboat is much cheaper.

The pakboat canoes allows you to fit more gear (4 X 60 liters barrels) are more comfortable and are easier to paddle with a strong headwind, but on the other hand, they require good skills to manoeuvre them properly and are somehow more fragile (even though you can fix them).

Inflatable watercraft is probably the best option for beginner paddlers (more forgiving) but has all the disadvantages that the pakboat or rigid hull canoes doesn't have. Kuurujuak National Parks rents inflatable two-person expedition canoes, which you can grab in Kangiqsualujjuaq during your mandatory orientation session.

Carrying barrels instead of drybags (provided they are tied to the boat) add flotation and will help maintain packboat hull's integrity, in case you hit a rock or capsize. Barrels also contain food odours much better than drybags. However, not all barrels are waterproof, even if they are new. Once close, press them hard with your knee to test them. If the barrel pop right back to its original shape, after you remove your knee, it's waterproof, otherwise switch lids and try again.

See the current Expedition Planning Guide on Nunavik Parks website for more information. http://www.nunavikparks.ca/docs/pdf/en/Expedition_planning_guide_PNK_eng_13_04_12_BE.pdf

1.5.5 Skills and Experience for Professional River Guides

All commercial trips must hire professional River Guides. Here is a summary of the standard requirements, but companies to contact the Kuururjuaq National Park for detailed information.

Guide (Expedition Leader)

Boat Mastery in Class 3 Rapids (RIII)
Advanced Techniques in River Rescue
River Guide Skills, Level IV (RIII)
40 Hours Wilderness First Aid Course
1600 Km of Canoe Tripping

FQCK Certificates*

EV IV (solo or tandem)
SEV 2
Acc CC IV

Assistant Guide

Boat Control in Class 2 Rapids (RII)
Advanced Techniques in River Rescue
River Guide Skills, Level III (RII)
40 Hours Wilderness First Aid Course
800 Km of Canoe Tripping

FQCK Certificates*

EV III
SEV 2
Acc CC III

Guiding Ratio

One Guide for four canoes.
One Guide + one Assistant Guide for six canoes.

1.5.6 Skills and Experience for Independent Expeditions

For non commercial expeditions, visitors must demonstrate they possess the experience, skills and the FQCK certificates described below. Otherwise, they may be refused access to the park.

Group Leader Skills + Experience

Boat Control in Class 2 Rapids (RII)
Advanced Techniques in River Rescue
River Guide Skills, Level III (RII)
40 Hours Wilderness First Aid Course
800 Km of Canoe Tripping

FQCK Certificates*

EV III (solo or tandem)
SEV 2
Acc CC III

Participants Skills + Experience

Boat Control in Class 1 Rapids (RI)
Basic Techniques in River Rescue
400 Km of Canoe Tripping

FQCK Certificates*

EV II (or equivalent)
SEV 1 (or equivalent)

* Certificates description can be found at : <http://www.canot-kayak.qc.ca/index.asp?id=367>