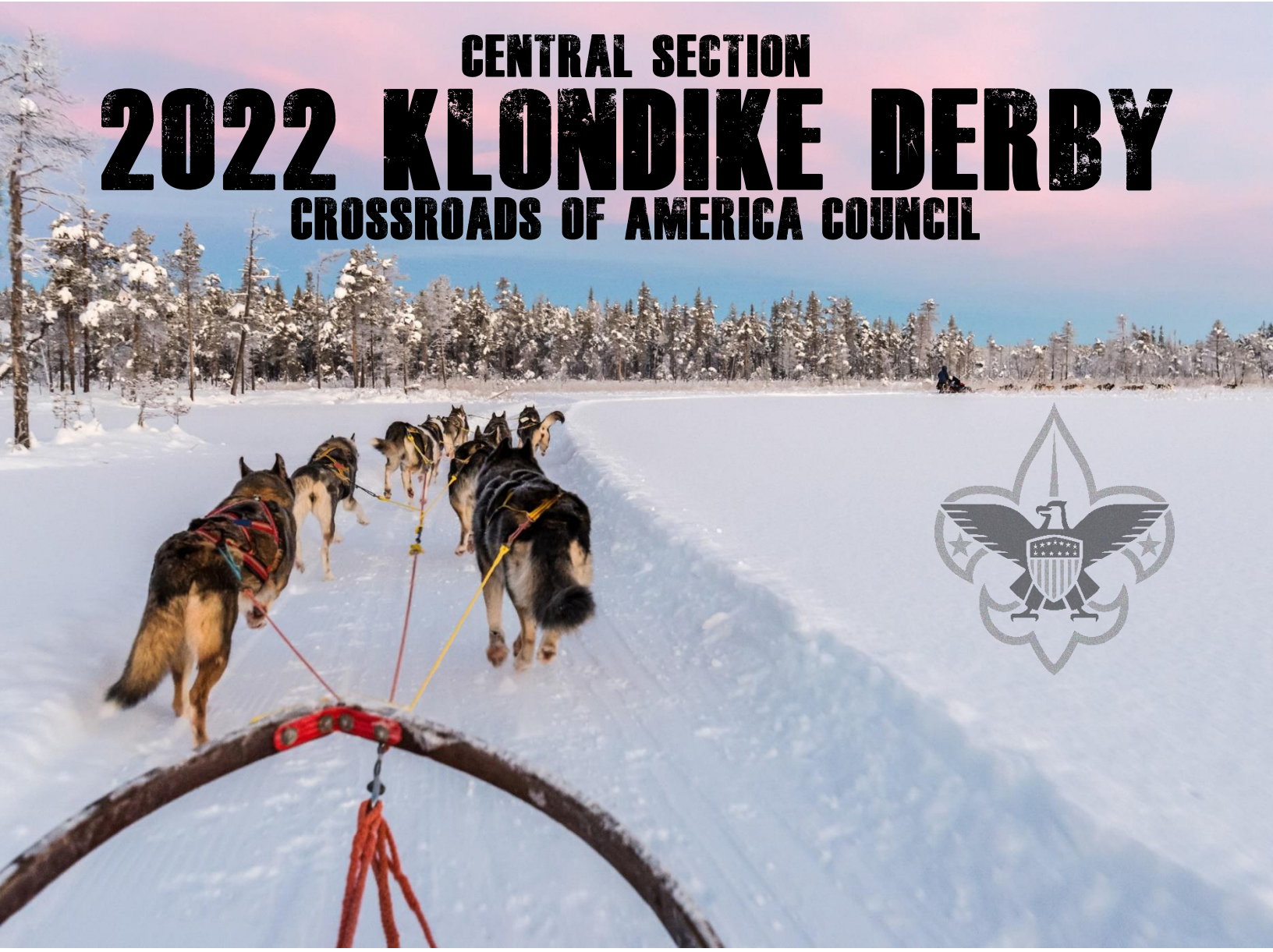
CENTRAL SECTION

2022 KLONDIKE DERBY

CROSSROADS OF AMERICA COUNCIL



SENIOR PATROL LEADER AND ADULT LEADER GUIDE

Welcome

Just before the turn of the last century, gold prospectors traveled the sub-zero reaches of Alaska by means of dogs and sleds. They camped in all kinds of winter weather, and therefore needed adequate survival skills, which they learned from the native Inuits.

Patrols will visit 8 towns as they traverse the Klondike. The members of the patrol will serve as the "dog team" pulling a sledge carrying the equipment you may need while visiting the town and helping the townsfolk solve the dilemma they are facing.

Health and Safety Precautions

In an effort to minimize and mitigate the spread of the COVID-19 and Influenza viruses, the following precautions are being enacted:

- Hand sanitizer will be available at all program areas
- Units are strongly encouraged to have hand sanitizer readily available in their campsite
- Food will be cooked by units, there will not be mass food preparation at this event
- Every individual attending the camporee will be screened upon arrival

Clothing and Cold Weather Considerations

One of the most important parts of a Klondike Derby is to **keep warm and dry**.

Each Scout must know what to wear. Winter weather is unpredictable, requiring preparedness for almost any condition. A nice day can turn into a raging blizzard. Your best protection is your common sense. Dress in layers. Avoid working up a sweat and keep yourself comfortable by removing or adding layers of clothing. No cotton clothing!

Waterproof boots are essential. Wear socks of wool or other material that wicks away perspiration. A wool stocking cap or similar head gear with ear coverings is necessary both during the day and at night in the sleeping bag to retain warmth. Scarves are recommended to protect the face from the cold and biting wind. Scouts should wear wool mittens covered with a water repellent shell. Gloves may be worn, but they are not as warm as mittens.

Scouts are more vulnerable to the cold at meals, because they do not move around as much. Prior to any meal, ask every scout if all clothing is dry. If not, have them change into dry clothes before eating.

Fire is a false god. They are great for morale and fellowship, but if you can feel the heat of the fire through your layers you are not dressed appropriately.

Check-In

Location: Welcome Shelter
Date: January 28, 2022
Time: 6:30p-9:00p
Who: All scouts and adults must be present at check-in for COVID-19 screening

Campsites

Units staying overnight will be assigned a campsite upon arrival. All campsites have an established firepit and pit latrine. Water will be available, but not at the campsite. Units should plan to bring water, or additional water coolers/dromedaries.

- Every unit will be allowed one vehicle to travel to campsite to deliver gear/trailer. The vehicle must be returned to parking lot once unloaded or trailer unhooked.

Health Forms and Medication

All camporee participants camping with a unit (scouts and adults) must have a current Annual Health and Medical Record Part A & B on file with the unit. Unit leaders will be responsible for securing the health forms while at the camporee and present them to the Camporee Health Officer upon request for screening or treatment.

All camporee participants not camping with a unit (camporee staff or other volunteer), must have a current Annual Health and Medical Record Part A & B on file with the Camporee Health Officer.

Units leaders will be responsible for the collection and distribution of medication for the scouts in their unit. All medication must be in its original packaging/prescription bottle. A medication administration log will be distributed to units at Check-in to track medication administration while at the camporee. The log will need to be turned in at Check-out.

Camporee participants not staying with a unit must turn in all medication to the Camporee Health Officer upon arrival.

Emergency use medications (Epi-pen, inhalers, etc) must be kept with the person it is prescribed to, and easily accessible for emergency use.

Senior Patrol Leader/Adult Leader Meeting

A SPL/Adult Leader meeting will occur on Friday evening at 8:30 pm at the Dining Hall. Every unit should do their best to have representatives at the meeting.

Fellowship Cracker Barrel

Everyone is welcome at the Friday Night Fellowship Cracker Barrel in the dining hall from 8:00-10:00 pm. Hot Chocolate and Coffee will be provided. Scouts are encouraged to meet other scouts from around the section and join in fellowship around a campfire.

Schedule

Friday January 28

6:30 pm – Check-in Opens

8:00 pm – Fellowship Cracker Barrel Begins @ Dining Hall (bring your own mug)

8:30 pm – SPL/Adult Leader Meeting @ Dining Hall

9:00 pm – Check-in Closes

10:00 pm – Fellowship Cracker Barrel Concludes

11:00 pm – Lights out/Quiet Hours

Saturday January 29

7:00 am – Check-in opens

8:30 am – Flags

9:00 am – Towns open for business

11:30 am – Towns close for lunch

11:30 am-1:00 pm – Lunch at the campsite/Campsite Time

1:00 pm – Towns reopen for business

3:00 pm – Sledge inspection and impoundment opens

3:30 pm – Towns close

4:30 pm – The Great Sledge Race

5:00-7:00 pm – Dinner and Campsite Time

7:00 pm – Closing Campfire and Awards Presentations

11:00 pm – Lights out/Quiet Hours

Sunday January 30

8:30 am – Scouts Own Service @ Chapel

9:00 am – Check-out opens

11:00 am – All units out of camp

Towns (Stations)

Town 1 – ANCHORAGE (River Boat)
Anchorage is a booming town with lots of residents and tourists moving about. With so much going on the citizens of Anchorage are looking for help from those that have an eye for detail and a great memory. Those wishing to assist the town of Anchorage will be invited to play a game of Kim's Chess.

Town 2 – KODIAK (BB Gun Range)
The town of Kodiak is spread far and wide across the area, with neighbors often miles away from one another. Before being welcomed into the town, all new visitors must demonstrate proficiency with a compass and basic land navigation before being allowed entry.

Town 3 – POLAR COVE (Indian Village)
As the name suggests, the town of Polar Cove is frigid, and fire building is an essential skill for its citizenry as a means of survival. Visitors to this town must demonstrate their proficiency in fire building before being allowed admission into the town. Non-conventional means of fire ignition will be awarded. (No chemical accelerants are allowed in Polar Cove to protect the endangered leopard seal).

Town 4 – SKAGWAY (Fort Miami)
Skagway is surrounded by dangerous terrain and wild animals. Injuries are common among the residents, and thus they demand proficiency in basic first aid before allowing visitors into the town.

Town 5 – JUNEAU (Fort Miami)
Juneau is a growing town and is looking for the best and brightest. To earn the towns trust, visitors will be given a simple task that will take team work and problem solving to complete. Visitors would do well to be familiar with the clove hitch.

Town 6 – FAIRBANKS (Front of BB and Archery Range)
It gets dark in Fairbanks really early, and the citizenry often finds itself having to complete simple tasks in the dark. Before visitors are allowed in Fairbanks, they must be able to demonstrate the ability to complete basic scouting skills without sight.

Town 7 – ROHN (Fort Miami)
Rohn is a primitive town without warehouses or storage barns for their food. To prevent animals from getting into their rations they hang them from tall limbs. For the residents to welcome you into town you must prove your ability to quickly hang a bear bag. Practicing the truckers hitch is a recommendation.

Town 8 – WHITE MOUNTAIN (Boating Area)
The residents of White Mountain are dependent on crossing icy rivers, but have not yet been able to build reliable bridges. Residents often lash together an A-frame and use it to cross the cold waterways. To make it into town, your team will have to lash together spars using square and diagonal lashings and cross the river.

The Great Sledge Race (Welcome Shelter)
Traversing through the Klondike is traditionally done via sledge pulled by a team of dogs. Before visitors are entrusted with a team of highly trained and valuable dogs, they must demonstrate their athleticism and ability to maneuver a sledge by acting as the dog team themselves and completing a circuit.

Patrol Equipment

Each patrol should load the following equipment on their sledge so they are prepared to help the citizens in each town: (may want to use a tote for storage or smaller items)

- Patrol first aid kit
- Compass(es)
- 1 handkerchief/bandana for each scout in the patrol
- Clipboard
- Writing utensil(s)
- Fire building supplies including natural fiber birds nest, kindling and tinder
    - All fire building supplies must be natural
    - Paraffin or other long-burning fire starters are not allowed
    - Steel Wool and 9V is allowed
    - Fire by Friction will earn maximum bonus points allowed
- Axe/hatchet
- Saw
- Shovel/Rake
- Rope/twine
- Scout Handbook(s)

Sledge Specifications

Patrols will use their sledge's throughout the day to carry their supplies. Sample plans are included at the end of this document or can be found at sled plans (Page 1) (scouting.org).

To compete in the Great Sledge Race, sledges must be homemade, without store bought skis. Wheels are allowed to be attached to the sledge, but must be removed for the race. At the time of the race, sledges must weigh a minimum of 50 lbs.

Buddy System

As with everything in scouting, the use of the buddy system must be utilized while in camp. Any scout leaving their campsite should have a buddy, regardless of destination.

Youth Protection

Adult leaders of the units participating in the 2022 Central Section Klondike Derby must ensure that current Youth Protection Guidelines are being followed. All units must always have a minimum of two registered adults in camp. To aid in this, the first two registered leaders from every unit are free.

Outdoor Ethics

Units are to adhere to the Leave No Trace principles while in camp. Units are encouraged to review the principles with all campers/participants prior to their arrival at the Klondike.

- Fires are only to be build in established fire pits
- Be respectful to wildlife and fellow campers by minimizing campsite noise
- Do not cut down live vegetation unless directed by Camp Ranger at the service station
- Travel on established paths and durable surfaces
- Dispose of waste in the proper receptables

Emergency Procedures

SPLs and Adult leaders will receive copies of the camp specific emergency procedures at the Friday night meeting. All participants will be briefed on the Emergency Procedures at Flags on Saturday morning.

Security

All scouts and adults will receive a wristband at check-in. The wristbands are a visible identifier that the person wearing the band is permitted to be in camp.

Individuals observed walking through camp without a wristband, or who cannot produce one upon request should be escorted to the camporee office at the back side of the dining hall.

Klondike Sled Project

By Steven Maxwell • Illustrations by Len Churchill

Cross-country sled races deliver adventure, endurance and a wilderness challenge. And these plans are your ticket to that world. This sled is specially designed for Klondike Derby races in which boys—not dogs—provide the pulling power. Even though this sled is fast and strong, you don't have to be a master carpenter to build it. Cost of materials is about $100.

How to Use These Directions

The instructions are divided into four parts: Building the Runners, Installing the Floor, Adding the Rails, and Finishing Up. Read everything at least once before you begin so you know how it all fits together. Then focus on each section as you work. Also, be sure to read "Prepared for Safety," which follows. What's the point in building a Klondike sled if you get hurt in the process?

Building the Runners

The runners take more punishment than any other part of the sled. That's why they need to be made of tough wood. Ash is the material of choice here—the same wood used for snowshoes and old-time cross-country skis. It's tough and flexible, and the open grain holds wax well—an important detail that'll help win races.

If you can't find ash lumber where you live, oak, maple or hickory are good, too. Just don't use pine, cedar or any wood soft enough to be dented easily by your thumbnail. These are fine for other parts of the sled, but softwood won't last long as runners or runner blocks.

When professionals build dogsleds they cook the ends of the runners for about an hour in special steam cabinets, then clamp the softened wood to form curves when it cools. Sound complicated? It's really not. Since you need to curve only the ends of your runners, you can easily make your own steam cabinet using short lengths of galvanized duct pipe and an electric kitchen kettle. The plans show how. Make sure an adult is on hand to help you.

There's another option for runners. The plans show how to slice partway through the ends of the runners to make the wood flexible without steaming. This is called kerf bending, and it works O.K., though it does weaken the runners. They don't look as cool, either. Use this method only if nothing else is possible.

The fastest, easiest way to get your sled on the snow is to use a pair of old downhill skis as runners. Even though they're usually made of fiberglass, skis can still be drilled and fastened easily to the rest of the sled. They're tough, too.

With runners ready, it's time to drill them for the No. 12 x 2-inch screws that fasten them to the runner blocks. The plans show where each block goes and how the screws are positioned. Because they're hardwood, you'll need to create pilot holes using a $^5/_{32}$-inch-diameter drill bit, to ease the entry of the screw. The plans show how to use screws as they extend through the runners to mark the runner blocks for accurate drilling. Also see "Drilling and Gluing" for more help.

DID YOU PAY?

These plans are available on the *Boys' Life* Web site (www.boyslife.org) as an Adobe Acrobat PDF file, for downloading. Cost: $10 per copy. Payment is on the honor system. Failure to pay - whether for a PDF file, photocopy or any other duplication of the plans - limits the magazine's ability to create other exciting, professionally-designed projects (not to mention a lifetime of guilt, and a sled doomed to last-place finishes and certain structural failure). Please remit to: Boys' Life Snow Sled Plans, P.O. Box 152079, Irving, TX 75015-2079.

Installing the Floor

At this stage, you have two separate runners with four blocks attached to the top of each one. Now it's time to join these into a single unit using the four main floor supports. Cut these to length, then drill screw holes and fasten them to the runner blocks using glue and just one No. 10 x $1^3/_4$-inch screw per joint. Even though the front floor support is the same size as the other floor supports, leave it off for now. The plans show how the edge of the front floor support needs to be angled a bit, but that's a job for later.

Pretty easy so far, right? Don't get too confident because there's trouble lurking ahead, something that could make your sled crooked if you don't avoid it. Luckily, there's a slick trick to do just that:

With the two runners joined by the four floor supports, measure the length of diagonal distances taken from the outer corner of one floor support to the diagonally opposite corner of another. The plans show how. If your growing sled is square, then these measurements will be equal. Trouble is, they're probably not going to be, though that's no reason to panic. Remember how you put only one screw in each joint? That lets you push and pull the runners until diagonals are equal, plus or minus $^1/_8$ inch. Once they are, the base of your sled is square. You can count on it! Now add the second

screw to each joint to lock everything in place. Then fasten the floor boards with glue and screws.

The plans include a close-up view of how the front floor support, floor boards and runners come together. Take a close look at this now. You'll need to use a hand plane to angle the leading edge of the front floor support so the floor support and runners are in full contact where they meet. This is the hardest part of the project, but even this isn't a big deal. The plans show the angle to be about 35 degrees, but it will vary depending on the curvature on the ends of your runners. When all looks good, clamp the front floor support in place and drive screws through the runners into it. More screws will be added later through the sloped top rail to secure the floor boards.

Adding the Rails

The sled's rail assembly is made of 8 uprights, 2 angled tops, and a hand rail. Like everything else on the sled, these parts fit together in strong, simple ways with screws and glue. Cut the four kinds of rail uprights you'll need now—two of each type—then fasten them to the runner blocks, straight up and down, with glue and two screws per joint. The rail uprights are listed longer than necessary so you can trim along the sloped top rails with a handsaw to remove a triangular block of waste after installation. Follow the plans for the location of these parts and fasten them now. You may be tempted to trim all the rail uprights now, but don't do it. Trim only the back rail uprights so you can install the rail handle, also using screws and glue. Leave the other rail uprights until the glue dries.

Finishing Up

Your sled's looking pretty good by now, right? But there are still a few things to take care of. The plans show the two 5/8-inch-diameter holes you'll need to drill through the floor boards, behind the front floor support, for the tow rope. You should also sand the sharp corners off the rail handle and sloped top rails, so no one gets slivers. Painting or varnishing your sled is optional. It'll look better if you do, but it is a lot of work, and it won't make the sled last any longer. Whatever you do, don't coat the underside of the runners. See "Wax Works" below for a speed-demon trail-tip.

PREPARED FOR SAFETY

Woodworking is fun—it may even become your career one day—but there's one thing you must remember. Always be careful. You must wear safety glasses when using any wood-working machinery, even if an adult is helping you. And don't forget ear protection. Earmuffs or foam earplugs work fine. And if you're ever uncertain about how to use any tool, ask for help.

WAX WORKS!

You can build the best sled in the world, but it'll never win races unless you've treated the runners right. It's a make-or-break detail, and wax is the key. The best kind is cross-country ski wax—the hardest type you can find, rated for 30 degrees below zero temperatures. Rub the wax onto bare-wood runners (not varnished) when the sled's indoors, smoothing the surface with a piece of cork to get rid of the lumps. Your runners won't feel slippery after this, but that's O.K. Once they get outside, on the cold snow, they'll slide along the trail like a lightning bolt. And the guys pulling will certainly appreciate that. Just remember to let your sled cool down before setting it in the snow. Warm runners can melt snow, forming water droplets that freeze, making the runners rough and slow.

DRILLING AND GLUING

Glue and screws hold this project together, and both are easy to use if you understand a few key points. First of all, don't use ordinary white, yellow or brown carpenter's glue on this project. They're great for indoor projects but are guaranteed to turn to mush when they get wet outside. Even some brands rated as water-resistant on the label won't last long if the snow turns to slush. What you need is something called type II wood glue. It's weatherproof and available under brand names like Titebond II and Weathertite. Polyurethane glue works well outdoors, but it's more expensive. Drilling screw holes is always more accurate if you hammer a nail lightly into the wood before you bore each hole. This makes a little crater so the drill bit won't wander off the mark as the bit starts spinning. After drilling holes in the runners you'll need to flare out the bottom end with something called a countersink bit chucked into your drill. This creates a cone-shaped pocket for the screw head, so it doesn't extend below the underside of the runner and drag on the snow. Holes drilled in soft wood parts don't need to be countersunk because the screws draw themselves level with the surrounding wood.

Materials List

FOR THE RUNNER ASSEMBLIES

RUNNERS	hardwood 1/2"-thick x 3 1/2"-wide x 89"-long	2
RUNNER BLOCKS	hardwood 1 1/2" x 3 1/2" x 3 1/2"	8

FOR THE FLOOR

FLOOR BOARDS	softwood 3/4" x 3 1/4" x 73"	5
MAIN FLOOR SUPPORTS	softwood 3/4" x 3 1/2" x 18"	4
FRONT FLOOR SUPPORT	softwood 3/4" x 3 1/2" x 19 1/2"*	1

FOR THE RAIL ASSEMBLY

SLOPED TOP RAILS	softwood 3/4" x 3 1/2" x 82"	2
RAIL HANDLE	softwood 3/4" x 3 1/2" x 19 1/2"	1
FRONT RAIL UPRIGHT	softwood 3/4" x 3 1/2" x 14"	2
SHORT MIDDLE UPRIGHT	softwood 3/4" x 3 1/2" x 22"	2
LONG MIDDLE UPRIGHT	softwood 3/4" x 3 1/2" x 31"	2
BACK RAIL UPRIGHT	softwood 3/4" x 3 1/2" x 40"	2

*Trim front edge to fit curve of your runners, about 35 degrees.