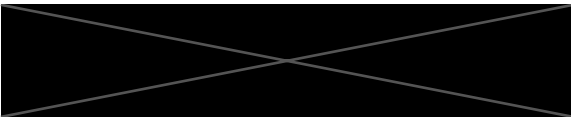




Payment Summary	
RKMF Expedition Grant (2013- 2014/GROUP APP.)	<i>Due After Registration is Approved</i>
2013/2014	
Total	\$0.00

Registration Confirmation



Ritt Kellogg Memorial Fund Registration

Registration

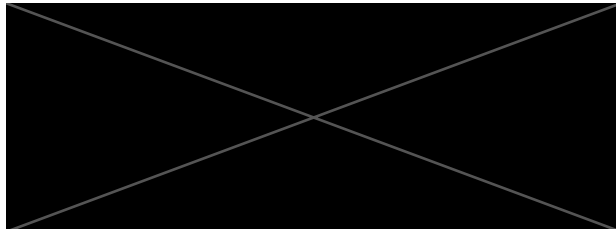


2013/2014
 Closed
 10 Enrolled
 5 Waiting

Ritt Kellogg Memorial Fund
RKMF Expedition Grant 2013-2014/GROUP APP.
 This is the group application for a RKMF Expedition Grant. If you have received approval, you may fill out this application as a group. In this application you will be asked to provide important details concerning your expedition.
 Price: No Charge

Waiting for Approval

Participant



I. Expedition Summary

Expedition Name

Yakin' The Yukon (And Rowing Too)

Objectives

The proposed expedition hopes to navigate one of the more magnificent rivers in the United States. We plan on traveling from Dalton Post down the Tatshenshini river to the confluence with the Alsek river, which we will follow out to the Gulf of Alaska at Dry Bay (the permit required to take out here on June 10th has already been secured). We plan on experiencing this new river, and new part of the world, from our boats and embracing the beauty of the far northwest. We hope this trip allows us to utilize our whitewater and wilderness skills in order

to have a safe and enriching backcountry experience.

Location

The Tatshenshini and Alsek rivers from Dalton Post on the Tatshenshini through the Confluence with the Alsek River to Dry Bay.

Departure Date

May 25, 2014 12:00am

Return Date

Jun 14, 2014 12:00am

Days in the Field

12

Wilderness Character

Our trip will take place in British Columbia's Tatshenshini-Alsek Wilderness Park and Alaska's Glacier Bay National Park and Preserve. These areas with neighboring Wrangell-St. Elias and Kluane parks, form a UNESCO World Heritage site that is the largest protected wilderness ecosystem on earth at 38,000 square miles. This wilderness also comprises one of the largest roadless mountain areas in the world. As a result, the trip is very isolated for the majority of the duration, and we will visit many locations only accessible by the river or air.

II. Participant Qualifications

Participants' Graduation Date

Zane Randell- May 19th 2014

Sam Seiniger- May 19th 2014

John Nestler- May 2015

Medical Certifications

John Nestler- May 2015- 1/15/2015

Zane Randell- May 19th 2014- 1/16/2015

Sam Seiniger- May 19th 2014- 1/20/2015

Does your group have adequate experience?

Yes

Training Plan

Our group is made up of river enthusiasts who have considerable experience kayaking and rafting on a variety of water. Not only do we all have experience boating, but we have experience boating together. We have been on numerous block-break and spring break river trips together, and have been on frequent day trips together to local kayaking runs. Additionally, we have taken Swift Water Rescue together, which means we have experience in rescue situations as a team. Due to this we all feel that we have adequate training to take part in this trip, and are confident in our group dynamics both as boaters, and as rescuers. That said, we will all hone our skills through more experience in boating before then. We anticipate going on a river trip this spring break either on the Salt River in Arizona or on Cataract Canyon on the Colorado as well as a 7th block break river trip. In addition, John Nestler will be kayaking the Grand Canyon in January, which will help him gain long river trip experience. All of us will also undoubtedly take part in a number of day kayaking trips through the spring, and on the days leading up to our trip. By keeping the objectives and challenges of the proposed expedition in mind, we will be able to practice the specific skills we will need. We will practice cold-water rescue situations, bomb-proofing camp for extremely high winds (which we can practice even when no winds are present), and very safe bear precautions. As we boat together throughout the fall we will focus on group dynamics and

ensuring everyone is on the same page about the skills required for our trip.

III. Expedition Logistics, Gear and Food

Travel Plan

We will begin in Colorado Springs on May 25th. From there we will all drive in one vehicle with all of our requisite supplies, to Haines, Alaska where we will pick up the rest of our gear from Alaska River Outfitters. In order to get to Haines, a trip of 2,747 miles and estimated to take 48 hours, we will have to stop for rest 3 times with an average 12 hours of driving per day before getting to Haines. We will take I-25 to I-90 to get to Bozeman, MT, where we will be staying with friends for the night. We will then drive through Calgary, Alberta on to Young's Point Provincial Park in Alberta, where we will stay the night in our tents. From there we will continue north towards Hyland River Provincial park, where we will again stay the night in our tents, leaving 356 miles, or about 9 and a half hours, of driving, before getting to Skagway, where we will take the Car Ferry to Haines. We will stay with a friend in Haines before going to Alaska River Outfitters at 8 AM where we will leave our car, get our gear and get a shuttle to the put in on May 29th. This gives us the rest of the day to rig our gear at the put in before heading out on the river the next day. Our total mileage will be 2,747 each direction.

In order to get back to Haines, where we will leave our car, we will need to charter a plane from Dry Bay, which is the only way out, to Haines Airport. From there we will meet Alaska River Outfitters to get back to our car, and return our gear. We will drive back to Colorado Springs through the same route, making the same stops including spending the night in Haines. Once we return to Colorado Springs we will officially end our expedition and go our separate ways after de-rigging and distributing personal gear.

Expedition Itinerary



Itinerary and Map

Uploaded 1/5/2014 by [Zane Randell](#)

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Re-Ration Plans

No plans for re-ration.

Food Storage

We will be storing our food in airtight dry bags, steel ammo cans or in waterproof coolers. All of these are water tight, and sealed with thick rubber gaskets, allowing minimum smell to seep out of them to attract animals. These will also be kept on the raft every night, so as to keep them away from roaming mice and small varmints. This has proved successful on all of our previous river trips, and is considered to be adequate protection from animals on river trips country-wide and by commercial operators running the Tatshenshini and Alsek Rivers. All food or scented items will be stored in a container on the boat every night, and all food scraps cleaned from the area before we go to bed. We will be sure to camp at least 100 feet away from our boats at night.

Food List

[YakinFoodList.doc](#) (118KB)

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[Open](#) | [Download](#)

Equipment List

[YakinEquipList.doc](#) (38KB)

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[Open](#) | [Download](#)

Are all expedition members familiar with LNT principles?

Yes

Plan for Minimizing Impacts

Plan Ahead and Prepare

We have spoken to rangers, outfitters and guides that work in this area. They have described to us the nature of the river, and many logistical and safety concerns of the region including information on shuttles, specific river features and surrounding topographic features. We have read the regulations that accompanied our permit and have also purchased the published guidebook on the river, and intend on reading it in its entirety before getting on the river. We have planned to go at a less busy time of the year, just before the peak season when commercial outfitters run. We are also a fairly small group of only 3 people, so our impact will be smaller when compared to much larger groups that go on the river.

Travel and Camp on Durable Surfaces

Our travel will be almost entirely on the river so our impact on our travel surface will be negligible, as water is rather resilient to movement of people on it. When we travel off the river it will be on pre-existing trails, sand or gravel. Similarly we will camp at designated campsites which are almost all on surfaces such as gravel or sand. When at camps that are not as durable as gravel and sand beaches we will be certain to use all LTN practices we know in order to ensure that we leave as little trace as possible including, but not limited to intelligent camp and kitchen placements and low impact fires.

Dispose of Waste Properly

For solid human waste we will use what are called groovers. These are retired ammo cans from the military that are water and air tight and when fitted with a groover insert, are compatible with RV pump out stations. They are 18" x 8" x 14" and can hold an estimated 50 person days of solid human waste. Since we expect to use our groover for 36 person days we anticipate bringing one, and still allowing for more than 20% extra capacity. These boxes however, are not used for urine, as they would fill up much more quickly, so in order to dispose of our urine we will pee into the river. This is consider proper LNT practice on river trips since most rivers of navigable size have enough water moving through them that the amount of urine from river trips is considered insignificant pollution. This is especially true with the Alesk-Tatshenshini rivers, as they feed to the Pacific Ocean.

In order to make sure that we dispose of all of our food associated waste properly we will use several systems to do this. We will ensure that all of our food is packed in minimum packaging before leaving for our trip. This will make sure that we will not only have to spend less boat space on food packaging and waste, but will also ensure that we have less garbage to keep track of. We will also use a system of ammo cans and food boxes to store our food. This means that as we eat our food we will use the empty space for garbage. This is best with many separate compartments for food, which is why we will be storing much of it in ammo cans. We are bringing garbage bags in order to store our trash separately from the rest of our food, and will keep the full ones in empty ammo cans. After every stop we will sweep for pieces of trash and litter that may have scattered accidentally.

We will also make sure to clean our dishes and food related articles in a responsible manner. We will use a 4 bucket system with cold scrubbing water, water soapy water (with biodegradable soap), warm rinsing water, and a cold bleach bucket. We will strain all of these buckets as we pour them into the river, and be sure that none of our water or scraps end up on the shores. Finally, if we do end up with any infectious waste we will follow Universal Precautions for Body Substance Isolation and will seal the waste in a red bio-hazard bag. We will keep this bag isolated and be sure to dispose of it properly upon returning from our trip.

Leave What you Find

Although the regulations of the park allow for the removal of some minerals and rocks from the land, provided that they are not considered to be precious, we will be sure to not take anything we find with us. This includes any plants, animals, artifacts or any associated materials. We will also be sure to take precautions against bringing any invasive species with us, and be sure to clean all of our gear properly before putting any of it into another body of water.

Minimize Campfire Impacts

Firstly, we will bring a stove with us to use as our primary method of cooking. This will ensure that we are not

reliant on campfires and therefore will not have to make them with as much frequency. When we do make a campfire for warmth we will use a few essential principles to ensure minimum impact. Firstly we will bring with us and religiously use a fire pan. Although the Park Service mandates that we use a fire pan only when we are within 200 feet of the river, we will be sure to use it every night. After a fire, we will sink the remains and pack out anything that floats. Furthermore we will ensure that our fires are small and do not exceed the size of the fire pan. Finally, since regulations of the river permit us to collect firewood from the river banks we will do so, but be very cognizant of what we take. We will be sure to only collect wood that has naturally collected on the banks.

Respect Wildlife

One of the more notable parts of this river is the wildlife that exists there. In order to best respect wildlife we will in no way engage them and only observe any animal from a considerable distance. Through bringing binoculars we will be able to view any animal of interest with adequate detail to meet our curiosities while still keeping distance. Furthermore we will ensure that nothing we do attracts animals to us so as to limit the opportunities for engagement. This includes keeping our food and trash far away from us at night and in air tight containers as well as maintain a clean camp to further discourage animals from coming to us.

Be Considerate of Other Visitors

We have spoken to the Yakutat ranger, Jim Capra, and he mentioned to us that we will be running the river with only one other group, who are departing several days after us. We will be cognizant of their location to us and whenever they are near be particularly quiet and respectful of them. Beyond that we will be certain that we are following all LNT procedures to be sure that future visitors to this area are entirely unaware of us having been there.

Cultural Concerns

The Tlingit and Southern Tutchone native groups once used this river and the surrounding area heavily. As a result, it is important for us to respect the area and its history. Any remnants of the past we encounter will be left alone. This is most important at Petroglyph Island, where the Tutchone natives have specifically asked for travelers to not touch the petroglyphs. In general, ensuring the use of LNT principles will guarantee that we do our part in preserving the rich history of the area.

IV. Risk Management

Hazard Mitigation Plan

River Specific Risk Management

On this trip we will hold risk management as the item of most significant importance. All of us have spent enough time on rivers to recognize that they do not only provide a good environment for a wilderness experience, but there are considerable dangers to be aware of in order to safely complete a trip. Our experience with rivers is our first line of preparedness for this trip. All 3 of us have worked professionally as guides in the respective craft we will be operating, and are all familiar with the variety of river hazards that we may see on this trip so we expect to be able to handle any particular hazard calmly and capably. With this we recognize the need to approach every decision with significant consideration and knowledge of seriousness of consequence.

Due to the remoteness of this trip, we recognize the higher risk for more intense consequences. Most river accidents occur when participants are not wearing personal flotation devices (PFDs), are drinking alcohol, or do not recognize risks. Therefore we will always wear PFDs when on the boats and we will not bring alcohol. It will be up to us to recognize and mitigate risks, but we expect that we are fully capable of this.

While on the river we firstly recognize that our personal safety is paramount: above the importance of saving gear or equipment. In order to best reduce the risk of accident or hypothermia, in the event of a swimming incident, the primary goal is to reduce swimming time. If someone does swim they will follow the protocol listed below: one that we are all very familiar with.

- Swim with feet facing downstream to avoid foot entrapment
- Get upstream of the raft
- Blow whistle and look for a throw rope
- If possible, swim aggressively to shore
- If there is an unavoidable strainer, swim aggressively towards and try to push yourself over it
- If caught in a recirculating hole relax, ball up tightly and get to the bottom to be flushed out
- If going over a ledge or big drop ball up

Entrapment is a serious concern on rivers in the event of a swim or a flip. In order to avoid entrapment both on the boat and in the river we will take certain precautions. Firstly we will ensure that our rig has no holes or loose straps that could snag a person. In order to avoid entrapment by the river bed, we will make sure that we get all the way to shore or on the raft before attempting to stand up.

We will run all rapids conservatively and scout significant rapids when possible. Scouting will help us to identify significant river features such as tongues, holes, strainers, and waves. We will avoid holes, strainers, and rocks at all costs. If we feel that a rapid has considerable dangers, then we will portage it.

When speaking to the ranger over the phone, he mentioned only 1 rapid having raft flipping potential. This rapid is the final rapid of the canyon section, called M and M rapid, and has a large pool at the bottom. In the event of a flip here we would be able to gather back together in the large pool below with relative ease. That said, we will treat every single rapid with serious thought and consideration, and will not take anything lightly, no matter where it might be.

We will make sure that all river communications are clear before the trip in case of flip, swim, or river hazard. We will keep river knives and whistles on our PFDs. Each boat will have a first aid kit, and the raft will be keeping the satellite phone while the kayak will keep the spot locator. Thus in the event that one of the boats is lost, or they become separated, we will still be able to call for help.

We will always tie up our boats with at least two points, and will camp far above river level in case of change in water level overnight. Due to the cold nature of the water and the area, we will all be wearing dry suits at all times while on the river to limit the risk of hypothermia. Having a raft and a kayak is an ideal set up, because in the event of a swimmer there is always another craft that is still manned. Having a kayak makes rescues situations much easier, and having a raft makes collecting swimmers easier.

Ice

Another hazard is ice on Alsek Lake, which we pass on the way to Dry Bay. In order to avoid this hazard all together we will run or portage a channel that avoids entering the main body of the lake. In the case that we do encounter some icebergs, we will stay a minimum of 50 yards away to avoid hazards from rolling or cleaving.

Wildlife

Our biggest wildlife concern on this trip will be bears. Our main defense will be to avoid bears altogether. We will do this by keeping a safe distance when one is spotted, avoiding camping in areas with signs of recent bear activity (feces, tracks, partially consumed animals, etc.) and camping 100 yards from our kitchen and food storage. When traveling on land, we will make our presence known as to not surprise any bears. If we encounter a bear, we will follow the protocol recommended by the Alaska Division of Parks and Recreation. We will stand our ground and speak to the bear. We will not attempt to outrun a bear. If attacked we will use bear spray, and play dead if attacked out of defense, or fight back if attacked for food or by a black bear. We will bring bear spray and bear bangers and use them only when we feel that there is a significant threat to us. Good judgment will be our best tool for ensuring safety from bears.

Water/Sanitization

We will bring with us jugs to fill with the water through the trip. We will bring a large volume filter to clean the clear water we encounter during the trip. Since some of our camps have less reliable water we will bring four 6 gallon jugs and keep them as full as our clear water availability permits. This should give us at least 4 days of water, which is double what we expect to need at any given camp. Even if this does to prove inadequate we will have a filter capable of handling filtering from the main river. Special care with water sanitation and cleanliness of the cooking area and supplies will prevent contamination from unclean water sources. We will follow all the NPS required kitchen practices, including the use of a hand wash and dish wash station.

Remoteness

Due to this being the largest nature preserve in the world, this is an incredibly remote trip. We will need to be prepared in a number of ways to safely pull off this trip.

- We are bringing emergency survival gear including space blankets and an extra day's worth of food, plus many additional snacks.
- Through having our guide book, and using it consistently to keep track of our progress, we will be aware of the best evacuation options.
- Both the national park service of Canada, and the US National Park Service, are aware of our trip, and have been giving us guidance since we applied for a permit. They will also keep us posted on pertinent issues coming up to our trip, and be expecting our arrival at Dry Bay
- We are bringing emergency gear to make ourselves visible to aircraft including an orange X and a signal mirror.

As always, prevention will be our best tool. Ensuring no one becomes ill or injured will be very important.

Terrain

The terrain around the river here is very varied, with much travel requiring technical skills. In order to minimize risks, we will never travel away from the river except the hikes mentioned in our itinerary. While we are hiking on the Walker Glacier there are a few things we will keep in mind. First, we will never walk on any snow, as it can be an unstable bridge over a crevasse. Second, we will use extreme caution when near any crevasses. Third, we will not go too high on the glacier, as going up a glacier can be much easier than descending. However, we do not expect any difficulties while on Walker Glacier, as it is walked on frequently by almost all trips down the river, which is why it was named "Walker" glacier, and is generally considered safe. Furthermore, John has taken a mountaineering safety course and will assess the glacier according to his expertise. If there is any sort of threat of going on the glacier we will not.

Weather

At this time of year and location, weather can vary greatly. We will prepare for extremely cold, windy, and wet conditions. Everyone will bring very warm clothing. Having a dry suit makes staying warm and dry much easier, especially if we bring good layers. Every night we will ensure the raft is staked out very well and that everything on them is secured to prevent loss from wind. We will bring 4 season tents and very warm sleeping bags (at least rated to 10 degrees). In the case of severe winds, which are the most likely to inhibit progress, we will awake early to get on the river, break during the windiest time of day, and continue in the evening. The large amount of daylight will help with this potentially problematic scenario. Luckily rafting gear is generally very weather proof, so we should be in good shape.

Water Levels

Water levels can always fluctuate, especially on these areas. Jokulhlaups, or glacial outburst floods, can happen when a glacial lake rapidly drains into the river. Weather and other factors can cause the river to rise at any time. Other than being vigilant when on the water and cognizant of the changes in the rapids, safely making camp is the most important thing we can do. We will always have the raft staked to at least two places above the high-water line. We will always try to camp above the flood-line, and not to leave things lying near the waters edge that can easily be washed away.

Working with helicopters

In the case of interacting with a helicopter, we will take steps to ensure our and the pilots safety. We will clear a landing area and mark with the orange panels. When the helicopter approaches, we will leave the landing area and not approach the landed helicopter until we are told to do so.

Evacuation Plan

Depending on our location on the river and the severity of the issue, a variety of evacuation options can be used. For non-urgent slower evacuation, we can continue down river and evacuate by plane at Dry Bay. At 140 total miles, it only takes approximately 36 hours of time traveling downstream to reach Dry Bay. With almost 18 hours of daylight every day, we will be able to safely arrive to Dry Bay within 3 days from any point on the river.

For faster evacuations, other options exist. The "canyon" stretch on the first day, which includes the majority of rapids, is the most likely location for on-the-water related incidents. Fortunately evacuation from this location is straightforward. We will travel downstream (for 55 minutes at most) to the Dollis Creek Trail, which is accessible on river left just above Squaw Creek. This trail joins a rough road after one mile, which travels 10 miles to Dalton Post (See map titled "The Canyon"). Using the satellite phone, we can arrange a vehicle to meet us on the road.

For the remainder of the trip, any urgent evacuations must be by air. Using the satellite phone, we will contact the Yukatat Ranger District at (907) 784-3295 to arrange a helicopter pick-up. Gravel bars along the river make landing locations frequent, and the NPS required orange panels (See Gear List) are specifically designed for these evacuation scenarios.

Special Preparedness

None.

Emergency Resources

Yakutat Ranger Station

(907)784-3295, (907)784-3403

Whitehorse General Hospital, White Horse, YT, Canada (selected for having the best access from the river through helicopter evacuation)

1 867-393-8700

Parks Canada 24 Hour Emergency Dispatch
1-780-852-3100 (from a satellite phone)

Emergency Communication

Satellite Phone. Signal mirror. Spot Locator.

V. Budget

Budget

[YakinBudget.doc](#) (54KB)

Uploaded 1/5/2014 by [Zane Randell](#)[Open](#) | [Download](#)**Transportation**

\$3158.17

Food and Fuel

\$390.00

Maps and Books

\$21.50

Communication Device Rental

0

Permits/Fees

\$425.00

Gear Rentals

\$1734.95

Total Funding Request

4500

Cost Minimization Measures

In order to keep costs low we will take several precautions. Firstly, we will all be taking one car to the put in. This minimizes costs in a number of ways. Firstly, this means that no one is flying there, nor taking buses, ferries, or taxis. Secondly, by taking one car we will be saving considerable fuel costs associated with taking additional vehicles to the put in. Instead of taking a second car we found that using a shuttle service to get all of our gear and ourselves back to our car at the end of the trip is more cost effective, and will save us \$682.47 as compared to the fuel costs of bringing a second vehicle from Colorado to set our own shuttle. We were also very cognizant of the costs of renting rafts in a variety of locations. We considered renting our raft in Seattle or Boise and then driving it up as well as considered renting from a variety of outfitters in the area of the river. We found that the cheapest way to do this was to rent from Alaska River Outfitters. The raft rental was \$40 cheaper per day than others in the area. Also, by renting from an outfitter in the area we will avoid paying for travel days between the continental US and the put in, which we would have to do if renting from an outfitter elsewhere. We estimate that this will save us between \$240 and \$520. The outfitter we are using has competitive rates to anywhere in the US including some of the areas with the most popular runs in the country. We will also buy as much food as we can, as limited by perishability, customs laws, and space in the lower 48, so that we can avoid paying the extra premium for food in Alaska and Canada. Also, by virtue of being on a rafting trip with coolers and no considerable limit on space or weight we are able to buy food as we would normally do, instead of buying pre-packaged freeze-dried meals as you might have to do with a backpacking trip of similar length. We have also contacted a variety of air charter services that serve Dry Bay to Haines and have found the cheapest one, that can do the flight in one trip, as opposed to two with a smaller plane, saving us \$300. Finally, since we all already own much of our own gear, we will have no need to rent drysuits, a kayak, a spot locator, sleeping pads, ammo cans, and the like from outfitters. All told we expect to save between \$1500 and \$2000 in costs.

VI. Expedition Agreement**Expedition Agreement**[GroupPage.PDF](#) (129.2KB)Uploaded 1/5/2014 by [Zane Randell](#)[Open](#) | [Download](#)

Note: A selection of maps has been included, containing the most important maps we will use. The rest of the guide book includes maps for the whole river at similar detail. These are to serve as examples of the remaining pages, as well as to highlight significant days on our itinerary.

May 25th-29th

Travel from Colorado Springs to Dalton Post, picking up rental gear on the way (see Travel Plans).

May 30th

Awake at Dalton Post and finish rigging the gear. After performing a full gear inspection of both the rafting and kayaking gear, launch the raft and kayak. We will raft 4.5 miles to the start of “The Canyon,” which is the location of the majority of class III rapids during the trip (See map titled “The Canyon”). With the average flow for this time of year being 2,500 CFS, we do not anticipate this section presenting any difficulties. This medium flow makes damage from shallow and exposed rocks less likely, and flips due to large hydraulics unlikely. By using the rapid guide included in our guidebook and scouting from the boat, we will safely navigate these rapids. Here we layout the plan for the major rapids:

1. Wall #1 & #2 – Cut the corner to the inside right and pull away from the walls.
2. Black Bear Rapid – Boat scout the entrance. Enter center and follow the current down to the right, moving left to avoid the wall when the river bends. Continue in the main current, then move left as you pass two holes on the right and the river bends left.
3. Thread the Needle – Ride the current around the right hand bend, then catch the eddy on river right. From there scout the two large boulders that need to be threaded. Re-enter the current, row between the two rocks, and continue in the main current.
4. M & M Falls – Noting the entrance to M & M Falls by the opening in the canyon wall on river left and the entrance of Pirate Creek, stay left in the main current, coming close the large rock outcropping as the river turns the right.

After exiting the canyon, we will camp 25 minutes downstream at Silver Creek.

Clear water (still needs filtering, but is not filled with sediment): Squaw/Silver Creek

May 31st

Row/paddle the mellow water for 22 miles to our camp at Sediments Creek.

Clear water: Sediments Creek (Quite ironic!)

June 1st

Spend the day around camp at Sediments Creek. If the weather permits, we will take an easy hike, following the map in the guidebook and the clear and well-used path leaving from camp (See map titled “Sediments Creek Hike”). Hike will be about 4-6 hours round trip. We will bring our whitewater helmets for the scree slope crossing. Camp at Sediments Creek,

Clear water: Sediments Creek

June 2nd

Row/paddle the mellow water for 12 miles to Monkey Wrench rapid (Class III-). We will scout this rapid on river right above the rock outwash of the small, unnamed tributary that created this rapid. Likely, we will start in the center of the current and move right to avoid rock on river left. Camp 1 mile below the rapid at the confluence with the O’Connor River.

Clear water: O’Connor river campsite

June 3rd

Row/paddle the mellow water for 16 miles to camp at Towagh Creek. This section is known as the wind tunnel due to the strong up-stream winds, so we will leave camp early and try to get the majority done before the afternoon winds. Despite the winds, we anticipate no difficulty covering 16 miles during the day.

Clear water: 5 miles from O'Connor River on river right, Towagh Creek

June 4th

We will row/paddle 12 miles to camp on river right, near Petroglyph Island. The river moves quickly during these 12 miles, and despite the absence of any rapids, there are several periodic large holes. We will stay alert and easily avoid these holes. At camp, we will be extra careful due to the historical value of the area (see Plan for Minimizing Impact and Cultural Considerations).

Clear water: No reliable source, we will fill all our water jugs in the morning at Towagh Creek.

June 5th

Spend the day at camp, enjoying the scenery. We will not be hiking, due to lack of existing trails in the area.

Clear water: Continue to use water jugs for water.

June 6th

We will continue downstream for 17 miles to our camp at Walker Glacier, campsite A. We will pass the confluence with the Alsek early in the day. This section involves many winding braids of the river, all of which eventually rejoin (See map titled "Confluence to Walker Glacier"). However, to ensure that the raft and kayak do not become separated, for this day we will tie the kayak onto the back of the raft, and all ride together. We will make sure only to take large channels that contain enough water to ensure we never end up beached. All the main channels join before we take a left fork to arrive at camp, so unknowingly passing camp is not a concern. As the river bends, we will stay left and exit into the channels that provide the best access to camp. If we miss these channels, we will have to eddy out on river left and row up the eddy to camp C.

Clear water: Pools on river left just after the confluence, "Nose," and at Walker Glacier Camp.

June 7th

We will spend the day at camp, exploring the glacier. The route to the glacier leaves from the campsites, and travels along the edge of the large lake at the base of the glacier. To get onto the ice, we will walk up the moraine leading to the base of the ice. Once on the ice, we will take steps to ensure safe travel (see Hazard Mitigation Plan). We will only travel in the flatter, lower areas of the glacier, keeping the lake in view at all times and staying together. Then, we will return to camp and enjoy the rest of the day.

Clear water: Walker Glacier Camp

June 8th

Today we begin by rowing/paddling 7 miles of calm water before arriving at the Cat in the Washing Machine Rapid. This is an area where two braids rejoin, creating unpredictable wave patterns. No specific line is required, only alertness and response to whatever choppy water may be present. After this, the water calms down again, and we will continue approximately 11 miles to our campsite along the peninsula separating the Alsek River and Alsek Lake.

Clear water: Dipper Creek, unnamed tributary 1 mile above camp on river left. We will fill water jugs to bring water to camp

June 9th

To begin the day, we will row/paddle across the river to the “Brabazon scout,” labeled B on the map (see map titled “Entering the Lake”). From here we will be able to scout the entrance of the Alsek River into the Alsek Lake. There are 3 main channels that can be used to enter the lake from the river, all 3 of which are visible from this scout. We plan on taking the channel marked “3” on the attached map. The river ranger for the area recommends this route for early trips, as the lake can often be too full of ice to enter in the other channels. Using binoculars we will make sure this route is feasible. Often the water is too low or frozen in this channel, so it is likely we will have to portage our gear for up to 200 yards here. We will arrive to camp at Gateway Knob, which is at the end of the channel.

Clear water: Continue to use water jugs. Lake/ glacial water if necessary.

NOTE: If for any reason we are unable to safely navigate/portage channel 3 in order to continue out to Dry Bay, we will camp another night on the peninsula and have a plane or helicopter (depending on conditions) pick us up on the gravel bar there the next morning, which is common procedure when entrance to the lake is impossible.

June 10th

We will row/paddle the 14 miles from the Gateway Knob out to dry bay, where Yakutat Coastal Airlines will be waiting at the airstrip to pick us and the gear up and fly to Yakutat. 2 miles after leaving the lake we will run constriction rapid, by staying far right to avoid a pour-over hole and riding out the waves. 2 miles later we will run an unnamed rapid, which involves staying in the calmer water on river left to avoid a large hole and waves on river right. After this last rapid, we will stay river left to catch the channel that leads to the airstrip. If this channel is too dry to take, we will continue 3 miles downstream. From there, we can row ½ a mile up the end of the airstrip channel to arrive at the airstrip.

June 11th-14th

Travel back to Colorado Springs, dropping off gear (See Travel Plans).

Our Guidebook

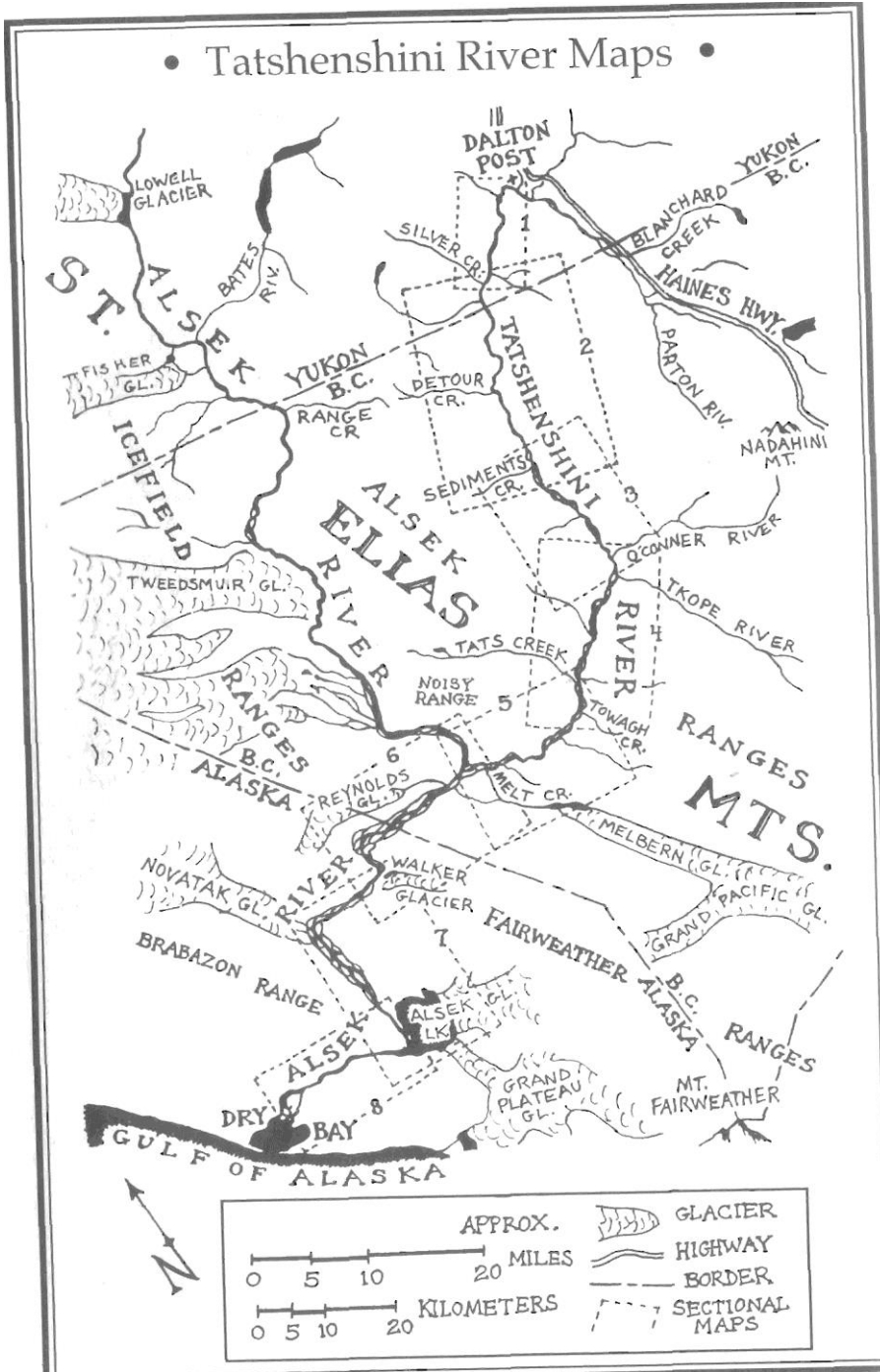
The Complete Guide to the Tatshenshini River

Including the Upper Alsek River

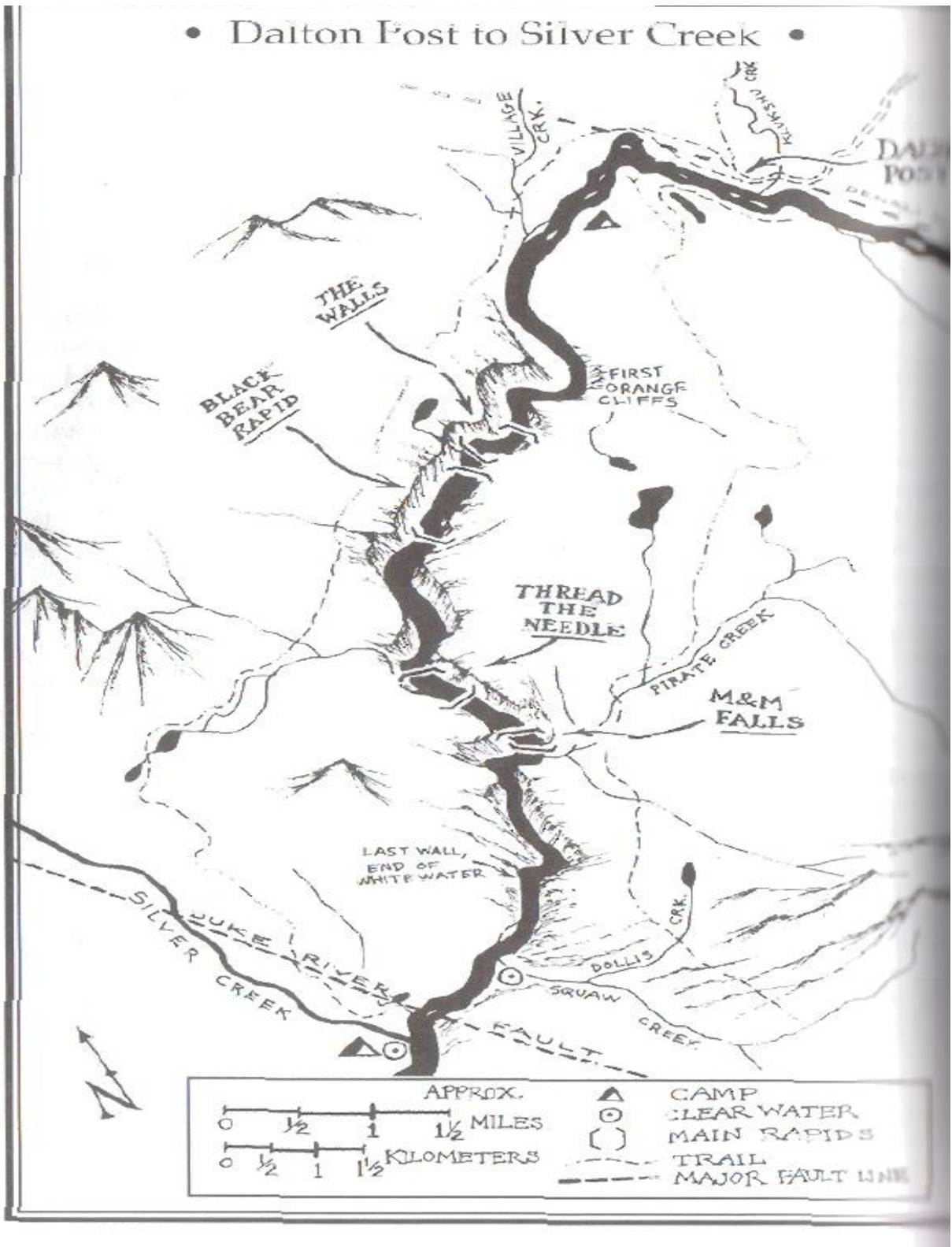


Russ Lyman • Joe Ordóñez • Mike Speaks

Trip Overview



The Canyon

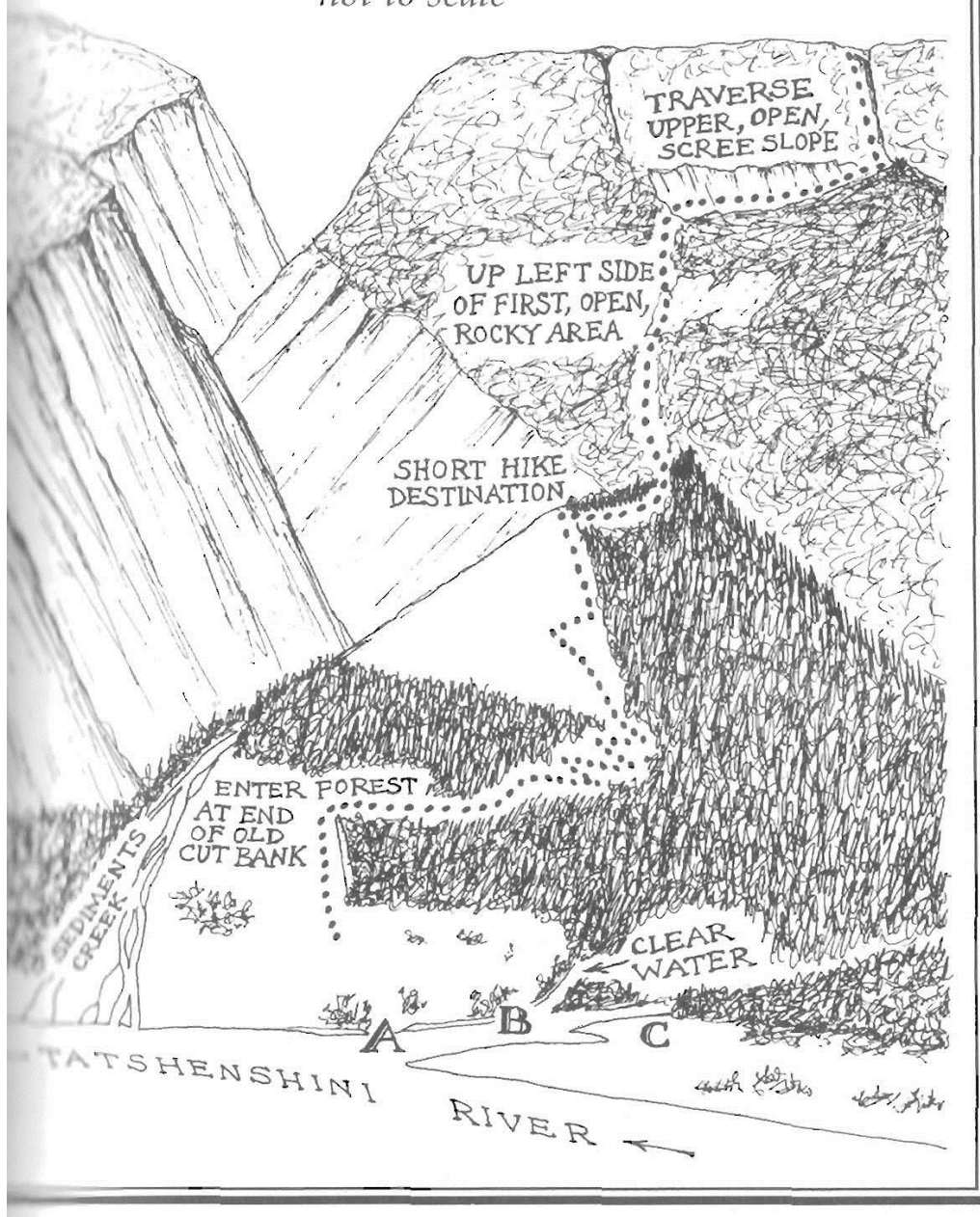


Sediments Creek Hike

- Sediments Creek Area •

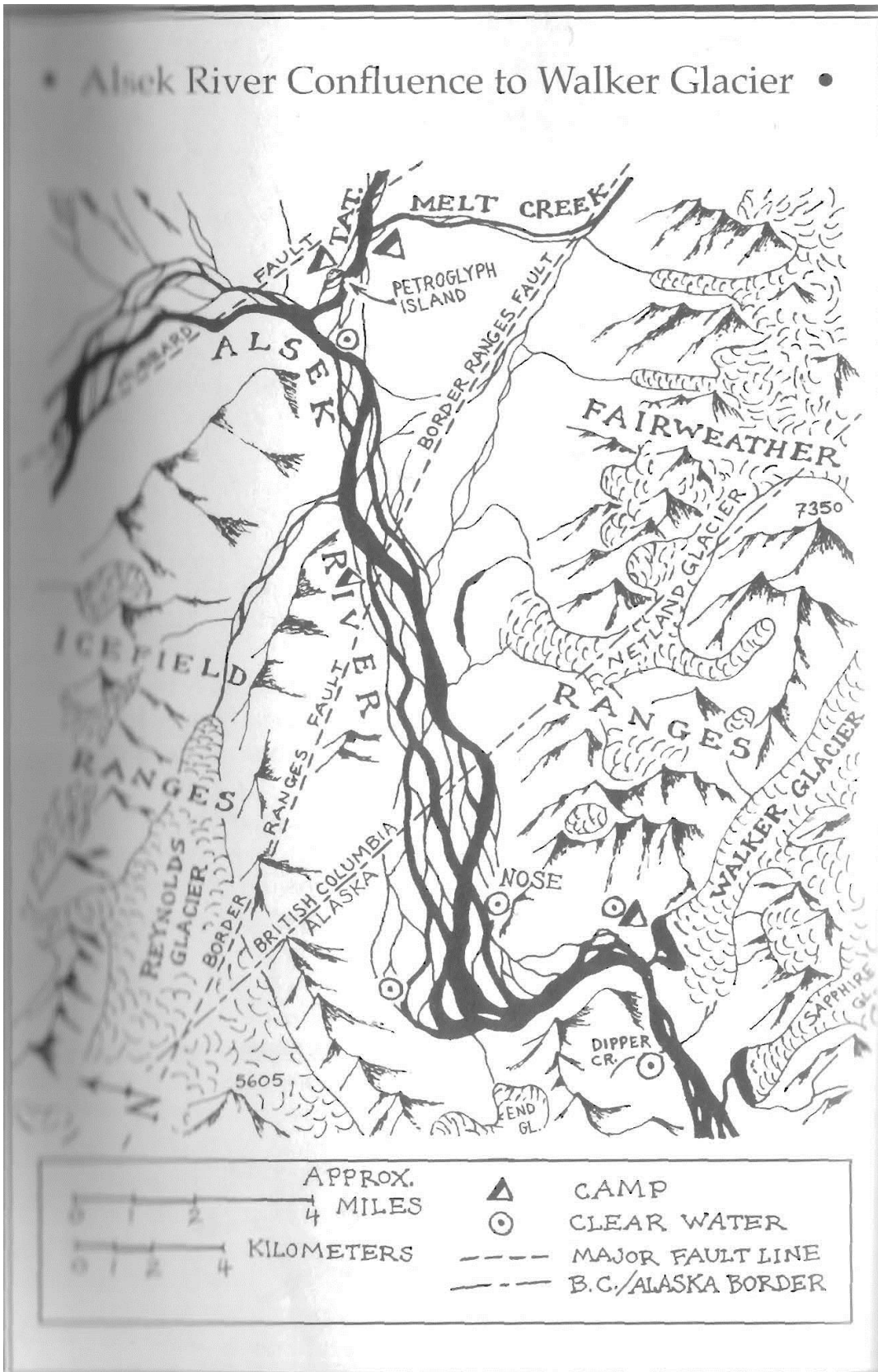
letters at bottom indicate main camps

- not to scale -



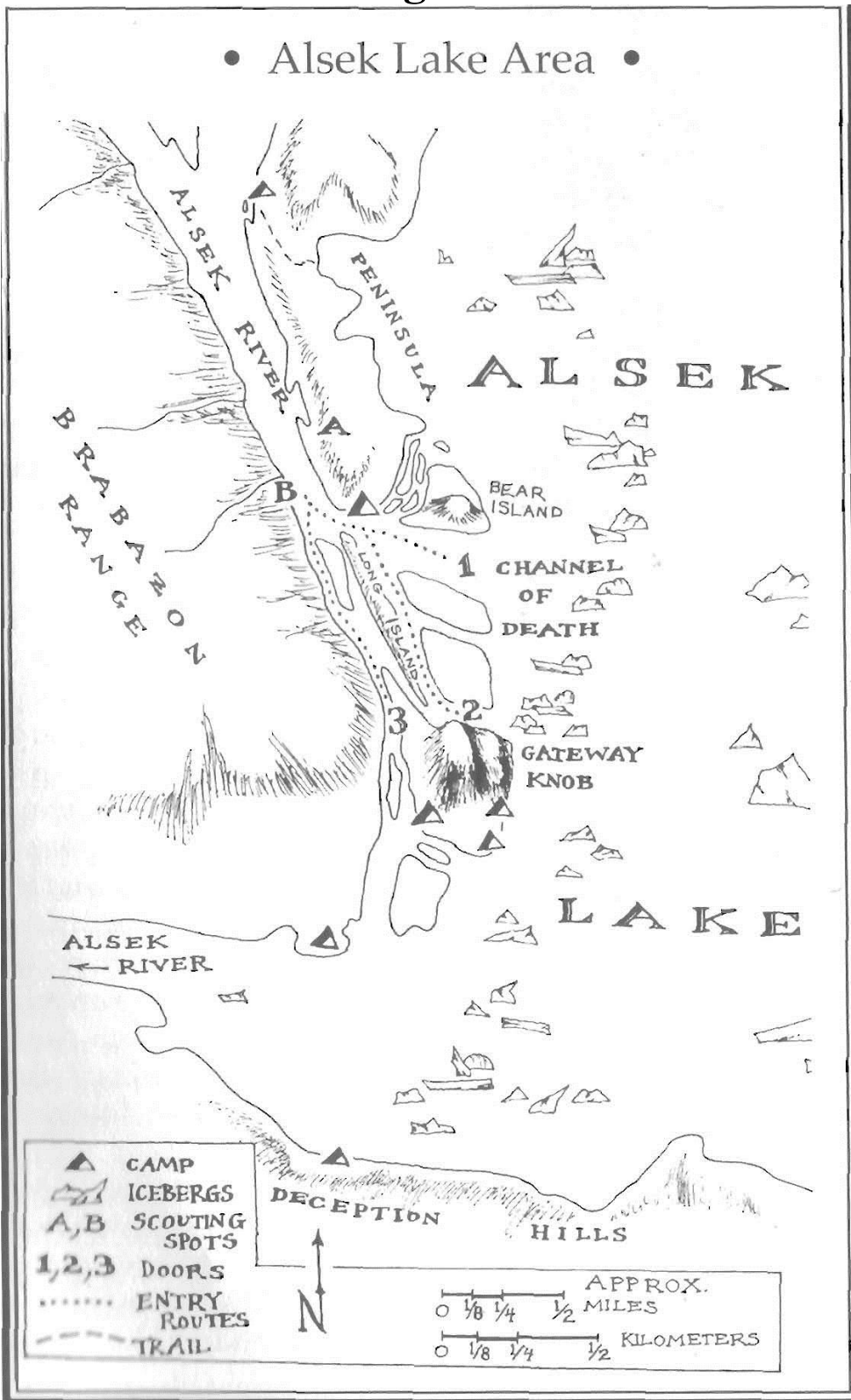
Confluence to Walker Glacier

• Alsek River Confluence to Walker Glacier •



Entering the Lake

• Alsek Lake Area •



The attached food list and menu choices are ones that we have used repetitively on many of our rafting trips and has worked extremely well. This list was designed to meet the caloric needs of rafting and kayaking. Additionally, we have enhanced what we would normally eat on the river to adjust for the colder than usual temperatures. Since a similar menu has worked numerous times before, we have every expectation that it will work again. On similar trips this same menu has cost around 10 dollars per person per day. We will bring an extra day's worth of food with us in case of delay. Furthermore, any food that we do not eat at a given meal and is still edible for the next will be eaten first so as to make sure that we waste less food and have more available in case of delay. Furthermore we planned our food according the estimated shelf life of the items. For our later meals we will rely more heavily on cans and dry food while we eat more greens and more perishable food earlier on. This is to ensure that we get a varied diet over the course of our trip. The high presence of bell peppers and onions is due to them having been well proven on trips for lasting and being rather durable while still providing the benefits of fresh food. Our food will be stored according to their storage needs with our more perishable food getting stored in coolers.

Day 1

Breakfast

1 Pint Liquid Eggs 1 Onion 2 Bell Peppers

Lunch

6 Tortillas 1/4 Lb. Cheese 1/4 Pound Bacon
 1/2 Loaf of Bread 1/3 Pound Turkey 1/4 Pound Cheese
 Condiments 2 Tomatoes 1/3 Head Lettuce
 1/2 Bag Chips

Dinner

1/2 Container Spring
 Mix 3 Tomatoes 2 Onion
 2 Pound Hamburger 1/4 Pound Cheese 6 Buns

Day 2

Breakfast

1/2 Box Grits 1/4 Pound Cheese 1/4 Pound Bacon

Lunch

9 Pitas 6 Carrots 1/2 Tub Hummus
 2 Summer Sausage 1/2 Bag Chips

Dinner

1/2 Container Spring
 Mix 2 Cucumbers 2 Bell Peppers
 2 Pounds Spaghetti 1 Container Pesto Sauce

Day 3

Breakfast

1 Pint Liquid Eggs 1 Onion 2 Bell Peppers

Lunch

6 Tortillas 1/4 Lb. Cheese 1/4 Pound Bacon
 1/2 Loaf of Bread 1/3 Pound Ham 1/4 Pound Cheese
 Condiments 2 Tomatoes 1/2 Head Lettuce
 1/2 Bag Chips

Dinner

2 Pounds Orzo 1 Package Feta Cheese 1 Package Cherry Tomatoes
 2 Cans Chicken

Day 4

Breakfast	6 Bagels	1 Package Cream Cheese	
Lunch	9 Pitas 2 Summer Sausage	6 Carrots 1/2 Bag Chips	1/2 Tub Hummus
Dinner	2 Cans Coconut Milk 1 Can Water Chestnuts 2 Boxes Tofu	3 Potatoes 1/2 Package Frozen Spinach 1 Can Curry Paste	2 Onions 1 Can Crushed Pineapple
Day 5			
<i>Breakfast</i>	1 Pint Liquid Eggs 6 Tortillas	1 Onion 1/4 Lb. Cheese	2 Bell Peppers 1/4 Pound Bacon
Lunch	1/2 Loaf of Bread Condiments 1/2 Bag Chips	1/3 Pound Turkey 2 Tomatoes	1/4 Pound Cheese 1/2 Head Lettuce
Dinner	12 Tortillas	1/2 Pound Shredded Cheese	1/2 Pound Turkey
Day 7			
<i>Breakfast</i>	1 Box Pancake Mix	12 Sausage Links	
Lunch	6 Packages of Ramen		
Dinner	2 Pound Elbow Pasta	1/2 Pound Shredded Cheese	
Day 8			
<i>Breakfast</i>	9 Packets Oatmeal		
Lunch	1/2 Loaf of Bread Condiments 1/2 Bag Chips	1/3 Pound Turkey 2 Tomatoes	1/4 Pound Cheese 1/2 Head Lettuce
Dinner			
Day 9			
<i>Breakfast</i>	1 Pint Liquid Eggs 6 Tortillas	1 Onion 1/4 Lb. Cheese	2 Bell Peppers 1/4 Pound Bacon
Lunch	1/2 Loaf of Bread Condiments 1/2 Bag Chips	1/3 Pound Turkey 2 Tomatoes	1/4 Pound Cheese 1/2 Head Lettuce
Dinner	6 Tortillas 2 Onions 1/2 Box Instant Rice	1 Pound Ground Beef 1/3 Pound Cheese	3 Bell peppers 1 Jar Salsa
Day 11			
<i>Breakfast</i>	1 Box Grits	1/4 Pound Cheese	1/4 Pound Bacon
Lunch	6 Packages of Ramen		
Dinner	2 Pounds Pre Packaged Tortellini		2 Jars Red sauce
Day 12			
<i>Breakfast</i>	9 Packets Oatmeal		
Lunch	9 Pitas 2 Summer Sausage	6 Carrots 1/2 Bag Chips	1/2 Tub Hummus
Dinner	1/2 Box Instant Rice 1 Box Snap Peas	1 Can Water Chestnuts 2 Bell Peppers	1 Small Bottle Soy sauce 1 Onion

Extra Day of Food

Breakfast

Lunch

Dinner

Snacks

6 Pounds Gorp

80 Assorted Bars

50 Gummi Fruit Snacks

20 Apples

20 oranges

1 Box Snickers Bars

6 Bagels

9 Pitas

2 Summer Sausage

9 Cans Chili

Condiments

2 Bottles Ketchup

1 Jar Mayonnaise

2 Bottles Hot Sauce

1 Bottle Barbeque
Sauce

2 Bottles Mustard

1 Bottle Ranch

Parmesan Shaker

2 Packages Cream Cheese

6 Carrots

1/2 Bag Chips

1/4 Pound Cheese

Spice Kit/ Essentials

1 Liter Olive Oil

6 Sticks Butter

250ml Balsamic

Package Raisins

Package Brown Sugar

3 Heads Garlic

1 Big Jar Peanut Butter

1 Big Jar Jelly

1 Jar Taco Seasoning

1 Jar Curry Powder

1 Jar Red Pepper Flakes

1 Jar Onion Powder

1 Jar Garlic Powder

1 Italian Spice Mix

1 Jar Cinnamon

1/2 Tub Hummus

Hot Drinks

2 Pounds Ground Coffee

60 Tea Packets

60 Hot Chocolate Packets

Personal Gear

On the Water:

Small Dry Bag
PFD with Whistle and River Knife
Helmet
Drysuit
Long Underwear (Tops and Bottoms)
River Shoes
Poagies/ Neoprene Gloves
Fleece Tops and Bottoms
Bathing Suits
Neoprene Hat
Sunglasses with Strap
Sun Hat
Ammo Can

Camp Gear

Large Dry Bag (4400-5000 Cubic Inches)
Sleeping Bag and Pad
2nd Set of Long Underwear (Tops and Bottoms)
Fleece Jacket (2)
Down Jacket
Rain Jacket and Pants
6 Pair Warm Socks
2 T-Shirts
Hiking Boots
Shorts
Warm Gloves
Chapstick
Headlamp w/ set of extra batteries
3 Water Bottles (6L Capacity Total)
Personal Toiletries (toothbrush, toothpaste, etc.)
Personal Eye Care (spare contact lenses, glasses, contact case, contact solution)
Personal Medications
Camera
Carabineers
Multi Tool/Knife

Group Gear

2 4-season tents (2 Person)
Biodegradable soap
Plastic Gallon Ziplocs (2 Boxes) and Trash Bags (1 Box)
100 Meters of Rope
1 Roll Duct Tape
2 Large Bottles of Sunscreen
2 Large Bottles of Mosquito Repellent
2 Groover Boxes (Human Waste Disposal)
Satellite Phone
Binoculars
1 box heavy duty garbage bags

Raft Gear

1 16' Raft
1 Oar Frame

On The Raft

2 Oars
2 Spare Oars
Cargo Net
Repair Kit
Bow Line and Stern Line
Spare Life Jacket
Air Pump
35 Cam Straps (come with rig)
Additional 20 cam straps (from personal strap collections)
Repair Kit (see below for contents)
8 Large Ammo Cans
Coolers
Waterproof Food Bag
Table
2 bow lines
2 paddles

Kayak Gear

1 Dagger Nomad
1 Paddle
1 Spray Skirt
1 Break Down Paddle
2 Stow-Float Bags
1 Throw Bag
1 Pin- Kit (2 Pulleys, 2 Prussics, 3 Carabineers)
Assortment of Cam Straps

Repair Kit Contents

4oz Clifton Hypalon Adhesive
6" x 18" Piece of Tube Martial
6" x 18" Piece of Floor Material
Roller Rasp
Round and Oval Rubber Temporary Patches
Sand Paper
Hypalon Glue
Leaffield Valve Wrench, Adapter and Plug
C7 Repair Kit, Pin, Spring, Rubber Stopper
Razor Blade
Spare Oar Locks
Allen Wrench

Rescue/Emergency Gear

Binoculars
Throw Ropes (2)
Carabineers (6 Steel Lockers Per Boat)
Flip Line
Signal Mirror
First Aid Kit (2)

Emergency Blanket
Bear Spray (2 Cans)
Bear bangers
Emergency Orange "X" panels

Kitchen Gear

6 Gallon Water Jugs (4)
Large Propane Canister
Propane Stove
Matches and Lights
Hand Sanitizer
1 Gravity Water Filter
Pots, Pans, Cooking Utensils
Fire Pane
Sponge
Dishwashing Screen
Biodegradable Dishwashing Soap
4 Dishwashing Buckers
Folding Kitchen Table
2 Big Aluminum Bowls
Plates, Bowls, Eating Utensils
Cutting Boards
Can Opener
1 Dutch Oven
1 Water Blaster
1 Dish Hammock
Stove Repair Kit
Sharp Knives
Paper Towels
Channel Locks
Bleach
4X 5 Gallon Buckets for Hand Wash Station

Major First Aid Kit Contents

To be kept in large "rocket box" ammo can

Air Way

CPR Mask

Would Prep

6 pairs Non-Latex Exam Gloves
10 Iodine Prep Pads
4 Cotton Tipped Applicators
20 Alcohol Prep Pads
Benzoin Tincture Swabs and Capsules
Antiseptic Applicator

Dressing

Gloves
Petroleum Dressing
2nd Skin Burn Pad
12 Sterile Gauze Pads- Various Sizes
3 Sterile Combine Pads
Bloodstopper Trauma Dressing

Triple Antibiotic Ointment

Packaging

3 Cravats

2 Tongue Depressors

3 Rolls Stretchy Guze

2 Rolls Vet Wrap

Ace Bandage

Finger Spring

2 Rolls Waterproof Adhesive Tape

SAM Splint

25 Assorted Small Bandages

Steri-Strips

Moleskin

Medications

1 Bottle Pepto-Bismol

2 Boxes Allergy Medicine (Claritin)

1 Bottle Imodium

10 Diphen (antihistamine)

1 Small Bottle of Aspirin

1 Small Bottle of Ibuprofen

1 Small Bottle Acetaminophen

1 Tube Hydrocortisone

20 Packets Emergen-C (as electrolyte replacement)

10 Tubes Vitalyte (as additional electrolyte replacement)

Tools

Space Blanket

EMT Shears

Irrigation Syringe

Sharpie

Pen Light

4 Disposable Thermometers

Tweezers

SOAP Notes

First Aid Booklet

Duct Tape

Bio hazard bag

Notes on Cost Estimates:

- Outfitting and shuttle costs are based on Alaska River Outfitting (ARO)prices, as supplied by Stan Boor, the owner of ARO.
- The plane flight is quoted by Yakutat Coastal Airlines for a DeHavilland Otter.
- The ferry price is the cost of getting our car to and from Haines through Skagway, and is from The Alaska Marine Highway System.
- The cost of our guide book is the cost listed by Cloudburst Productions, including shipping to Colorado Springs.
- All the permit fees are from the US Park Service’s Yakutat Ranger Station’s Information Packet, sent out to all permit applicants.

The budget is organized according to cost per day, and total cost. The bold items are category items, with all the other included items listed below it. The right hand column with total cost per trip is our cost per day times 12, the length of our trip in days (with the exception of food, being 13 in order to pack an additional day of food).

Anything that is lacking from this list, but is included on the equipment list we either already own, or intend to buy with personal funds before the trip or borrow.

We recognize that the RKMf limits funding for \$1,500 per person, and that our costs exceed that. We are willing to pay the additional costs personally and still follow our plan to execute the trip as it is described through the rest of this application.

Ritt Tatshenshini-Alsek Budget

Outfitting Item	Cost Per Day	Total Cost for Trip
Transportation		
Plane Shuttle from Dry Bay		\$1,200.00
Shuttle to Put In from Airport		\$474.75
Gas C. Springs to Haines*		\$578.61
Gas Dalton Post to Haines *		\$578.61
Airport Shuttle		\$42.20
Round Trip Ferry		\$284.00
Transportation Subtotal		\$3,158.17
Food	\$30.00	\$390.00
Maps and Books		
Guide Book		\$21.50
Maps and Books Subtotal		\$21.50
Permit Fees		
Canada Parks Fee		\$300.00
NPS Permit Fee		\$100.00
Permit Application Fee		\$25.00
Permit Fees Subtotal		\$425.00
Gear Rentals		
16' Avon Raft With Frame**	\$60.00	\$780.00
Kitchen Box*	\$42.00	\$546.00
Water Filter	\$7.00	\$91.00
Toilet System	\$6.00	\$78.00
Bear Spray	\$1.50	\$19.50

Local Sales Tax (5.5%)	\$90.45
Gear Rental Subtotal	\$1,734.95
Overall Total	\$5,729.38
Total Requested	\$4,500.00

*2747 miles total. 1067 to border (\$175.41), 1680 from border to Dalton Post (\$427.44) (Average gas price in US in May of 2013 was US\$3.60/gallon. Gas in Canada sells as US\$1.32/ liter)Estimates are for a 22 MPG Vehicle

** Includes: Frame, 4 Oars, Oarlocks, Cooler, Waterproof Food Bag, 35 Cam Straps, 2 Bailing Buckets, Spare PFD, 50' Throw Bag, 2 Bowlines, 2 Paddles, Repair Kit, Table, Pump

* Includes: Stove, Pots, Pans, Dutch Oven, Utensils, Coffee Pot, Dinner Plates, Large Bowls, Fire Pan and Heating Grate, Wood Tarps, Water Jugs, 3 Metal Wash Buckets, Kitchen Tarps, and Hand Wash System



RITT KELLOGG MEMORIAL FUND - EXPEDITION AGREEMENT

An IMPORTANT note regarding expedition CHANGES

It is the policy of the Ritt Kellogg Memorial Fund ("RKMF") that material changes to an expedition are strictly prohibited.

This policy is designed to prevent individuals from utilizing RKMF Expedition Grant funds for purposes other than those that have been specifically approved in their Expedition Grant Proposal (The Proposal) and to help maintain the integrity of the RKMF for many years to come.

While any trip into a wilderness setting requires some flexibility in dealing with the risks and hazards that are presented in such dynamic environments, changes made that alter the material nature of the trip from that which was proposed are NOT allowed.

Such material changes would include -- but not be limited to:

- * Changes in location beyond those on the maps provided in The Proposal.
- * Changes/additions in activities not described in The Proposal.
- * Changes of the level of risk taken on beyond that which was described in The Proposal.
- * Changes -- either addition or removal - of expedition members that alter/reduce the overall safety of the team. This includes the overall skill base of the team. This would include the majority of participant changes.

Reasonable changes made *in the field* in the name of genuinely mitigating risks and maintaining participant safety are fully encouraged and considered an important part of what the RKMF is trying to encourage.

If you make a material change in your expedition (as described above) you may be asked to return the funds provided to you.