Ritt Kellogg Memorial Fund

Registration

Registration No. 1WZG-57265
Submitted Jan 21, 2026 8:04pm by Lily Frost

Registration

Aug 25, 2025-Jan 21, 2026

Ritt Kellogg Memorial Fund

RKMF Expedition Grant (2026 Group Application)
Aug 25, 2025-Jan 21, 2026
This is the group application for a Ritt Kellogg Memorial Fund Expedition Grant. In this application you will be asked to provide important details concerning your expedition.

In addition to this Group Application, **each team member must submit an Individual Application**. All Group Applications and Individual Applications must be received by 1st Wednesday of Block 5 at noon.

For more information, example applications, proposal writing tips, and further guidance, please visit https://www.coloradocollege.edu/other/rittkelloggfund/grants/expedition-grants/overview.html

If you have any questions please email Kate Nelson at knelson@coloradocollege.edu

Waiting for Approval
Jan 21, 2026 8:04pm

Participant

Lil Frost
[redacted]

Consent

USE THIS WAIVER

Lily Frost
Trip Leader

USE THIS WAIVER
Recorded (Jan 19, 2026 7:27pm, *LF*)

Expedition Summary

What is the name of your proposed expedition?

Sea Kayaking Alaska's Inside Passage

If you have an alternate name for your expedition, please list it here.

Glaciers and Grizzlies and Bioluminescence - Oh My!

Briefly describe the objectives of your expedition. (100 word max)

Our overarching objective is to safely execute this 466-mile paddle. Along the way, connecting deeply with the environment and establishing a sense of belonging in being held and transported by the sea.

One of Addie's biggest goals is to appreciate the surreal landscapes of Alaska's receding glaciers before they're gone to warming seas. She will conduct research on water systems throughout the trip, taking small water samples along our route.

Having familial ties to southeast Alaska, one of Lily's personal objectives is to reconnect to her sense of home and the source of so much childhood wonder and awe. She will study the flora and fauna of the Tongass national forest, a place near and dear to her heart. To deeply root herself into the environment and her family history, she will practice botanical drawing and plant identification, engaging wholly with her surroundings.

Together, we will work to document cultural and natural ecology of the world's largest intact temperate rainforest, basking in the solitude of Native American Fjordland. As women embarking on a self-support expedition, we'll foster a sense of empowerment by taking on leadership, self-reliance, mutual support, and independence. By slipping into the rhythms of the water, we hope to engage processes of mindfulness and reflection in the face of physical and mental challenges. Lastly, we aim to make ourselves responsible stewards of the land, by giving back we hope to participate in storying the land, not as tourists but welcomed visitors.

Briefly describe the location of the expedition. (100 word max)

Our paddle route takes us through Alaskan Inside Passage from Glacier Bay National Park and Preserve, the ancestral waters of the Huna Łingít, and through the Tongass National Forest, the homelands of the Tlingit, Haida, Tsimshian, and Eyak. Our journey ends in Ketchikan.

Date that travel to the expedition will start.

May 15, 2026

Date that your team will enter the field.

Jun 1, 2026

Date that your team will exit the field.

Jul 15, 2026

Date that the last team member gets to their home location.

Jul 20, 2026

How many days will your team be in the backcountry?

43

How does your planned destination provide a "wilderness experience," and how will your expedition offer solitude and promote self-reliance and grit? (200 word max)

The Alaskan Inside Passage (IP) is a stunning, protected marine corridor weaving through remote islands. Shaped by the regions glacial past and present, this labyrinth of waterways, fjords and islands offers protection from the full force of the Pacific Ocean. The Alaskan stretch of this waterway is marked by the rich marine ecoregion that is Great Bear Fjordland and the ancient Tongass rainforest. The IP shelters diverse marine and terrestrial life including whales, bears, moose, wolves, eagles, and orcas.

This vast wilderness encompasses 15,000 miles of shoreline, few roads, and more brown bears

than human residents. The 17 million acres of Tonagss National Forest stand as the largest, intact expanse of temperate rainforest remaining in the world. Despite recent efforts, it remains largely roadless, undeveloped, and first growth. The ecological services and biodiversity of this vast ancient forest cannot be overstated, and unlike anything we may experience in the lower 48.

While there are First Nations villages and small fishing towns, accessible by air or water, for days at a time we will be exploring incredibly remote waters. We've planned our re-rations so that we don't have to leave the docks to pick up our supplies, limiting exposure to human infrastructure. However, we are very grateful to the USPS for the possibility of re-rations in such a remote environment.

Although it remains largely undeveloped, the Inside Passage is a destination for many cruise ships. This time of year, we're also likely encounter other fishing and recreation boats. We will respectfully pass them by and stay our course, limiting exposure to the tourism industry by taking smaller channels that won't accommodate cruise travel.

This trip is sure to expose us to wilderness unlike anything we've experienced. We welcome the challenge of relying on ourselves and each other and the gift of solitude in our pursuit of the Alaskan wilderness.

Participant Qualifications

Expedition team member information

Graduation date

Lily Frost: May 17th, 2026
Addie Langworthy: May, 2029

Medical Certifications

Both of us completed the WFR half block at Colorado College, on January 14, 2026.

Does your team have adequate experience?

Yes

Describe your team's training plan to solidify or improve technical skills, physical conditioning, and team dynamics prior to the start of the expedition. (200 word max)

Though we both have experience with multiday kayaking trips in freshwater and the sea, we will use this spring as an opportunity to train our bodies, paddling technique, rescue skills, and establish confidence in each other as expedition mates.

We will attend weekly roll clinics, condition our bodies for the physical challenge, and practice navigation and reading tide charts. Additionally, before setting off we will make sure we have practiced with all our gear, including radio, safety equipment, repair kits, and our kayaks.

At roll clinics we will work on mastering out basic rescue techniques, such as wet exits, t-rescues, and kayak rolls, and single person kayak re-entry. Additionally, we'll practice various assisted rescue techniques such as the hand of God rescue, buddy rescues and assisting each other back into the boat. To minimize the risks of hypothermia, we will prioritize rolling as the favored self-rescue strategy, followed by t-rescues and hand of God, and finally wet exits. We will practice using paddle floats, so that in the event of a wet exit (swim) we are able to get back

into the kayak singlehandedly. We will practice these skills in the larger creek boats at the Schlessman pool to stimulate the feeling of an expedition sea kayak. Once we pick up our boats in Juneau, we will use the days before our expedition to practice these techniques in full paddling gear and wetsuits in the glacial waters of Juneau, AK.

Addie will be conditioning during the ultimate frisbee season in the spring. Lily will train cardio 3-4x a week and strengthening core, back, and upper body as well as regularly attending yoga classes. While we are both active people, we plan to hold each other accountable to strength, flexibility, and endurance training to mitigate any unnecessary risk of paddling related injuries.

We plan on using class II and III sections of the South Platte River as a training ground for practicing our rescue techniques, paddle strokes, water literacy and ability to catch or avoid critical eddies. These weekend river trips will also provide us the opportunity to learn each other's strengths and weaknesses on the water, facilitating trust and accountability, and foster open communication.

Expedition Logistics, Equipment, and Food

Briefly describe how each expedition member will travel from home to the trailhead and back again. (100 word max)

Lily will drive from Colorado Springs to Seattle, staying with family in Walla Walla along the way. She will have her car thoroughly inspected and serviced by a trusted mechanic before embarking. Driving safely, and in shorter segments switching shifts with her dad. Addie will fly to Seattle from Colorado Springs.

In Seattle, Lily and Addie will drive to the Bellingham ferry terminal and load themselves, and all their gear onto the ferry. We will pitch a tent on deck, weather permitting, during the three-day journey. Upon arrival in Juneau, we will go to the Alaska Travel Adventures warehouse and meet our vessels, two Necky Looksha 17' kayaks, retrieve our first food supply, and rest up for the journey. We will spend two full days checking out our boats, taking them out on the water, packing our gear, unpacking and then doing it again, making sure we have everything we may need.

On June 4th, we will return to the ferry terminal at Auke Bay with our kayaks and gear and food all packed away into dry bags, bear canisters and lightweight mesh bags. From there we will travel by ferry to Gustavus where we will meet a taxi which will take us to the Glacier Bay Visitor center. There, we'll complete the required one-hour backcountry orientation. We'll camp at Bartlett Cove and take the morning tour boat out to our launch point, Mt. Wright.

At the expedition's final stop in Ketchikan, AK, we will once again board the ferry for Juneau, a 1-day trip where we will our kayaks. Lily will make Juneau her home base for the rest of the summer, and from Juneau Addie will fly back to Seattle, WA.

Upload a detailed day-by-day itinerary, beginning when the first team member leaves home.

Alaska Itinerary.pdf (3M)
Uploaded 1/21/2026 7:46pm by Lily Frost

Please paste a URL to your complete digital expedition map.

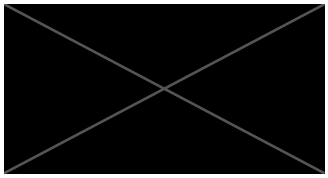
https://www.deepzoom.com/trip/k8cbdfac

If you have plans to re-ration during the expedition, describe the plan below (100 word

max)

Our re-ration plan includes sending all our food boxes from Seattle to be picked up in Juneau, Hoonah, Angoon, and Petersburg. This will surely be an exciting event as we'll be spending 8-14 days away from civilization between re-rations, each box will include new and exciting snack and meal possibilities which is sure to boost morale. We will be packing our food boxes with additional items to restock our first aid and repair kits, including wound care and strain injury prevention items like gauze, bandages and KT tape. At Angoon, we will also mail ourselves one pair of clean socks and underwear each, as a treat. Due to the extended nature of the trip, we will use marine fuel docks to resupply unleaded gasoline for cooking. This is so we don't have to carry 4 gallons of gasoline between the two kayaks, especially during long crossings.

Juneau- June 2nd-10th
- The first food box supplies the first 8 days of our adventure and will be shipped to Alaska Travel Adventures, where we'll get our kayaks.

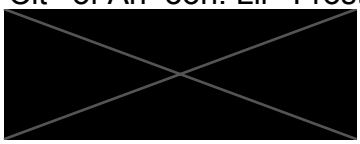


Hoonah- June 12th
- We will have our first re-ration mailed to the Harbor Master in Hoonah, Alaska. For pickup around June 12th, this re-ration will accommodate 8 days of food.

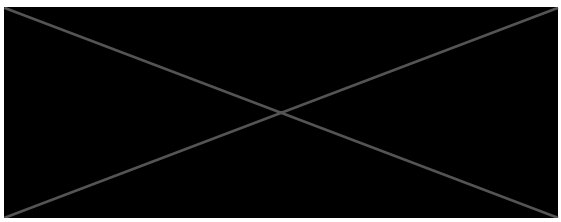
Attention: Hoonah Harbor Master
1 Harbor Dr
Hoonah, Alaska 99829

Angoon- June 20th
- Our second re ration will be picked up from the Angoon City Office and accommodate 14 days of food, a wound care focused first aid resupply, additional repair materials, fresh socks and underwear.
- We have confirmed shipping information with the City Office.

Cit of An oon: Lil Frost



Petersburg- July 4th
- We will ship our final re-ration for the last ~100 miles of our trip to the Petersburg Harbor Master at the following address. We have confirmed this with the harbor office. We will provide payment in the form of a cookie, per Ed's request.



Describe how you will protect your food from wildlife. (150 word max)

Our food storage plan must not only address wildlife concerns, but water contamination as well.

At times, we will be carrying up to 14 days of food, making an efficient, well-organized system essential for quick access and protection from moisture and wildlife. All food will be purchased in bulk, then divided into our 4 ration periods. During the entire trip, all food (and any scented items) will be stored in bear canisters and waterproof containers such as airtight Ziplock bags and larger dry bags. A few of our items (beans) will be canned, and the bulk of our food is lightweight, high-energy, and dehydrated foods to reduce kayak weight.

To protect our food from wildlife, specifically bears, we will follow strict Leave No Trace practices and bear precautions. Cooking and food storage will take place at least 300 feet downwind from our sleeping area, and all food will be secured immediately after meals or whenever we leave camp. Bear canisters will be sealed and hung at night, campsites will be kept clean and fully secured when unattended. With careful planning, waterproof storage, and well-practiced systems, we will safely manage food storage both on the water and on land throughout the expedition.

Upload a detailed food list with budget numbers and show hoe it meets the caloric needs of the expedition.

Expedition Food.pdf (64K)
Uploaded 1/21/2026 12:07pm by Lily Frost

Upload a thorough equipment list.

Gear List.pdf (72K)
Uploaded 1/21/2026 11:23am by Lily Frost

Upload a first aid kit list.

First Aid.pdf (46K)
Uploaded 1/21/2026 11:58am by Lily Frost

How will you limit and leverage your impact on this trip? (150 word limit)

Alaska's southeastern panhandle is the ancestral homelands of the Tlingit, Haida, Tsimshian, and Eyak. These powerful maritime cultures left rock art- petroglyphs and pictographs from the past 10,000 years of inhabitation in the region. If we are lucky enough to encounter these works of art, we will respect these artifacts by taking only pictures and leaving only footprints and gratitude. Not only is it unlawful to disturb these cultural sites, but we hope to make ourselves welcome visitors in these tribal waters by preserving and respecting cultural heritage. Much of this rock art was created by someone standing in a canoe or similar watercraft, if we are lucky enough to encounter these works, we will have retraced the paddle strokes of peoples up to 10,000 years ago.

By taking the Ferry as opposed to flying for much of our travel, we will significantly reduce our carbon emissions as well as providing slow, meaningful engagement with the rugged coastline. Immersing ourselves in the expedition mindset and sense of place days before we cast off in glacier bay. Emissions generated by car and plane travel will amount to an offset of $10.11, while all our ferry travel would only amount to $0.32.
All waste, except for human waste, will be packed out. Solid bodily waste will be disposed of at least 200 feet from any water source, covered, in a hole 6-8 inches deep, near vegetation or in deep organic soils, with maximum sunlight exposure. Whenever proper LNT disposal of human waste is not possible, we will use Wag Bags to pack out and dispose of waste sanitarily. We will pack out all hygiene products. In addition to our own waste, we will be looking for micro trash left by other visitors, leaving campsites better than we found them.

In the absence of established campsites, we will camp where we can minimize damage to land, foliage, and waterways. This means camping 200 feet from lakes of streams, on durable

surfaces such as gravel or sand, and not altering the sites in any permanent ways.

Risk Management

What are the main objective hazards of the expedition? (500 word max)

1. Weather
Temperatures between Juneau and Ketchikan in June and July will likely range between 40-70 degrees Fahrenheit. This range is slightly larger than past monthly averages in these locations because climate change can create unpredictable weather events with higher highs and lower lows. We will check weather reports daily on our VHF radio, and more often if there is an approaching storm or other weather events. We will not paddle during a Small Craft Advisory. We are prepared for and expect weather conditions to cause delays. We expect many days with precipitation, so will bring easily accessible waterproof layers and prioritize protecting a dry change of warm clothes to prevent hypothermia and non-freezing cold injuries that may be exacerbated by chronic exposure to water.

Moreover, June has the longest days of the year, and in Juneau there will be over 17 hours of daylight. This is extremely prolonged sun exposure added with light reflecting off the water. We will cover ourselves on the water with sun hoodies, full-brim hats, sunglasses, buffs, paddling gloves, and naturally, sunscreen. Off the water we will also dress conservatively as a preventative measure against sunburn and mosquitoes. There is also a possibility of heat exhaustion or stroke during long hours exercising in the sun, so we will be sure to hydrate, take breaks, and find ways to cool down such as splashing ourselves with water.

We have experience with water-based expeditions off the coast of Washington and are well-practiced in dealing with cold water, hot days, rainy days, and staying warm and dry during expeditions. Our response to weather-related injuries will depend on their severity. We will evacuate in case of sunstroke or severe hypothermia.

A strong headwind will prevent us from moving our boats forward, and any strong wind will create choppy waters. As we discuss later on, if waves are over 3 feet we will evacuate the water as efficiently and safely as possible. The same is true if the wind is a sign of an incoming storm or poses unnecessary work and risk. To mitigate the overall risk of wind and waves, our route is entirely protected and the vast majority of our route hugs shorelines. This provides constant accessible emergency landings and a buffer that diminishes the intensity of waves and wind compared to open water conditions.

Fog reduces visibility, increasing the risk of other, larger boats colliding with us and failures in navigation. We will not paddle in fog unless required by a medical emergency. If fog paddling becomes necessary, we will remain close to each other and the shore and use an air horn to identify our presence to incoming vessels.

Lightning is extremely dangerous on open water. If we notice signs or hear reports of a thunderstorm in our VHF radio, we will rapidly evacuate the water and set up in lightning position on land as efficiently as possible. We will wait over 30 minutes after the last lightning before returning to the water. If worse comes to worse, we will raft up on the water, lower our paddles, and stay low. However, we will do everything to avoid this situation and it is unlikely to get to this point.

2. Waves
We will study the hydro topography to optimize our route, be vigilant about our on/off the water

times to avoid peak flow, and aim to travel during low winds. However, we will inevitably encounter large waves or swells. We will paddle so that we hit large waves perpendicularly (90-45 degrees), to prevent capsizing from flipping on our side. If the waves are large enough to conceal other kayakers in the water, about three feet, we will rapidly evacuate the water. These conditions create higher risk of capsizing, remaining in control of one's location, and communicating with each other will be very important. Our spring training in whitewater conditions will also improve our comfortability navigating choppy seas.

Currents: Our ability to travel is highly dependent on currents and tides. We will begin in Glacier Bay which has tides as large as 25ft vertically and during peak flow, currents in Sitakaday Narrows, the exit to Glacier Bay into the Icy Straight, can reach 7 knots. Furthermore, we will be paddling between Kuiu and Kupreanof Island. This is a small area full of miniature Islands, so we must be extra cautious of shallow water, fast currents from compressed water, and eddies due to the intricate hydro topography. This also applies for the southeast end of Mitkof Island that neighbors the mouth of the Stikine River (the fastest flowing river in north America).

Crossings: Our route keeps us along the coast, so we can depart the water in rough conditions. There is an open water crossing through the icy strait from the mainland to Chichagof Island. However, Lemesuier Island sits in the middle, offering a safety zone and breaks up the crossing into 4 miles of open water, 3 along the Island, and then 4 miles to Chichagof. Our next crossing is from Tenakee Springs on Chichagof Island to Admiralty Island which is about 7 miles. The largest crossing of our trip is the 10 miles from Admiralty Island to Kuiu Island through Frederick Sound. Our plan to stay safe during all three crossings is the same. We will camp as close as possible to the start of the crossingo to conserve all our energy for the crossing. We will only cross if the weather is clear, no winds oppose the current, barometric pressures are steady, and there are no visual signs of an upcoming storm. We will check the current predictions the day before, tune into weather reports, mainly cross during slack, use our GPS to ensure we do not drift off course, and keep our radio available the entire time.

Flipped Kayak: One of the main risks is submersion in water if our kayaks flip. To mitigate this risk, we will never paddle in dangerous conditions such as lack of visibility, waves over 3ft, nor stormy weather. To mitigate this risk, Lily and Addie are practicing white water kayaking techniques in Colorado including roll sessions in the pool and river settings. The skills of balancing and staying afloat in white water kayaking translate well to sea kayaking. A T-rescue would prevent the overturned kayaker from fully exiting their kayak which would be optimal. Otherwise, we both have experience re-entering flipped sea kayaks, and we are practicing individual techniques such as with a paddle float counterbalance as well as rescues with each other. We will always be a shouting distance away, there will never be a scenario in which one of us is left alone in the water. If a kayak flips, we will be prepared to re-enter the kayak within 60 seconds of flipping, and paddle directly to shore, where we will respond to possible hypothermia or other injuries and rest. While on the water, we will always wear appropriate gear for submersion in water, specifically a PFD, paddling jacket, and wet suit.

Ice Falls: In addition to long crossings, we must also take precautions against falling ice sheets, strong waterways, and damaging our boats. Falling ice can create large waves that would be extremely dangerous for us in kayaks. When we are paddling by glaciers, we will be sure to stay over 500 yards away or double the distance of the height of the glacier. In the event of an ice fall causing a capsized boat, we will respond the same as other instances of a flipped boat.

3. Wildlife

We will be camping in bear country--both black and brown. The Tongass rainforest hosts approximately 3,000 grizzly bears. They are most concentrated on the Admiralty, Baranof, and

Chichagof Islands. We will camp on Admiralty and Chichagof islands. Additionally, there is a population of about 10,000 black bears spread throughout the region we are kayaking. Bear safety is of the utmost importance.

To prevent encounters with bears, directly after landing we will check our area for signs of recent bear activity (tracks, scat, feeding remains, or trails) with emergency bear spray on hand and making loud noises to announce our presence. If clear signs are present, we will continue along the shore to find another campsite. If no signs are found, we will remain at our original landing site, staying close, alert at all times, making noise, and communicating regularly, especially in areas of dense vegetation with limited visibility. Furthermore, we will triangulate our camp setup so that the kitchen is near the shore, our tent is upwind of the kitchen, and our food storage is far away and downwind of our tent. As recommended by the National Park Service, if we encounter a bear, we will identify ourselves and stay calm. We will also carry an air horn and bear flares as a first step measure to scare them away at a far distance. In an emergency, we will use bear spray in self defense.

If we encounter a bear, we will identify the species and assess its behavior (unaware, disinterested, inquisitive, or aggressive) so we can communicate clearly and respond quickly. We will be especially cautious around grizzly bears, females with cubs, and very large bears who could be a dominant male. While on land, we will carry accessible bear spray and flares. If a bear approaches within 100 meters and appears aggressive, we will group together, make ourselves appear larger, and make noise. In the case of an oncoming attack, we will deploy bear spray in defense. If a physical attack occurs, we will play dead until the bear retreats, then provide medical care using our WFR training. However, an instance of a bear attack is very unlikely as we will respect their presence, keep our distance, and take all responsible measures to prevent this event.

Climate change is affecting how we recreate outside. Please list any expected hazards associated with climate change and how you might address rapidly changing conditions. (200 word max)

Alaska is experiencing some of the fastest effects of climate change, including warming temperatures, melting glaciers, shifting wildlife patterns, and more extreme and unpredictable weather. These changes increase hazards for sea kayaking, from sudden storms and fog to unusual currents and waves. We will be extremely vigilant about checking weather and water conditions through our VHF radio as they can change fast and we may face unprecedented weather events. Additionally, the melting glaciers increases the instability of ice and the likelihood of icefalls. Changing environmental conditions can also impact wildlife, cause stress and unexpected behavior. These issues are all covered in our objective hazards, so all our preventative, management, and response plans apply. The key to protecting ourselves from the effects of climate change is being extremely alert and observing our environment for unusual signs. By anticipating rapid changes in weather, ice, and wildlife we can adapt our routes and safety measures to manage the unique hazards caused by climate change in Alaska.

Describe your self-evacuation plan in the event of an emergency. (200 word max)

Our emergency evacuation plan is contingent upon the nature and urgency of the situation. During some stretches of our paddle, a town with emergency services may be days away and during others, only a couple hours. Our WFR training has prepared us to use judgement and reasoning when making an evacuation decision, and to provide high quality care in an austere environment while waiting for emergency services to arrive. In any event, we will take care of each other psychologically and physically to the best of our abilities. We will address any injuries before the potential to develop into larger problems arises.

In the event of a non-urgent accident, we will execute a slow and steady evacuation to the

nearest medical services. We may be able to paddle to a town with emergency services, or a ferry terminal which can take us to such services. From there we can determine if the trip should continue.
If life or limb is not in danger, but for some reason we are not able to paddle to nearby services, we will contact the local water taxi service we've established a relationship with and is aware of our travel plans. Alternatively, on channel 16 we could hail a nearby vessel and notify the coastguard.

In the event of an extremely urgent situation that threatens a person's life or limb will treat the person to the best of our ability and send out our mayday call to the Coast Guard via Channel 16 over VHF radio, as well as utilizing the "SOS" feature on the Garmin inReach for a rapid evac. In the event of a rapid evac, the most likely mode of transportation will be speed boat or sea plane, depending on our whereabouts.

We will manage and mitigate risks for the full extent of our trip, as we understand the implications of requesting evacuation services. Utilizing our combined self-rescue skills and communication skills we'll be able to keep ourselves and each other safe of the water. We will keep contact information handy for the local water taxi service, friends in Juneau and Petersburg, and family and friends on the mainland. Using our Garmin inReach, we will be able to send our location to loved ones and concerned parties without taking us out of the present moment.

Discuss any measures taken for teammates with medical histories which warrant special preparedness. (150 word max)

There are no other medical concerns for the group that warrant special preparedness.

List the emergency and rescue resources available in the vicinity of your expedition.

Alaska Coast Guard – VHF Channel 16 (International Distress & Hailing)
- VHF Channel 9 (backup hailing/distress)
USCG Broadcasts- 22a (Urgent marine info and storm warning)
Conversation Channel – VHF 68, 69, 71, 72 (non-commercial, intership, recreational use)
NOAA Weather Radio – WX1-7 (162.400-162.500 MHz)

Juneau
Harbormaster and City Office Phone (907)788-3653
Emergency clinic: (907)788-4600 or (907)788-3237
Bartlett Regional Hospital, (907)796-8900,
- 3260 Hospital DR, Juneau, AK 99801

Glacier Bay
Ranger Station - 907-697-2230
911 for emergency

Hoonah
Harbormaster- VHF Channel 16 (emergency/distress)
- VHF Channel 9 (working)
- (907) 945-3670/ (907) 203-1317
Hoonah Health Center, (907) 945-2735

Angoon
Harbormaster - VHF Channel16- (Distress)
City of Angoon- VHF Channel 14
SEARHC Jessie Norma Jim Health Center, (907) 788-4600

Petersburg
Harbor Office Main Line – VHF Channel 16 (calling/distress), (907) 772-4688
- VHF Channel 78 (vessel coordination)
Petersburg Medical Center, (907) 772-4291, 103 Fram St, Petersburg, AK 99833
Local fishing boats and recreational craft - VHF Channel 68/71
KFSK (88.1 FM) – local public radio (weather, news, community info)

Wrangell
Harbormaster - VHF Channel 16 (distress/hailing), (907)874-3736
- Channel 10 (working)

Ketchikan
Harbormaster – VHF Channel 16 (calling/distress)
- VHF Channel 73 (working), (907)228-5632
PeaceHealth Ketchikan Medical Center, (907) 225-5171

List the emergency communication devices you will be carrying on your expedition. If none, explain why.

We will have two Garmin inReach to act as a personal locator beacon and communication device, capable of sharing our location in urgent and non-urgent situations. We will also carry a marine VHF radio for communicating with or hailing nearby vessels, harbors for our re-ration points, and contacting the Coast Guard if necessary. We will also carry our cell phones and a solar charger.

Budget

Upload a detailed and complete expedition budget.

Ritt Budget.pdf (60K)
Uploaded 1/21/2026 11:57am by Lily Frost

What is the total funding request for your trip?

$5000

What is the funding request per person?

$2500

Describe what measures you have taken to minimize expenses for your expedition.(150 word max)

The most effective cost-saving measure we've implemented is borrowing our kayaks in Juneau from a friend as opposed to renting for up to $4,000 per person or paying a surcharge to bring boats from Seattle. Because we are borrowing kayaks, we will spend the two days prior to departing for Glacier Bay inspecting and testing the boats to ensure they're seaworthy and expedition ready.

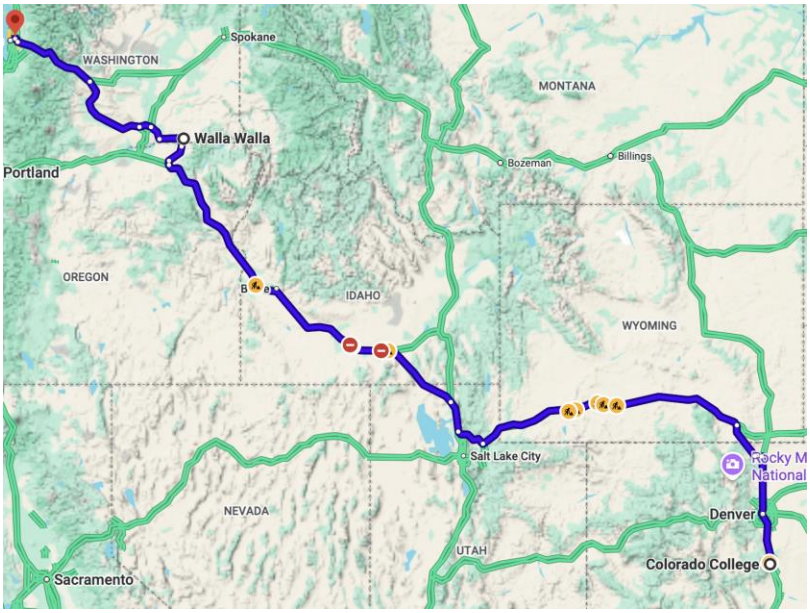
Renting much of our gear from the Gear House and bringing personal gear reduces our costs considerably. Additionally, buying bulk food items keeps our food costs to about $16 per day, maintaining a reasonable food budget for such an extended period of time.

Expedition Agreement

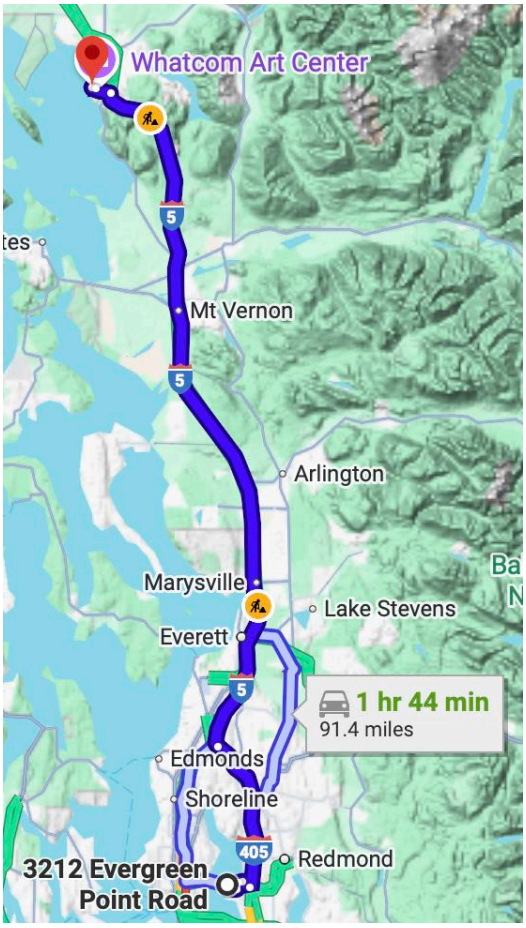
Include travel distances, elevations, route topos, tide charts, evacuation routes, re-ration plans, significant objective hazards, maps, and other information as appropriate. Provide an in-depth discussion to demonstrate a sound understanding of your itinerary. Please present your itinerary in a consistent format with details and specificity.

Travel to Launch Site:

Section A: Colorado Springs -> Seattle
Addie: May 15th (flies)
Lily: May 19-26 (7 days)
1,483 Miles (Car)



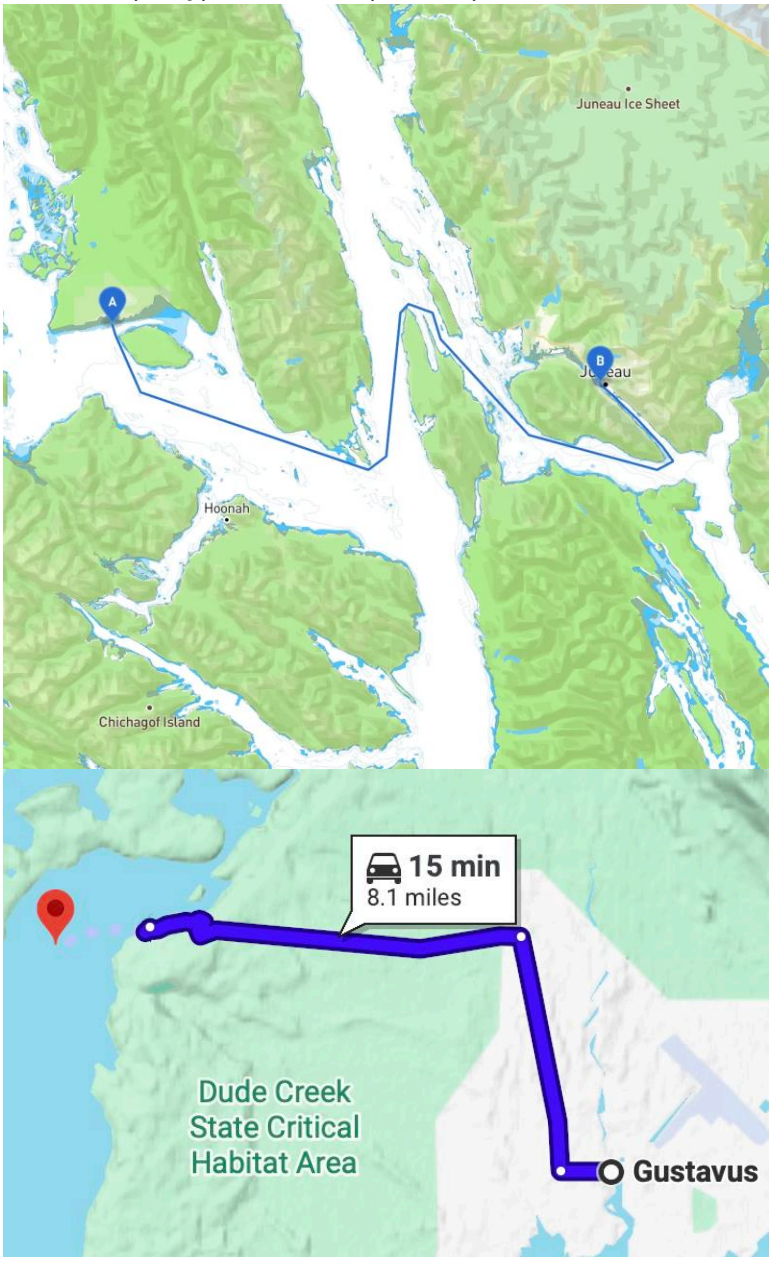
Section B: Addie's House ->Bellingham Ferry Terminal
May 29 (1.75 hours)
91.4 Miles (ferry)



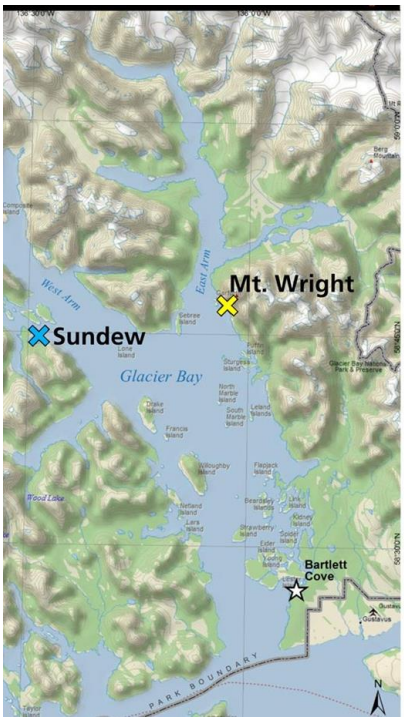
Section C: Bellingham -> Juneau
May 29-June 1 (~800 nmi)

Section D: Juneau -> Gustavus-> Bartlett Cove
June 4th

35.7 nmi (ferry) +8.1 miles (shuttle)



Section E: Bartlett Cove -> Mt. Wright Dropoff
June 5th
~25 nmi (water taxi)

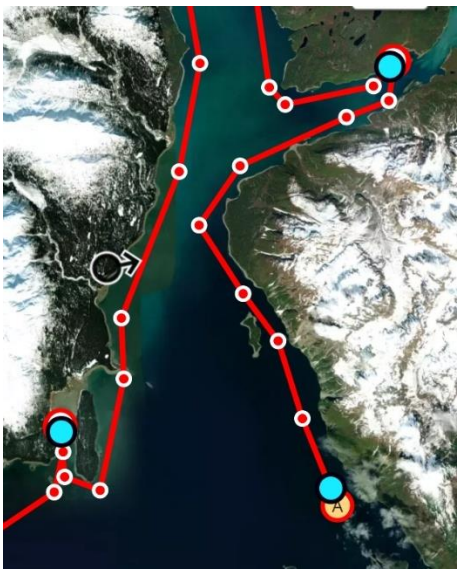


Let the paddling begin!

Paddling Itinerary:

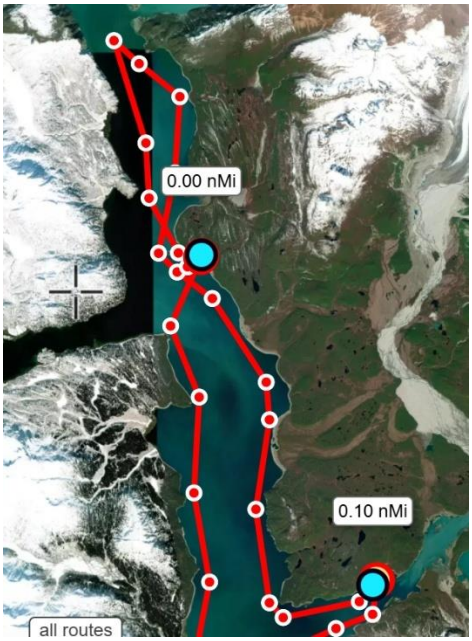
Section I: Glacier Bay -> Hoonah
June 5-15 (10 days)
0 nmi - 107.2 nmi
10.72 nmi/day

The first section of our paddle is a well-traveled National Park with lots of tour boats coming in and out daily. In an emergency, we could hail a nearby vessel or contact 911 which operates within the park.



Mount Wright Dropoff -> Muir Inlet
Campsite #1: Adam's Inlet
Daily Mileage: 9.3 nmi
Total Mileage: 9.3 nmi

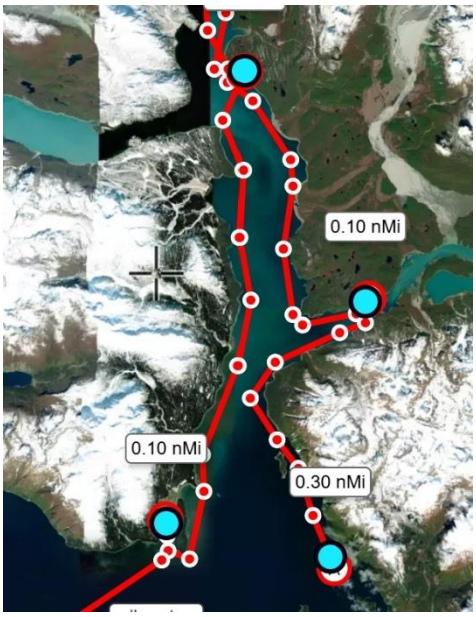
Our drop-off location is a 23-mile paddle from the Glacier Bay Ranger Station and transportation to Gustavus. The fastest evacuation would be via day tour boats/taxi service or contact 911.



Muir Inlet -> Goose Cove
Campsite #2: Goose Cove

Daily Mileage: 18.5 nmi (forming a loop so can be adjusted)
Total Mileage: 27.8 nmi

Muir Inlet glacier has receded over 2km, according to the USGS. Significant risks here include disturbed sea ice due to warming. 9.3 nmi from the camper drop off/pick up point and 35 miles from Bartlett Cove. Our best evacuation option for urgent scenarios would be slow and steady paddle back to our drop off point, hailing a nearby vessel, the water taxi service, or contacting 911.



Goose Cove -> Sebree Cove
Campsite #3: Sebree Cove (southern side)
Daily Mileage: 14.6 nmi
Total Mileage: 42.4 nmi

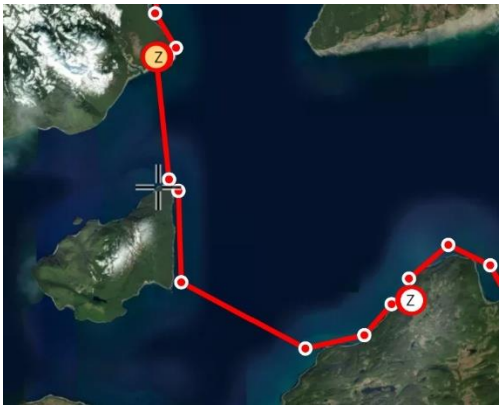
Goose cove is significantly more remote, about 53 nautical miles from the Park Entrance and reliable transportation or 43.7 nmi from the camper drop off/pickup location. Our best evacuation option here is hailing a nearby vessel or contacting emergency services.

Sebree Cove -> Geikie Rock
Campsite #4: Geikie Rock
Daily Mileage: 8.8 nmi
Total Mileage: 51.2 nmi

This will be the first significant channel crossing of our trip, meaning we will need to carefully time the tides, factor in the winds, and any sudden changes in barometric readings. Sebree Cove is a short paddle to the Mt. Wright drop off location where we could be picked up for transport back to Gustavus.

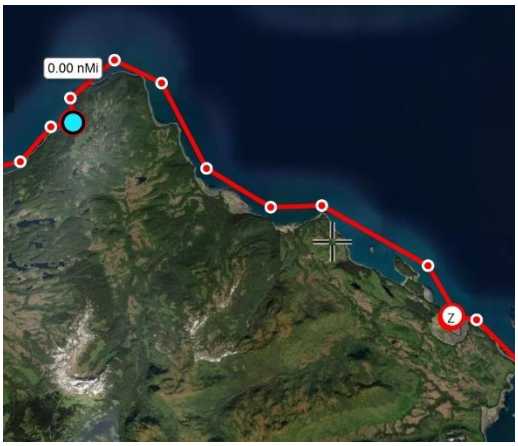
Geikie Rock -> Point Carolus
Campsite #5: Point Carolus
Daily Mileage: 21.6 nmi
Total Mileage: 72.8

The longest stretch of our paddle yet! We'll be mindful to take breaks, stretch, mind the tides, and listen to our bodies. From Point Carolus we're 34.4 nmi from our re-ration in Hoonah, where there is also a health center and ferry terminal.



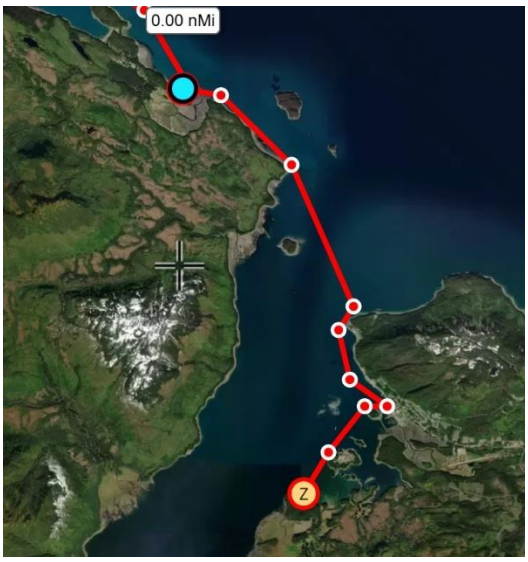
Point Carolus -> Point Adolphus
Campsite #6: Point Adolphus
Daily Mileage: 13.2 nmi
Total Mileage: 86

This stretch consists of two shorter open water crossings, and a perfect opportunity to rest and refuel in between. From Point Adolphus we're a 21.2-mile paddle from Hoonah, in the event of a "beat feet" evacuation we could accomplish this in a day.



Point Adolphus -> Gedney Channel
Campsite #7: Slightly west of Burger Point
Daily Mileage: 12.9 nmi
Total Mileage: 98.9 nmi

Now we're getting very close to our re-ration. Need be, we could easily paddle to town or hail a fishing boat passing through Gedney Channel.

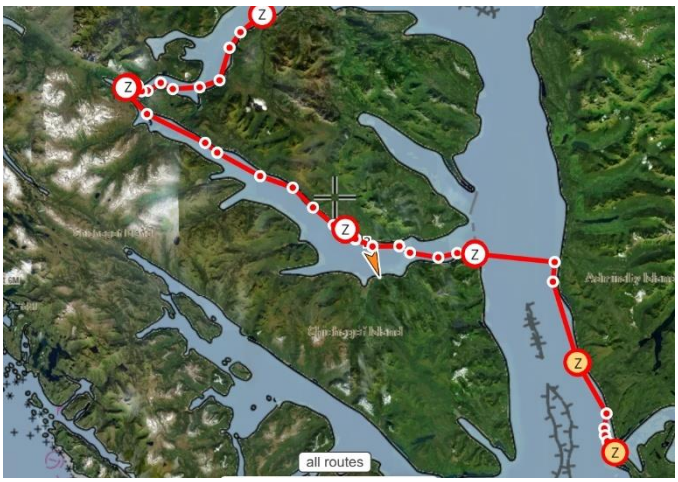


Gedney Channel -> Game Point

Campsite #8: Game Point
Daily Mileage: 8.3 nmi
Total Mileage: 107.2 nmi

This is our first re-ration! We'll restock fuel and pick up our rations from the harbor master and continue on to camp at game point. Hoonah has a small medical center and a ferry service to Juneau if we need more serious medical attention.

Section II: Hoonah -> Angoon
June 15-22 (7 days)
107.2 nmi - 178.5 nmi
10 nmi/day



This section includes our portage on Chiganof Island, which is serious grizzly territory. We'll take extra precautions when camping or portaging on the ABC islands.

Game Point -> Bell Island
Campsite #9: Bell Island
Daily Mileage: 14.7 nmi
Total Mileage: 121.9 nmi

This section is more protected than some other sections; we will stay vigilant about bear safety as this area is known for grizzly bears. At camp we will be 14.7 nmi from Hoonah, or a 20-mile paddle to Tenakee Springs, a very small town with ferry service.

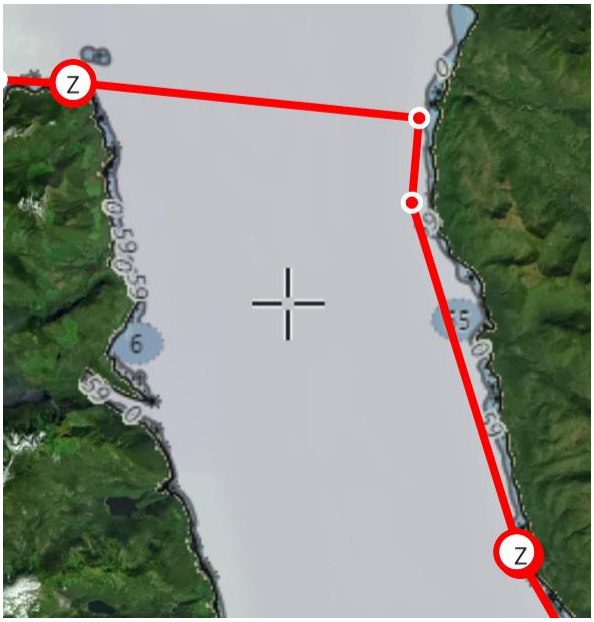
Portage Day 10
Campsite #10: Bell Island

Bell Island -> Tenakee Reef
Campsite #11: Tenakee Reef
Daily Mileage: 21.3 nmi
Total Mileage: 143.2 nmi

Day 10 is our portage day! About a mile and a half walk across the narrowest point, or more if we need to make several trips. We're very likely to see a brown bear on this walk. We will carry flares, air horns, and bear spray the entire time, but especially here. After the portage, we'll be about 21.3 miles away from Tenakee Springs. Our rapid evacuation plan remains contacting nearby vessels, the coast guard, or SOS on the Garmin.

Tenakee Reef -> South Passage Point
Campsite #12: South Passage Point
Daily Mileage: 11.8 nmi
Total Mileage: 155 nmi

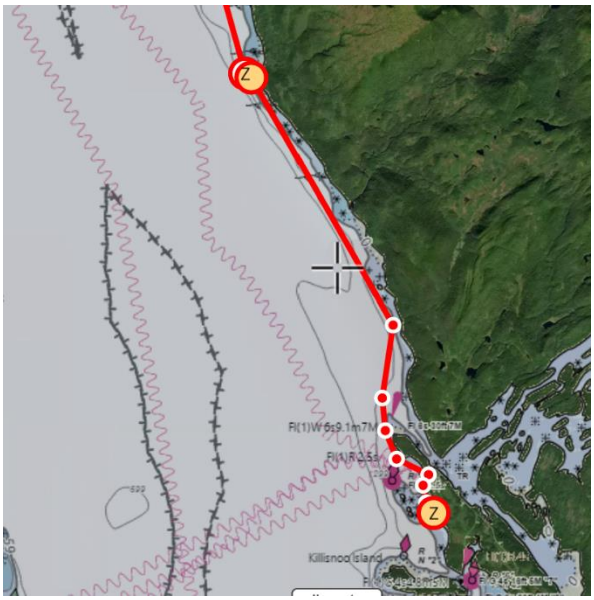
This is a fairly protected section; we'll time our paddle with the tides so as not to get swept into the passage. We're planning this section for June 14, which is a new moon and would be the perfect opportunity for a night paddle to see some bioluminescence! However, the new moon also brings spring tides which are particularly big. We'll still be within paddling distance of Tenakee Springs and remain vigilant about bear safety.



South Passage Point -> White Rock
Campsite #13: White Rock
Daily Mileage: 15.0 nmi

Total Mileage: 170 nmi

We'll have a short channel crossing of about 5nmi which we'll time with the slack tide that day.

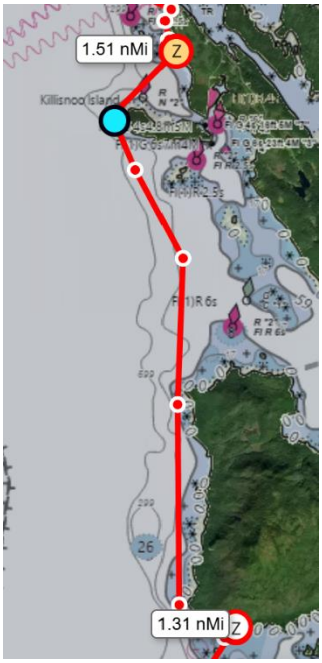


White Rock -> Angoon (re-ration!)
Campsite #14: Angoon
Daily Mileage: 8.5 nmi
Total Mileage: 178.5 nmi

This is our big re-ration! New socks and first aid, hooray! We'll pick up our re-ration at the city office, leaving our kayaks tied at the docks. We will also pick up more cooking fuel at the fuel docks. After repacking the boats we'll continue on to camp just outside of Angoon.

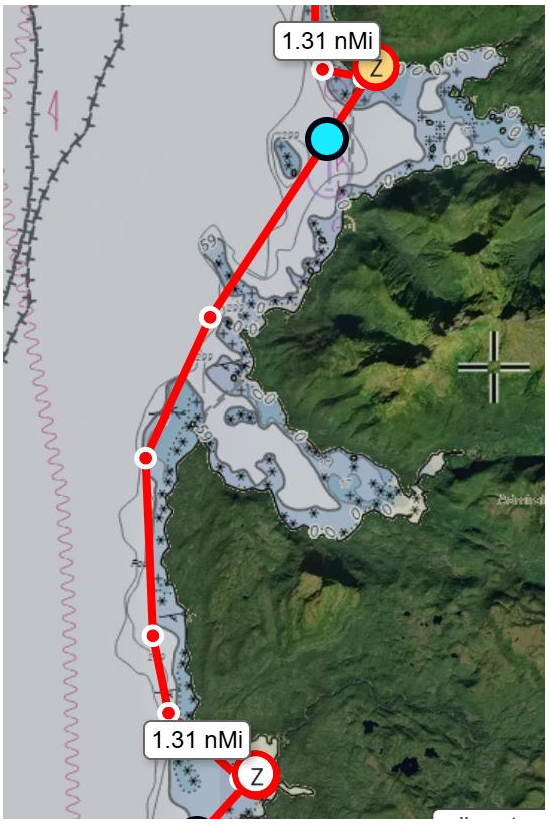
Section III: Angoon -> Petersburg
June 21-July 6 (15 days)
178.5-337.7 nmi
10.6 nmi/day

This section of our paddle includes fast tidal narrows, our largest channel crossing, and infamous devil's elbow.



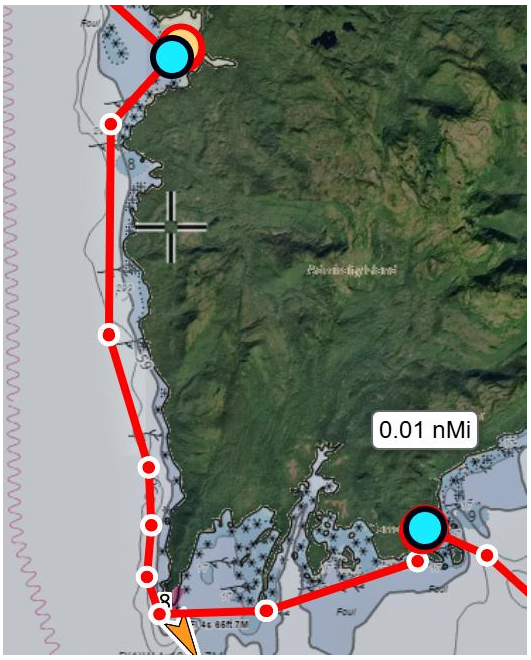
Lone Rock -> Village Point
Campsite #15: Village Point
Daily Mileage: 10.7 nmi
Total Mileage: 189.2 nmi

From here, we're still within a day's paddle to Angoon, ferry service, and a small medical center.



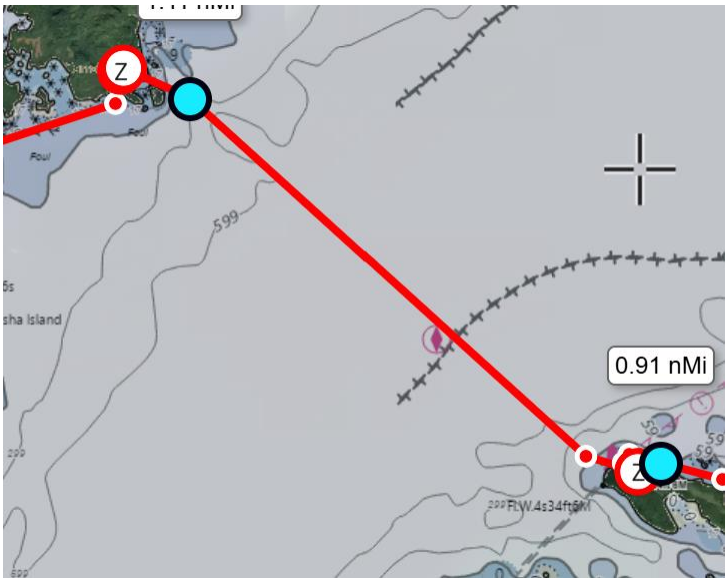
Village Point -> Wilson Cove
Campsite #16: Wilson Cove
Daily Mileage: 12.4 nmi
Total Mileage: 201.6 nmi

By Wilson Cove, in the event of an emergency, we could turn around make it to Angoon within a day. Alternatively, we'll keep our VHF radio handy to hail nearby vessels and/or the coast guard. In a mayday situation we have our Garmin to rely on.



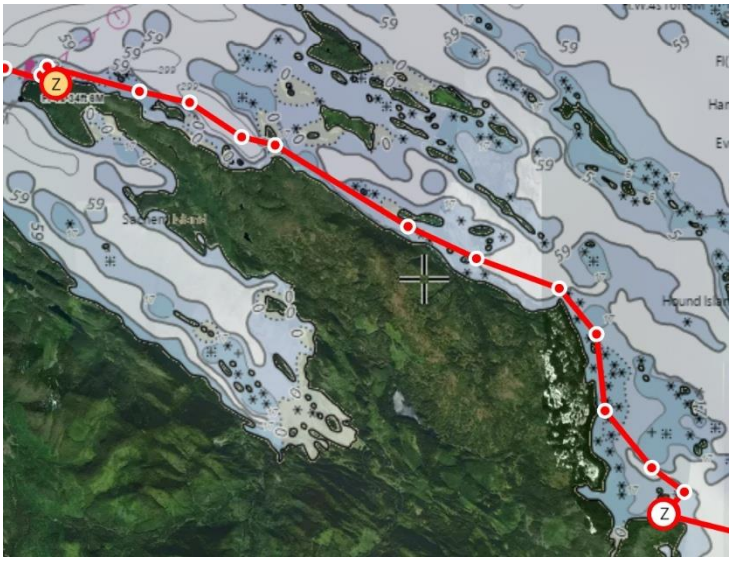
Wilson Cove -> Carroll Island
Campsite #17: Carroll Island
Daily Milage: 14.2 nmi
Total Milage: 215.8 nmi

This sharp turn in the channel poses some risks, such as turbulent and confused water as well as submerged hazards. Maintaining close to shore and on the lookout for whitecaps,



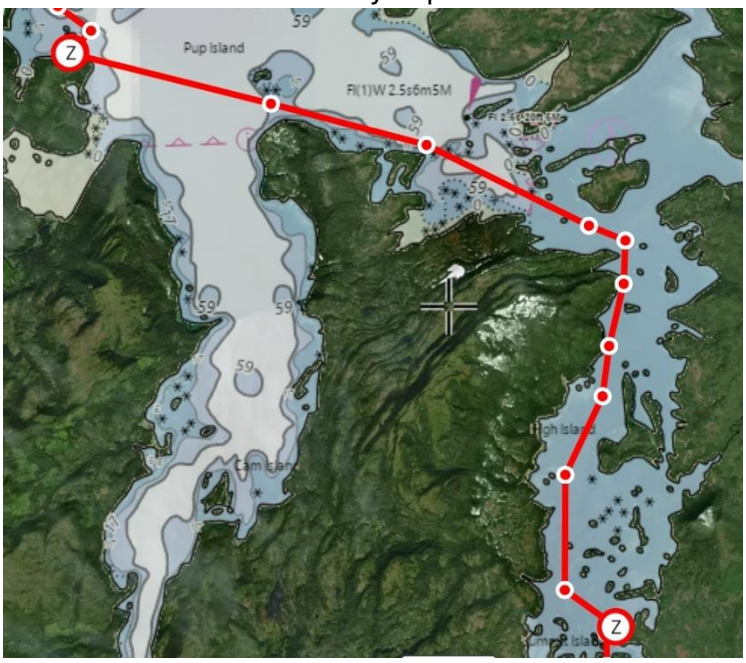
Carroll Island -> Payne Island
Campsite #18: Payne Island
Daily Mileage: 9.9 nmi
Total Mileage: 225.7 nmi

Our big crossing of Frederick sound! We will have notified the local taxi guy about our crossing this day and have him on Garmin speed-dial. We will communicate with other passing vessels as needed, as this can be a busy corridor. 36 nmi from Hoonah, and 112(!) from Petersburg, making this one of the most remote stretches of the trip.



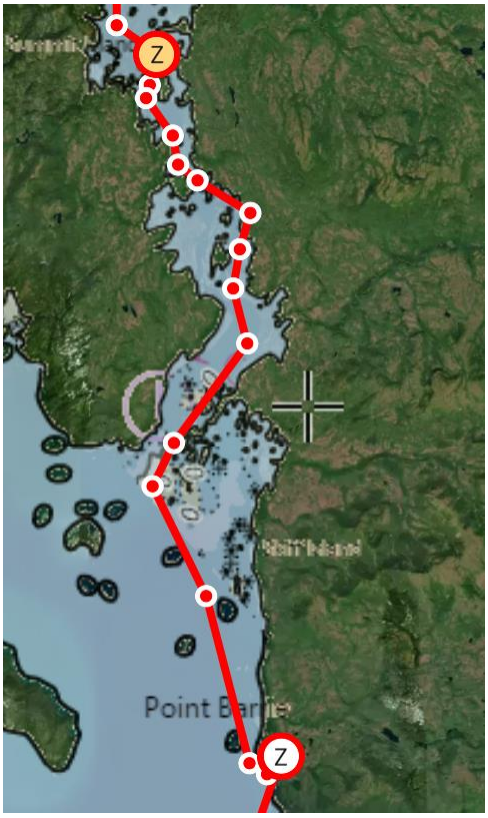
Payne Island -> Pup Island
Campsite #19: Pup Island
Daily Mileage: 13.2 nmi
Total Mileage: 238.9 nmi

This section poses the challenge of navigating small islands combined with its remoteness. Communication will be very important here.



Pup Island -> The Summit
Campsite #20: The Summit
Daily Mileage: 15.1 nmi
Total Mileage: 254 nmi

This section contains a short crossing, navigating through islands and rocks, and a rocky strait. We'll take care here to rest and be properly fueled, checking the tides and weather conditions.



The Summit -> Trouble Island
Campsite #21: Trouble Island
Daily Mileage: 16.3 nmi
Total Mileage: 270.3 nmi

The devil's elbow is both this stretch of narrows that winds between rocks and small islands, and the sharp turn in the following map. Both situations can be hazardous if not handled appropriately. We will be very mindful of the possibility of damage to our hulls around these islands and rocks. This narrow passage also makes external evacuation more difficult, so we'll take extra precautions. If we are on schedule, we will also be paddling this during a full moon. We would expect bigger, stronger tides and practice taking extra precautions.

Trouble Island -> Douglas Bay
Campsite #22: Douglas Bay
Daily Mileage: 16.3 nmi
Total Milage: 286.6 nm

A sharp bend in the channel, this stretch poses some difficulty, however there are several bays and small islands that could offer us protection in the face of bad weather or choppy seas. From here we are about 8nmi from the entrance to the Wrangell Narrows, a well trafficked passage.

Douglas Bay -> Woodpecker Cove
Campsite #23: Woodpecker Cove
Daily Mileage: 16.7 nmi
Total Mileage: 303.3 nmi

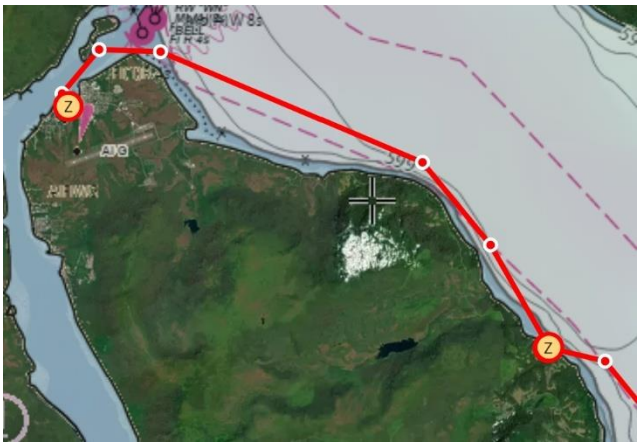
From here, if needed, we can paddle up Wrangell Narrows to get to Petersburg in less than a day. The Wrangell Narrows are some of the fastest tidal narrows in the world, so we'll avoid this option. If we must paddle up the narrows, we'll time it to a flood or slack tide. And stop midway to wait for the next flood tide. Alternatively, vessels navigate the narrows daily and hailing a ship would not be too difficult.

Woodpecker Cove -> Ideal Cove
Campsite #24: Ideal Cove
Daily Mileage: 16.3 nmi
Total Mileage: 319.6 nmi

At Ideal Cove we're 18 nmi from Petersburg (yay!) and about 22 nmi past the mouth of the Wrangell Narrows. We're entering a larger channel where we'll likely encounter vessels of all sizes. Just a couple days out from Petersburg, we'll send our location to friends in Petersburg and notify them we're safe and on the way.

Ideal Cove -> Frederick Point
Campsite #25: Frederick Point
Daily Mileage: 9.9 nmi
Total Mileage: 329.5 nmi

This section of Stephens Passage is relatively straightforward, shorter than previous days, and well traveled. Need be, we could paddle all the way to Petersburg in a day.



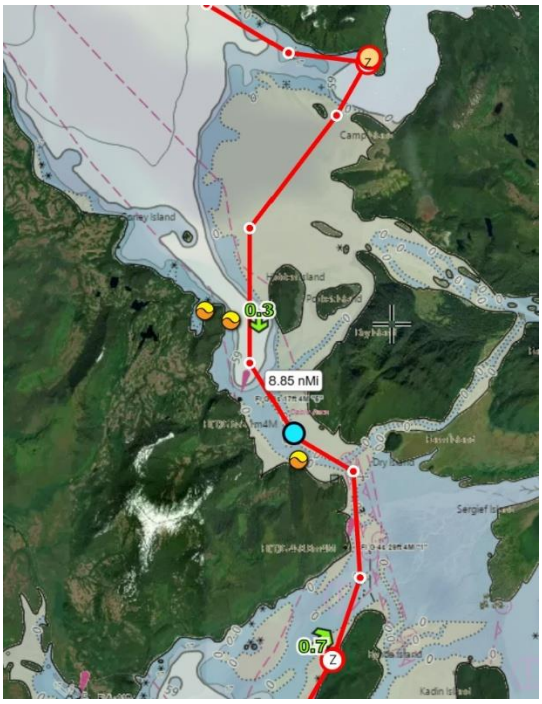
Frederick Point -> Bayou Point (Petersburg)
Campsite #26: Bayou Point
Daily Mileage: 8.2 nmi
Total Mileage: 337.7 nmi

After 14 days of technical navigation and extreme remoteness, we will have reached our third re-ration. We will make a short stop to fill up on gas, repack our boats, and wave to friends on the docks before setting up camp. If we are unable to paddle for many days due to weather, this is a potential point to return to Juneau from.

Section IV: Petersburg -> Ketchikan
July 5-16 (12 days)
337.7 - 466.5 nmi
9.9 nmi/day `

Petersburg -> Camp Island
Campsite #28: Camp Island
Daily Mileage: 15.4 nmi
Total Mileage: 353.1 nmi

This section involves crossing a busy marine corridor; we will take extra precautions with tides and communicating with other vessels. We will still be within paddling or VHF distance of Petersburg if an evacuation becomes necessary.

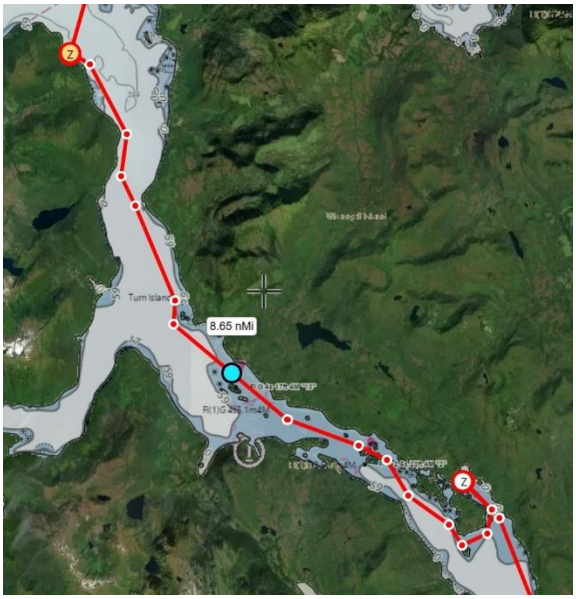


Camp Island -> Rynda Island
Campsite #29: Rynda Island
Daily Mileage: 14.3 nmi
Total Mileage: 367.4 nmi

At camp on Rynda Island, we will be approximately 30 miles from Petersburg and roughly 15 to Juneau. It would make the most sense to choose Wrangell as our evac point if that becomes necessary. There is a good amount of maritime traffic between Petersburg and Wrangell, which creates additional hazards as well as evacuation possibilities.

Rynda Island -> Young Rock
Campsite #30: Young Rock
Daily Mileage: 14.9 nmi
Total Mileage: 382.3 nmi

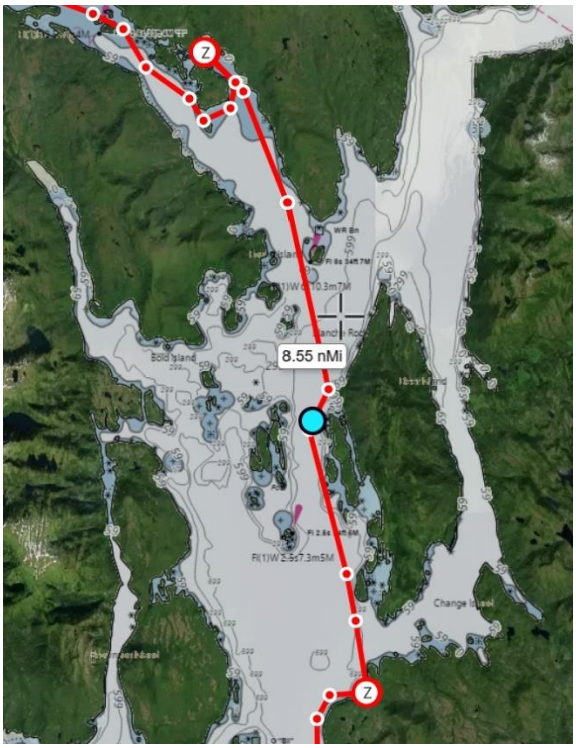
If we need to evacuate a member of the trip during this section, we will be in close proximity to Wrangell, which has medical and ferry service. Additionally, if we hit too many bad weather days, this is a point we can return to Juneau.



Young Rock -> Thoms Place
Campsite #31: Thoms Place
Daily Mileage: 17.5 nmi

Total Mileage: 399.8 nmi

In this narrow section we may experience fast tides; timing the currents will be very important.

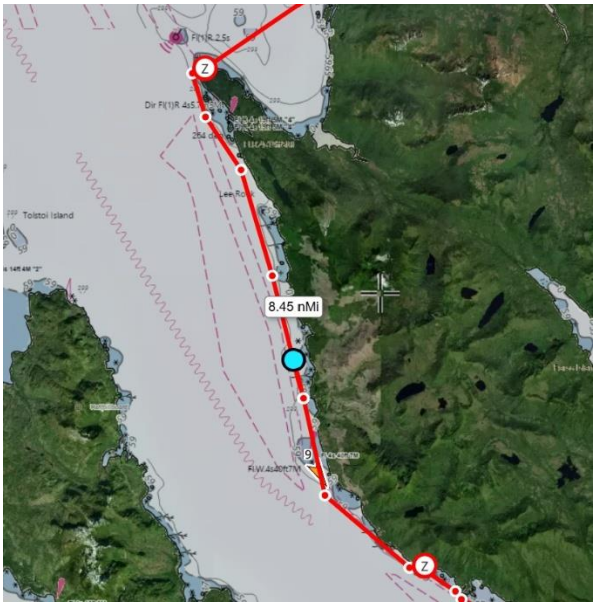


Thoms Place -> Watkins Point
Campsite #32: Watkins Point
Daily Mileage: 14.5 nmi
Total Mileage: 414.3 nmi

There are some small islands, rocks, and short crossings to navigate in this stretch. By this stretch we are a couple days' paddle away from either Wrangell or Ketchikan. Rapid evacuation strategy would rely on hailing vessels, contacting the coast guard, water taxi, or SOS messaging.

Watkins Point -> Lemly Rocks
Campsite #33: Lemly Rocks
Daily Mileage: 15.6 nmi
Total Mileage: 429.9 nmi

This section will require some navigation around submerged hazards, ensuring we don't damage the hulls of our boats. At 35 nmi to Ketchikan, we will be a couple days' paddle in the event of a slow and steady evacuation. A rapid evacuation would require contacting outside help.



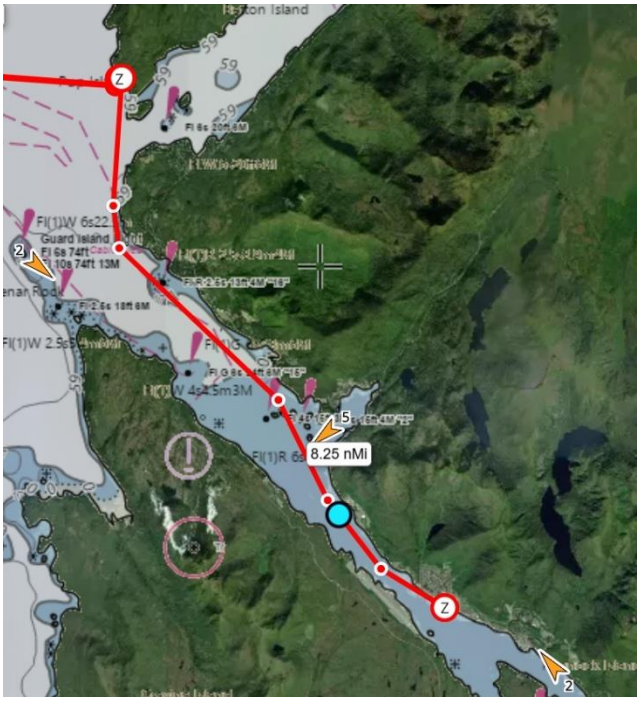
Lemly Rocks -> Niblack Point

Campsite #34: Niblack Point
Daily Mileage: 15.4 nmi
Total Mileage: 445.3 nmi

Sticking to the shoreline, we'll be able to stay safe from incoming traffic.

Niblack Point -> Pup Island
Campsite #35: Pup Island
Daily Mileage: 10.7
Total Mileage: 456 nmi

In this short stretch we will be weary of traffic and poor weather when making our crossing. Ketchikan is less than a day's paddle away if we need to self-evacuate.



Pup Island -> Ketchikan
Campsite #36: Ketchikan

Daily Mileage: 10.5 nmi
Total Mileage: 466.5 nmi

In the final stretch of our route, we will be cautious of stronger tides in the strait as well as other traffic.

Summary:
10.6 nmi per day
36 days of paddling
8 rest/bad weather days
44 days in backcountry
50 day expedition

Personal Safety Equipment

PFD (type III/IV)	2
PFD Flashing Beacon	2
PFD Whistle	2
PFD Flares	2
PFD knife	2
Spray Skirt	2
Bow Line	2
Throw Rope ($1/day)	2
Paddle Float	2
Bilge Pump	2
Sponge	2
Bailer	2
Smart Phone	2
Signal Mirror	2
Float Bags	2
Tow line	2
Kayak!	2

Bailout bag

Energy bars	6
Lighter	2
Waterproof Matches	2
Chamical heat packs	6
Water purification tablets	8
Socks, cap, gloves	2
Emergency blanket	2
Compact First Aid (detailed below)	2

Safety & Navigation

VHF Marine Radio	1
Garmin inReach	1
Digital Watch	1
Barometer	1
Nautical Charts (water proof case)	2 sets
Tide & Current Tables	1
Moon Phase Chart	1
Hand Compass	2
Plastic Ruler	1
Plastic Protractor	1
Grease Pencil	1

Binoculars	1
Log Book	1
Solar charger	1
Air Horn	1
Glacier Bay NP Permit	1

Deck Gear

Deck Dry Bag	2
Chart Case	2
Deck Compass	2
Water Bottle	2
Paddle on Leash	2
Collapsible Spare Paddle	2
Camera (Waterproof case)	2

Repair Kit

For each boat:

Pelican box	1
Heavy Gague Poly Sheet (10"x10")	2
Pack towel 6"x6"	1
Duct tape	10'
Plastic card	1

Per trip:

Whisperlite Stove Repair Kit	1
Tent pole sheath	2
Dry wall backing	3
Tenacious tape	3"x20"
Zip ties	10
Multitool	1
Kneadable Epoxy	1
Small Sandpaper	1
Sleeping Pad Repair Kit	1
Lighter	1
Safety pins	2
P cord	50 ft
Fishing Line	100 yards
Pocket Knife	1
Sewing kit	1

Dedicated Paddling Clothes

Swimsuit	2
3mm wetsuit	2
Paddle Jacket/ Dry/ Spray Top	2
Pogies	2
Paddling Gloves	2
Neoprene Booties	2
Neoprene Socks	2
Full Brim Sun Hat	2

Clothes for Camp & Paddling

Synthetic/Wool T-shirt	2
Synthetic/Wool Long Sleeve	4
Synthetic/Wool Long Botoms	4
Quick Dry Shorts	2
Mid Layer Fleece Top	2
Mid Layer Fleece Bottoms	2
Polar Fleece 200 Vest	2
Sun Hoodie	2

Camp Clothes

Liner Socks	4
Wool Socks	4
Wool Sleeping Socks (Sacred)	2
Water Sandals	2
Rubber Boots	2
Mosquito Headnet	2
Bandana	2
Ball Cap	2
Balavlava	2
Polar-Fleece/Wool Hat	2
Fingerless Gloves	2
Polar-Fleece/Wool Mittens	2
Cotton shirt	2
Cotton pants	2
Cotton Underwear	2
Synthetic/Merino Underwear	8
Sports Bra	2
Rain Shell	2
Down/Insulated Jacket	2

Personal Camping Equipment

Mesh Duffel/Backpack	4
Day Pack	2
Sleeping Bag (20 L dry bag)	2
Thermarest	2
Crazy Creek Chair	2
Headlamp + Extra Batteries	2
Sunglasses	2
Spare Sunglasses	2
2 Pack Bear Mace w/ Holster	2
Bug Repellent	1
Mess Kit	2
Toiletries (mild soap, lotion, toothbrus	2
Microfiber Towel	2
Wallet (credit cards +cash + medical i	2
Sunscreen	2
Spf lip balm	2
Diva cup	1

Shared Camp Gear

2 Person Tent w/ Ground Tarp	1
Cook Shelter	1
Ursacks	4
Bear Canister	3
Whisperlite Stove w/ 2 Lighters	1
1 L Fuel Bottles	2
1 Gallon Coleman Fuel	1
Folding Grill	1
Aquamira	1
Cook Pots & Lid (2)	1
Fry-Bake Pan & Lid	1
Pot Grips	1
Measuring Cup	1
Wooden Spatula & Spoon	1 each
Spice Kit	1
Paring Knife	1
Fillet Knife	1
Multi Tool	1
Swiss Army Knife	1
Dromedary Bags	1
Sprouting Jar	1

Unscented Dish Soap & Sponge	1
Bear Hang Kit	1
Jet Boil	1
Ground tarp	1
WAG Bags	10

Additional

Star Chart	1
Plant ID Guide	1
Light Personal Reading	2
Crab Ring	1
Fishing Gear	1
Fishing License	1
Journal +Pens & Pencils	2
film camera + 2 rolls color film	1
25L Dry Bag	6
10L Dry Bags	8
Locking Carabiner	2
Water Sampling Kit	1

First Aid

Tools

Tweezers	1
Trauma shears 4"	1
12cc irrigation syringe	1
Nitrile gloves	6
CPR Mask	1
Safety pins	4
Magnifier	1

Medication

Acetaminophen 500mg (Tylenol)	20
Ibuprophen 200mg (Motrin)	20
Diphenhydramine 25mg (Benadryl)	20
Hydrocortisone	1 tube
Bacitracin ointment (Neosporin)	1 tube
Burn relief	1 tube
Dimenhydrinate (Drammamine)	20
Aspirin 325mg	10
Tums	10
Loperamide HCL 2mg	3
Sting stop	1 oz

Wound care

Butterfly bandagees	10
Adhesive bandage 1"x3" (waterproof)	10
Medical tape 1" roll	5 yards
Wound Closure Strips 1/4"x4"	10
Occlusive dressing	4
Roll gauze	2
Q tips	6
Non-adherent dressing 3"x4"	2
Sterile gauze dressing 2"x2"	3
Sterile gauze dressing 4"x4"	3
3" comfoming gauze	3
Antiseptic wipes	8
Tincture of benzoin	2
Iodine tincture	2
Mole skin	10

Miscelaneous

ACE wrap	1
Athletic tape (Leukotape)	5 yards
Emergency blanket	1
Liquid bandage	1
Medical Tape 1" roll	5 yards
KT Tape	4 strips
Reef safe sunscreen (45+)	3.5 oz
Aquaphor	1 tube
Dry case	1
Emergency response numbers	1
Wilderness medicine handbook	1
SOAP note ouline	1
Ziplock	6
Hand sanitizer	1

Compact First Aid	**Per Person**
Compact dry case	1
Butterfly bandage	2
Adhesive bandages	6, assorted sizes
2x2 in sterile gauze pads	2
2 in cohesive elastic wrap/bandage	1
moleskin (blister care)	1
Bacitracin ointment	1 packet
Motrin	2
Mini tweezers	1
Safety Pins	4

First aid Resupply	
Adhesive Bandage	10 assorted
Sterile gauze dressing 2"x2"	2
Sterile gauze dressing 4"x4"	2
Ibuprophen 200mg	10
KT Tape	2 strips

Food	oz per serving	cost per serving	# of servings	total oz	total cost
oatmeal	1.5	0.65	50	75	32.5
chocolate protien powerder	1	1.2	25	25	30
peanut butter protien powder	1	1.2	25	25	30
Dried fruit	1	0.74	47	47	34.78
nuts	1	0.475	50	50	23.75
granola	0.7	0.63	50	35	31.5
chia seeds	1	0.45	50	50	22.5
dehydrated hash browns	1.5	1.2	40	60	48
powdered eggs	0.45	0.78	40	18	31.2
cheese	2	0.5	40	80	20
pancake mix	2	0.184	10	20	1.84
				0	0
peanut butter	1	0.35	100	100	35
raspberry jelly	0.7	0.19	100	70	19
powdered hummus	1.6	0.74	100	160	74
cucumber	1 cucumber (8.5 oz)	0.67	6	51	4.02
peppers	1 pepper	1.6	10	50	16
carrots	2	0.13	12	24	1.56
tortillas	1 tortilla	0.28	250	250	70
				0	0
ramen	3	0.1	10	30	1
pasta	2	0.08	40	80	3.2
rice	2	0.5	40	80	20
summer sausage	2	2.8	40	80	112
freeze dried veggies	1	1.43	90	90	128.7
cheese	2	0.5	50	100	25
black beans	5	0.3	40	200	12
garbonzo beans	5	0.3	40	200	12
lentils	1.23	0.18	60	73.8	10.8
				0	
				0	0
cliff bars (or other protien bar)	2.38	1.264	24	57.12	30.336
oranges	1 orange (5 oz)	0.97	30	150	29.1

apples	1 apple (6 oz)	1.06	30	180	31.8
chocolate	1.8	1.3	50	90	65
jerky	0.8	1.7	50	40	85
gorp	1.12	0.47	30	33.6	14.1
yoggis	0.7	0.71	30	21	21.3
pb pretzels	0.98	0.391	30	29.4	11.73
fruit bars (fig bar style)	2.01	0.61	30	60.3	18.3
tea	1 (tea bag)	0.19	50	0	9.5
coffee	0.25	0.5	100	25	50
electrolytes	0.17	0.69	45	7.65	31.05
hot chocolate	1.37	0.39	30	41.1	11.7
				0	0
paprika	0.16	0.06	100	16	6
salt	0.16	0.02	100	16	2
pepper	0.16	0.2	100	16	20
italian	0.16	0.18	100	16	18
brown sugar	0.5	0.03	100	50	3
curry	0.5	0.5	50	25	25
garlic	0.16	0.16	75	12	12
soy sauce	0.5	0.05	50	25	2.5
cinamon	0.16	0.08	100	16	8
potato pearls	2	7.02	10	20	70.2
tomato paste powder	1	w/ veggies	50	50	0
pesto	1.97	0.709	20	39.4	14.18
vanilla	0.2	1.25	30	6	37.5
oil	0.5	0.09	50	25	4.5
butter	0.5	0.3	100	50	30
Total				3241.37	$1512.146
Per day per person				32.4137	$16.08666
				2 pounds	

Breakfast

Oatmeal: mix it up with different flavors of protein powder, jam, peanut butter, nuts, granola, dried fruit, vanilla, and sugar

Morning hash: hashbrowns mixed up with eggs and cheese

Pancakes: for special days! We can add peanut butter, jelly, and anything else on top

Lunch

Hummus wrap: Solid base and can add our fresh veggies, including peppers, carrots, and cucumbers. There are two kinds of hummus (pepper & garlic) and we could also add jerky or pretzels to make it funkier.

PBJ wrap: a sweeter option that mixes things up and is a delicious classic

Dinner

stuffed ramen

stuffed mac&cheese

rice & beans

rice & lentils

Curry

deconstructed lasagna

pesto pasta w/ chickpeas

lentil soup

quesadilla & beans

Transportation:	Miles	MPG	Avg Cost of Fuel	Total Cost
Lily: COS --> Bellingham (Car)	1483	19	$3.41	$266.16
Addie: COS --> Seattle (Plane)				$190
Bellingham --> Juneau (Ferry)				$932
Kayak Shutte: Alaska Travel Adventures --> Auke Bay Ferry Terminal				$100
Juneau --> Gustavus (ferry)				$174
Gustavus --> Glacier Bay Visitor Center (Shuttle)				$55
Glacier Bay Visitor Center --> Mt. Wright (Water Taxi)				$300.92
Ketchikan --> Juneau (Ferry)				$364
Addie: Juneau --> Seattle				$260.00
Carbon Offsets				$10.44
Total:				$2,652.52

Food:	**$ Per Day**	Total
	$16	$1,512

Fuel (1/3 L per day):	Gallons Needed	$ per Gallon	Total
	4	$14.98	$59.92

Maps, Charts, Books:

The Nature of Southeast Alaska: A Guide to Plants, Animals, and Habitats	$7.29
Plants of the Pacific Northwest Coast	$7.69
Marine charts (2 sets)	$290

*NOAA charts are very expensive. This is the cost for two complete sets. While we are dedicated to the craft of paper navigation, we will investigate alternate options such as an up-to-date marine atlas and backup GPS device.

Permits and Fees: $0

Outdoor Ed Rental Gear:	**Quantity**	**First Day**	**Additional Day Rate**	**Total**
PFD (type IV)	1	$0	$0	$0
Spray Skirt	2	$2	$1	$88
Throw Rope	2	$2	$1	$88
Float Bags	2	$0	$0	$0

Whisperlite Stove Repair Kit	1	$0	$0	$0
3mm wetsuit	2	$3	$2	$174
Paddle Jacket/ Dry Top	2	$3	$2	$174
Pogies	2	$0	$1	$86
Neoprene Booties	2	$2	$1	$88
Headlamp	1	$0	$1	$43
Cook Shelter	1	$2	$1	$45
Bear Canister	3	$0	$0	$0
Ursacks	4	$0	$0	$0
Dromedary Bags	1	$1	$0.50	$88
Bear Hang Kit	1	$2	$1	$44
Ground tarp	1	$1	$0.50	$22.50
WAG Bags	10	$0	$0	$0
25L Dry Bag	6	$1	$1	$264
10L Dry Bags	8	$1	$1	$352
Total:				$1,557

Total Trip Expenses: $6,085.92

Funding Requested: $5000