



## Ritt Kellogg Memorial Fund Registration

Registration No. SG9W-5TTC6

Submitted Feb 2, 2022 10:07am by Kate Macklin

Approved Feb 3, 2022 11:38am by Kate Macklin

### Registration

Jul 1, 2021-Jan  
26, 2022

Ritt Kellogg Memorial Fund

Registered

#### **RKMF Expedition Grant Group Application 2021-22**

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 Wednesday, January 26th 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>

Note: For the 2020-2021 application year, the following additional parameters have been established due to the COVID-19 pandemic: - 2021 RKMF grants are limited to travel in the contiguous United States only (no Alaska, no Hawaii, no Canada). 2021 RKMF grants are limited to travel by personal vehicles only (no airplanes, buses or other forms of public transportation) - An additional COVID-19 preparedness section has been added to the Group Application - Expedition teams which receive funding must submit an updated COVID-19 preparedness form 3 weeks prior to their expedition If you have any questions please email Kate Macklin, Outdoor Education and Ritt Kellogg Memorial Fund Coordinator, at [kmacklin@coloradocollege.edu](mailto:kmacklin@coloradocollege.edu)

### Participant



**Connor McMaster**



### Expedition Summary

#### Expedition Name

Super Sierra High Route

#### Alternate Expedition Name

Semi-Super Sierra High Route

#### Objectives

We seek to hike 230 miles along the Southern Sierra High Route and Sierra High Route from Cottonwood Lakes Campground to Tuolumne Meadows. The Sierra High Route, which was first detailed by Steve Roper (though traveled by many other adventurers before him), follows the main crest of the Sierra Nevada Range and provides an isolated, largely off-trail route with strong backcountry character. We look forward to challenging ourselves with this extended-off-trail backcountry experience. Although all three of us have extensive backpacking and off-trail experience, this route will provide a greater physical and mental challenge than past trips. We will gain extensive practice traversing steep passes and navigating rocky terrain. We will have the chance to practice our map and compass navigation skills for over 20 days in a row in terrain that is largely above treeline. Our objectives for this trip include cementing critical backcountry skills that will allow us to take on larger objectives and plan long trips after we graduate. We also look forward to the opportunity to spend nearly a whole month hiking through pristine wilderness terrain, especially given the importance of the Sierra Nevada to the wilderness movement in the US. Finally, this trip will allow us to practice and further develop our wilderness leadership skills.

#### Location

This trip will follow the Southern Sierra High Route and a portion of the Sierra High Route. Our starting point is Cottonwood Lakes Trailhead, near Lone Pine, California, and our northern terminus is in Tuolumne Meadows in Yosemite National Park.

The Southern Sierra and Sierra High Routes parallel the high crest of the Sierra and follow the John Muir trail for a portion of their routes. The trail leads directly to the summit of Mt. Whitney, the tallest point in the contiguous United States. The route passes through Sequoia, Kings Canyon, and Yosemite National Parks; John Muir and Ansel Adams Wilderness Areas; Inyo National Forest; and Devils Postpile National Monument.

**Departure Date**

Aug 1, 2022

**Return Date**

Aug 24, 2022

**Days in the Field**

21

**Wilderness Experience**

The Southern Sierra High Route and Sierra High Route travel through arguably some of the most scenic mountains in North America. Our route will cross two national parks, Sequoia-Kings Canyon and Yosemite, as well as two wilderness areas — John Muir and Ansel Adams. Along the way, we will summit the highest point in North America, pass countless alpine lakes, and traverse numerous wildflower-filled basins.

Along the way, there are few opportunities for easy resupply. Due to the lack of roads intersecting our route, we have chosen to use an outfitter to drop supplies along the way. This choice will help us to maximize our time in the field and preserve our wilderness experience.

It is estimated that only a dozen parties complete the Sierra High Route every year. Hence, there is a strong possibility that we will not encounter other people for days at a time at certain points along our route. Additionally, the portions of the trail that follow the John Muir trail are mostly remote and are not easily accessed by trailheads. There are only a few locations along the trail (Mt. Whitney, Red’s Meadow, and Tuolumne Meadows) where we will be exposed to civilization and larger numbers of people.

There are few easy locations for early departures between our resupply spots. Though there are clear evacuation routes for each day, there will be few opportunities for us to easily leave the trail early. This will challenge us to be self-sufficient and exercise our wilderness survival skills to the utmost extent.

The remoteness of the trail will challenge us to fully utilize our extensive backcountry knowledge and expertise and force us to be self-sufficient for the entirety of our trip. Additionally, we will take extra precautions to preserve the beauty of this region.

**Participant Qualifications**

**Expedition Team Member Graduation Dates**



**Medical Certification Dates**

Connor: 8/1/2023  
James: 1/23/2024  
Cormac: 5/5/2023

**Does your group have adequate experience?**

Yes

**Training Plan**

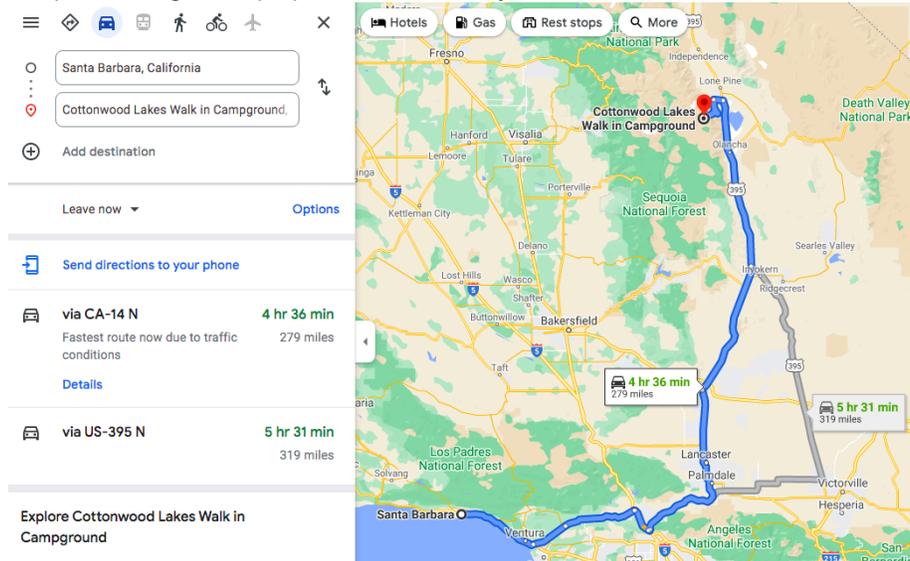
Because the route is strenuous, we plan to do extensive training before our hike. We will stay in shape over the summer by hiking and running. We want to be comfortable traveling at least 5,000 feet per day off-trail. Although we have all backpacked together in the past, we want to do at least one overnight trip together to practice our systems and group dynamics. Finally, we will continue to practice safe-travel techniques on steep, loose, Class 3 terrain by completing hikes that may include Mount Bierstadt and Evans via the Sawtooth, Longs Peak, Father Dyer Peak, Kit Carson Peak and routes in the Indian Peaks Wilderness.

Thanks to experience gained on a past Ritt Kellogg Expedition, we feel far more comfortable traveling off trail. On training trips this summer, we will continue to practice our map and compass skills and test gear that we plan to bring.

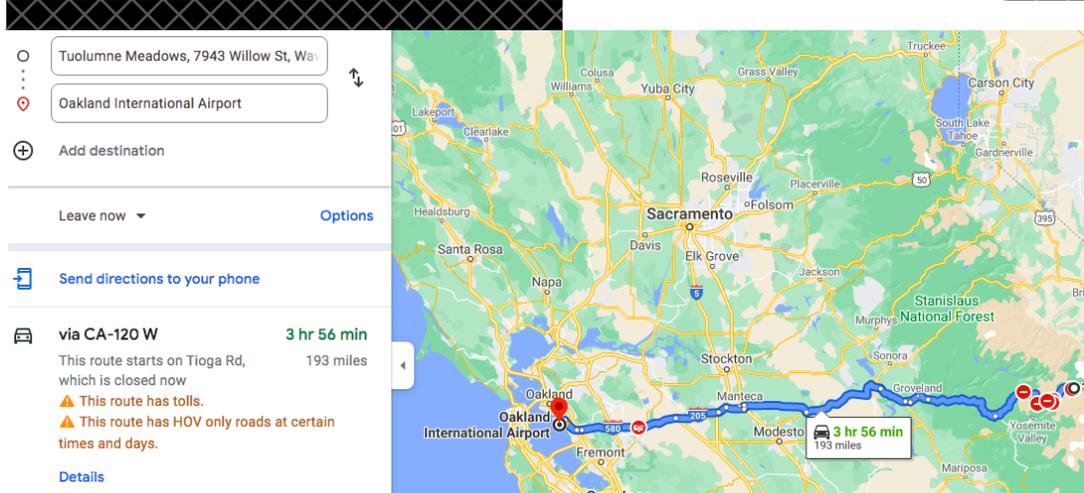
**Expedition Logistics, Gear and Food**

### Travel Plan

On August 1, James, Cormac, and Connor will fly from ██████ to Santa Barbara, meeting in the airport ~1:00 PM. We plan to wear KN-95 masks throughout the duration of our travel, and take COVID tests no more than 24 hours before departure to minimize the risk of transmissibility. After meeting in the airport, we are taking a private shuttle to the trailhead at Cottonwood Lakes Trailhead at 2:30. This drive should take between 4:30 and 5 hours, allowing us to arrive at 7:30 PM, where we will camp for the night and prepare for our first day.



To return, one of our friends who is living in Berkeley will pick us up from Tuolumne Meadows on the morning of August 23rd. The friend's parents have allowed us to stay the night before our flight. This drive should take around 4 hours. To ensure that we don't put the family at risk of contracting COVID, we will carefully follow the COVID protocol during our whole trip. The next day they will be able to drop us off at the Oakland International Airport where we will all fly to ██████ the following afternoon.



### Expedition Itinerary

[Sierra.docx](#) (12MB)

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### Digital Map

<https://caltopo.com/m/9AH4R>

### Re-Ration Plans

We are shipping our food to our three resupply points in advance of the trip. We have three re-ration plans spaced to maximize space in bear cans. The first resupply is at the Mt. Williamson hotel in Lone Pine, California, which we will access from the Onion Valley trailhead. It is a 7.2 mile detour from our trail to the Onion Valley trailhead, which we will plan to hike on the morning of the fifth day. We intend to wake up early to get to the road as soon as possible. There, we will get a ride to Lone Pine with the Mt. Williamson hotel, which runs a transport service from the trailhead to their location for thru-hikers. We will ship our food to the hotel ahead of time and pick it up that day before returning to the trailhead via the hotel's transport service. We will then camp at the Onion Valley campground that night. We will always travel as a group, and ensure COVID

masking, distance, and hygiene while around others.

We intend to resupply at the end of day 12, where we leave the JMT just before camping with Pine Creek Pack Station, based in Bishop. We will meet the outfitter at a pre agreed GPS point. This will allow us to minimize contact with others by allowing us to not go into town. So our risk of COVID transmission will be very low. The phone for the pack station is (760) 387-2797, and its address is 85 Pine Creek Rd Bishop, CA 93514. Because we are near the end of our hike, we can take plenty of time to pack our items.

The final resupply is in Reds Meadow, on day 17. After shipping to the post office, Reds Meadow will pick up the package and hold it until we arrive. Given that this day is only 4.8 miles, we will have plenty of time to pick up our packages and repack our supplies. Even though we don't expect a lot of people in the area, we will follow careful COVID protocol, keeping social distance, and washing our hands regularly.

### Food Storage

Bear cans are mandatory in some of the wilderness areas that we will pass through, so we will use them throughout the entire trip. Each member of our team will carry a single Bear Vault 500 canister, which we will rent from Outdoor Education. We will place bear cans 100m+ away from camp and ensure they are safely secured. We will make sure that all food, trash and odorous personal items are secured in bear cans every night before we go to bed. In addition, we will take other precautions to keep a clean camp, like washing dishes and keeping belongings organized, to prevent any food residue or other items from attracting wildlife.

### Food List

[food list.xlsx](#) (15KB)

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### Equipment List

[Sierra High Route Budget \(1\).xlsx](#) (21KB)

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### First Aid Kit List

[Sierra High Route Budget \(1\).xlsx](#) (21KB)

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### Impact

One of the reasons we are so excited to hike the Sierra High Route is because there are relatively few other hikers. It will be up to us to ensure that we do not harm the land we travel through or alter the experience for future hikers. In order to limit our impact, we will practice strict Leave No Trace principles throughout the duration of our trip. This will include packing out all trash that we bring in, choosing pre-existing camp spots, and following guidance from local land managers for disposing of human waste. In addition to buying our required backcountry permit, we will also acquire a California Campfire Permit to legally operate our stove. Although we will be flying to reach our trailhead, which has a larger impact on the environment, we have chosen this option for efficiency, safety and logistical ease. We have used the Office of Sustainability's calculator. The cost to offset our trip is \$14.41.

In addition to mitigating environmental impacts on our trip, we will be cognizant of our impact on local communities and people. Although we will be patronizing local businesses, it is important to recognize our privilege to go on such an extravagant trip. In a sense, we will seek to treat all people we meet with respect. Traveling through Yosemite National Park will provide ample time to reflect how the land was stolen from Native people to make way for national parks. Following our trip, we hope to share our experience with other people and encourage positive environmental change.

## Risk Management

### Objective Hazards

#### Terrain

Given the steep nature of some of our route, there is a risk of falling, slipping, or otherwise ending up in adverse terrain. We plan to minimize the risk of falling by going slowly and practicing proper scrambling techniques (like maintaining three points of contact and checking holds) to stay safe on steep ascents and descents. We also plan to carry trekking poles which will improve stability on loose sections of the route. Steve Roper's guide to the Sierra High Route (which we possess) provides recommendations for route-finding up and down steep passes, which will help us find the easiest and safest route in tricky sections.

On days that are mostly off-trail, we have lowered our mileage so that we can travel safely over rough sections and take the time to find the safest route. A large portion of our training plan focuses on gaining comfort and additional experience traveling in steep and exposed sections with heavy backpacks. We plan on training on class 3 routes that will be as difficult as the passes in our route. Additionally, several of the hardest sections, which may include Snow Tongue Pass and the

Mountaineer's Route on Mt. Whitney, may be bypassed via easier alternate routes, should we not feel comfortable or if snow or other hazards arise.

If someone does fall or hurt themselves on steep terrain, we will determine the best way to help. In the event of a small fall, we will assess possible injuries and determine if we can continue.

If the person is not able to move or return to the route, we will determine if it is safe to reach them and provide assistance in that location. If we are not able to reach the person, we will use our inReach device to get help and provide any care that we are able to. We will be especially concerned with the possibility for head, neck and spinal injuries in the event of a fall.

#### Rockfall

Rockfall is another hazard we wish to avoid. Taking our time will help mitigate the danger posed by this hazard. When traveling on loose rock, we will plan to spread out, never travel directly below one another, and give each other space so we don't kick rocks onto someone directly below. If we do dislodge a rock, we will yell "Rock!" to alert hikers below, or members of our own party. We will also be sure to alert members of our party of loose/unstable rocks to ensure we do not stumble or dislodge rocks.

#### Driving

During all of our traveling to and from trailheads, and to and from the airport, we will wear seatbelts and obey all traffic laws.

#### Cooking

We plan to minimize the threat of kitchen injuries by designating a "Cooking Zone" at each campsite. This will allow our designated cook to operate the stove without someone tripping over the pot, spilling boiling water on another member of the team. The cooking zone will be located at least 100 feet from the camping zone to avoid attracting animals to our tents. We will use caution when cutting any food and treat any small cuts as they occur. We will try to minimize the spread of infectious diseases among our own group by practicing proper hygiene, not sharing utensils, and cleaning all equipment after use. We will also be sure to always cook in the proper position (squatting) and to avoid stepping over the stove.

If a pot is spilled or someone cuts themselves in the kitchen we will treat injuries and assess if we need to evacuate.

#### Forest Fires

Climate change is making forest fires an even larger concern in the West. We will need to be cognizant of fire locations and the possibility to evacuate if fires are close. We plan to monitor the situation using our inReach device to stay in touch with a person at home who can provide updates. We will also plan to talk to other hikers, rangers, and outfitters ahead of time to stay aware of fire conditions. Although we will spend most of our trail above treeline, the danger posed by forest fires can complicate evacuation or resupply, so learning of fire conditions ahead of time will be imperative.

We will minimize our own risk of starting a forest fire by following all fire bans and regulations designated by land managers, including obtaining a California Campfire Permit.

If a forest fire develops, we will evaluate using the nearest evac route.

#### Wildlife

Animals are always a concern when traveling in their habitat. We plan to respect animals and give them plenty of space. We will limit our interactions with animals by keeping a clean camp, reducing odors, and storing food in bear canisters and bear lockers when possible (see food storage above).

We will make plenty of noise when traveling in areas where wildlife has a greater presence (e.g. in densely forested areas) to avoid wildlife encounters. If we encounter a bear, we will use the National Park Service's suggestions:

- \* Talk Firmly and Calmly
- \* Do not run! Back away slowly, but stop if it seems to agitate the bear.
- \* Try to assume a non-threatening posture. Turn sideways, or bend at the knees to appear smaller.
- \* Use peripheral vision. Bears may interpret direct eye contact as threatening.
- \* Continue to move away as the situation allows. (NPS website)

For other animals, we will plan to follow similar protocols: giving plenty of space, making our presence known, and giving a wide berth if need be.

Horses are common along certain parts of the trail. Horses can be easily spooked, so we will follow the same precautions as with other animals: keep a wide berth and make our presence known. We will not approach any horses or other domesticated

animals without express consent of the owner.

### Getting Lost

Although much of our route is off-trail, we never want to feel off-route. We plan to use our off-trail navigation skills to monitor our location by using a map and compass at various scales. We will also carry backup navigation methods on our personal devices, like the Gaia GPS app, and our InReach device.

If during difficult sections we want to double check our route, the Gaia GPS on all member's phones will serve as our first backup navigation option. Finally, we plan to also upload the GPS waypoints to our InReach device for a second backup navigation option. Although we never plan on separating, we will make sure to distribute navigation resources among group members in case of separation.

If we find ourselves lost, we will take a deep breath and take the time to locate ourselves on the map, double checking with two navigational modes if needed. We will also review and follow proper search-and-rescue techniques (such as staying put if you are separated from your group) if such a situation arises.

### Weather

While the Sierra often has better summer weather than Colorado, it is likely that we will encounter thunderstorms. To mitigate the risk of thunderstorms, we will start early in the day, refrain from climbing passes if adverse weather is approaching, rapidly descend from exposed terrain if we see storms moving in, and monitor weather using our InReach.

If we do get caught in a thunderstorm in an exposed area, we will follow proper lightning procedures, such as getting into lightning position, seeking low ground, staying away from water, and avoiding caves. If one of our team members is struck by lightning, we will follow Wilderness First Responder protocols for treatment.

With thunderstorms often comes rain. We will be prepared for rain by bringing proper rain jackets and pack covers to keep our equipment dry. Given our daily mileage, stopping to dry equipment during lunch will be feasible.

We will also need to think about sun exposure. Because there are few trees on the route, we plan to take adequate protections against the sun including wearing hats, using sunscreen and lip balm, and wearing sunglasses to protect our eyes.

Finally, we will be prepared for snow. Even in August, snow is possible. We will be carrying lots of layers, including long-johns, puffy, and outerwear in preparation for the low temperatures. This same equipment will also keep us safe if it snows. If it does snow, we will evaluate the conditions and amount of snow to determine if it's safe to continue or if we need to leave the trail.

### Altitude Sickness

Altitude sickness will be a concern mostly at the start of the trip. Our group will travel from Colorado and will have been training at high-altitude over the summer. Once we have adjusted to the altitude, altitude sickness will be less of a concern, but we will still monitor each other for signs of altitude sickness and hike to lower elevations quickly if a problem arises and if it is possible to safely do so. As we will reach the highest elevations of the trip during the first several days, it will be especially imperative to be cognizant of the symptoms of altitude sickness during this time. If a trip member begins to exhibit signs and symptoms of AMS during this initial time frame, we will be able to easily seek lower elevation due to the prevalence of trails in the Whitney zone.

Camping at the trailhead prior to beginning our hike should help us begin to acclimatize to the elevation. Additionally, the first day of hiking does not include an excessive amount of elevation gain, which should further help us acclimatize.

### Dehydration

We will mitigate the risk of dehydration by drinking water often (at least 3 liters per day). If necessary, we will add electrolytes to water to improve hydration. Because of the frequent lakes and streams along the Sierra High Route, water access is not a major concern. However, we still plan to carry 2 liters per person and have a reliable method to safely treat water (MSR Gravity Filter and Aqua Mira Drops).

### River Crossings

River crossings can be a potential risk when traveling in the Sierra. Because of our late-summer timeline, we can count on water levels being much lower and safer than in early-summer. Throughout the spring we will monitor snowpack using Snotel data to see how much snow melt we can expect. In the summer we will plan to read trip reports from SHR hikers who have traveled before us and call park rangers to learn more about trail conditions and potential hazards.

If we do encounter a swift moving river, we will scout the river and identify if there is a safe location to cross. If deemed safe,

we will cross using the tripod method, bracing with trekking poles and unstrapping hip belts. We know that good footing is essential, and oftentimes, slow moving, deeper water makes for a better crossing option than faster, shallower water. We will make sure to look for downstream hazards and avoid spending too much time in cold water to lessen the risk of hypothermia.

### Evacuation Plan

As an off-trail route that has a large wilderness character, some locations along the High Sierra Route will require lengthy evacuations if a member of our party gets hurt. Since all three expedition members are WFR certified, we feel comfortable dealing with small injuries and ailments. We will treat injuries the best we can, and determine if we can self-evac or need additional assistance. Our medical kit is well stocked with the most common medical supplies we may need.

For larger issues that necessitate evacuation, we will begin by sizing up the scene and determining the appropriate response. If necessary, we will use our inReach device to contact local search and rescue, developing a text channel to relay additional information. We would then treat injuries as possible, provide comfort care, keep our patient warm and look for spots for a helicopter evacuation. In a worst case scenario, we could utilize our numbers, leaving one person to provide care and sending the third person to get help. This would be a last resort, because it would mean separating as a group.

Each night, we will discuss potential hazards as well as our evacuation route(s) for that day. Some days have more than one evacuation route, and the route we choose to take will depend on where we are on trail. We will be certain to determine our location if an evacuation is needed so we can assess which evacuation route is shorter.

### Special Preparedness

N/A

### Emergency Resources

We are carrying a Garmin Inreach device which will allow us to contact emergency medical services and local ranger districts, as well as communicate regarding any potential hazards. Below is relevant contact information for the primary ranger and NPS jurisdictions which we will pass through. We will also have cell phones that may work depending on our location.

Sequoia/Kings Canyon Ranger Station (559) 565-3341, Three Rivers, CA

Road's End Ranger Station (559) 565-3341, Cedar Grove, CA

Mt. Whitney Ranger District (760) 876-6200, Lone Pine, CA

White Mountain Ranger District (760) 873-2500, Bishop, CA

Mammoth Ranger District (760) 924-5500 Mammoth, CA

Yosemite Emergency Phone:209/379-1992 Yosemite, CA

### Emergency Communication

We will be carrying an InReach satellite phone device and cell phones. Although we seek to maximize our wilderness experience, carrying a satellite communication device could help to save time during an evacuation.

## COVID-19 Preparedness

### What is the current COVID-19 situation in the area where you are intending to travel?

Using data from the New York Times, we have researched COVID-19 rates in the five counties we will travel through: Fresno, Madera, Mono, Mariposa, and Tuolumne. Across the five counties, the daily cases per 100,000 people range from 153-277. Vaccination rates are close to 60%. There are currently no backcountry travel restrictions. The state has dissolved many of the past restrictions, but they currently promote wearing a mask, getting vaccinated and testing. Due to the spread of omicron, the state is requiring all citizens wear masks indoors until at least February 15th. Right now, Californians can receive at-home tests for free.

At the local and county level, restrictions are the same. In Fresno County, ICU capacity for all hospitals ranges from 66%-84% full. These rates are currently high because of the spread of new variants. Although we are uncertain what the future will hold, we will continue to monitor rates of infection using data from the New York Times and The Californian.

### How do you intend to mitigate the risks of exposing yourself and your teammates to COVID-19 while traveling to your trailhead?

Our risk management plan includes vaccination, testing, masks, distancing and hygiene. Prior to traveling to the trailhead, we will all get tested and wear masks to prevent getting COVID. While traveling, we will maintain distance, mask and practice proper hygiene habits to minimize the risk. During stops at gas stations, we will limit the number of people who go inside.

### How do you intend to mitigate the risks of exposing the residents of the area(s) where you will be traveling to COVID-19?

While traveling to the trailhead, we will take the utmost precautions to prevent spreading COVID-19 to people along the way. Getting tested and remaining up to date with vaccinations will help to limit our risk. During the air travel portion of our trip, we will wear K-N5 or equivalent masks and wash our hands frequently. We will follow these same precautions while driving and will minimize contact with people indoors.

### How do you intend to mitigate the risks of COVID-19 while in the field?

Once we leave for the trailhead, we will begin acting as a "Family Unit." Since we will be traveling and hiking in close quarters for an extended period of time, it is essential that we all take similar precautions to protect one another. We will bring two tents which will allow us to isolate from one another if one person begins to develop symptoms. More than likely, if one person gets COVID, it could easily spread, at which point we will evaluate the situation and determine the correct response. To deal with the possibility of COVID, we will bring several K-95 masks in our first aid kit, as well as a thermometer, which will help us better evaluate the situation.

### If someone on your expedition develops COVID-19 symptoms, how will you handle it?

If someone on our expedition develops COVID-19 symptoms, we will begin to isolate that person using our second tent. We will provide comfort care to deal with the symptoms and evaluate whether we need to evacuate. If COVID-19 symptoms arise, we will begin using our K-95 masks as PPE to protect others. Since we are all vaccinated, it is unlikely we would have a severe case, but we will look closely for signs of worsening illness, like shortness of breath. Since we are in a remote setting, acting fast and making conservative judgment will be essential.

## Budget

### Budget

[Sierra High Route Budget.xlsx](#) (21KB)

Uploaded 1/26/2022 11:49am by Connor McMaster

### Transportation

1351

### Food and Fuel

1764.41

### Maps and Books

209.84

### Permits/Fees

79

### Gear Rentals

260

### Carbon Emissions Offsetting

260

### Total Funding Request

3,635.78

### Funding Per Person

1,217.93

### Cost Minimization Measures

While Las Vegas is slightly geographically closer to our first trailhead, it is also substantially more expensive both for flights and shuttle access. Given the one-directional nature of the trail, driving would not be feasible. Flying to [REDACTED] is similar in price to [REDACTED] but offers easier shuttle options. This decision maximizes efficiency and safety.

Rather than depending on a shuttle for our return to Oakland, one of our mutual friends will pick us up from the trailhead allowing us to save substantial funds.

For food, we chose items which had a very high calorie to price ratio, and plan to use Costco and other wholesale options to further minimize costs. Renting the vast majority of outdoor gear from the CC Gearhouse will further minimize our budget.

For resupply, we took care in Onion Valley to ship our food to a post office rather than more expensive and popular services which deliver food to the trail/road intersection, and while this option was not available in Reds Meadow, we used the cheapest available service to hold our food. While we do intend to use an outfitter for one resupply between Onion Valley and Reds Meadow, we called 4 services to ensure that it was cost competitive and feasible, which will save us upwards of a day hiking out to Bishop, which further reduces our risk.

## Expedition Agreement

### Expedition Agreement

[RITT KELLOGG MEMORIAL FUN....pdf](#) (796KB)

Uploaded 1/31/2022 8:13am by Connor McMaster

**Day 0:**

On August 1, James, Cormac, and Connor will fly from [redacted] to Santa Barbara, meeting in the airport ~1:00 PM. We plan to wear KN-95 masks throughout the duration of our travel, and take COVID tests no more than 24 hours before departure to minimize the risk of transmissibility. After meeting in the airport, we are taking a private shuttle to the trailhead at Cottonwood Lakes Trailhead at 2:30. This drive should take between 4:30 and 5 hours, allowing us to arrive at 7:30 PM, where we will camp for the night and prepare for our first day.

The image shows a Google Maps interface with the following elements:

- Search and Destination:** Santa Barbara, California (start) and Cottonwood Lakes Walk in Campground (end).
- Travel Mode:** Carpooling (selected).
- Route Options:**
  - via CA-14 N:** 4 hr 36 min, 279 miles. Labeled as the "Fastest route now due to traffic conditions".
  - via US-395 N:** 5 hr 31 min, 319 miles.
- Map:** Shows the route from Santa Barbara through the Central Valley to the Cottonwood Lakes area. Key locations include Hanford, Visalia, Bakersfield, and Inyo.
- Map Features:** Hotels, Gas, Rest stops, and National Parks (Sequoia, Los Padres, Angeles, Death Valley) are visible.



**Second day:**

Rock Creek Marsh' to Little Boy Scout Lake.

8.02 miles, 4,303' of elevation gain and 4,056' of elevation loss. Camp at 11,412'.

Crabtree Pass (12,592) at mile 3.76; Whitney Ridge (13,660') at mile 4.76; Whitney Summit (14,491') at mile 6.77;

6.59 miles on Miter Basin/Mt. Whitney/John Muir trails.

Evac plan: Whitney portal.

Hazards: Mt. Whitney Mountaineers Route. If conditions do not allow, we will skip the summit or redescend on the standard route, outlined in green.



Third day:

Little Boy Scout Lake to Wright Lakes.

8.21 miles, 2,846' of elevation gain and 2,613' of elevation loss. Camp at 11,613'

Russell-Carillon Col (13,268') at mile .9.

Route is entirely off-trail.

Evac plan: Whitney Portal.

Hazards: We will exit the Whitney Portal, and spend a brief period on trail.



Fourth day:

Wright Lakes to Bubbs Creek.

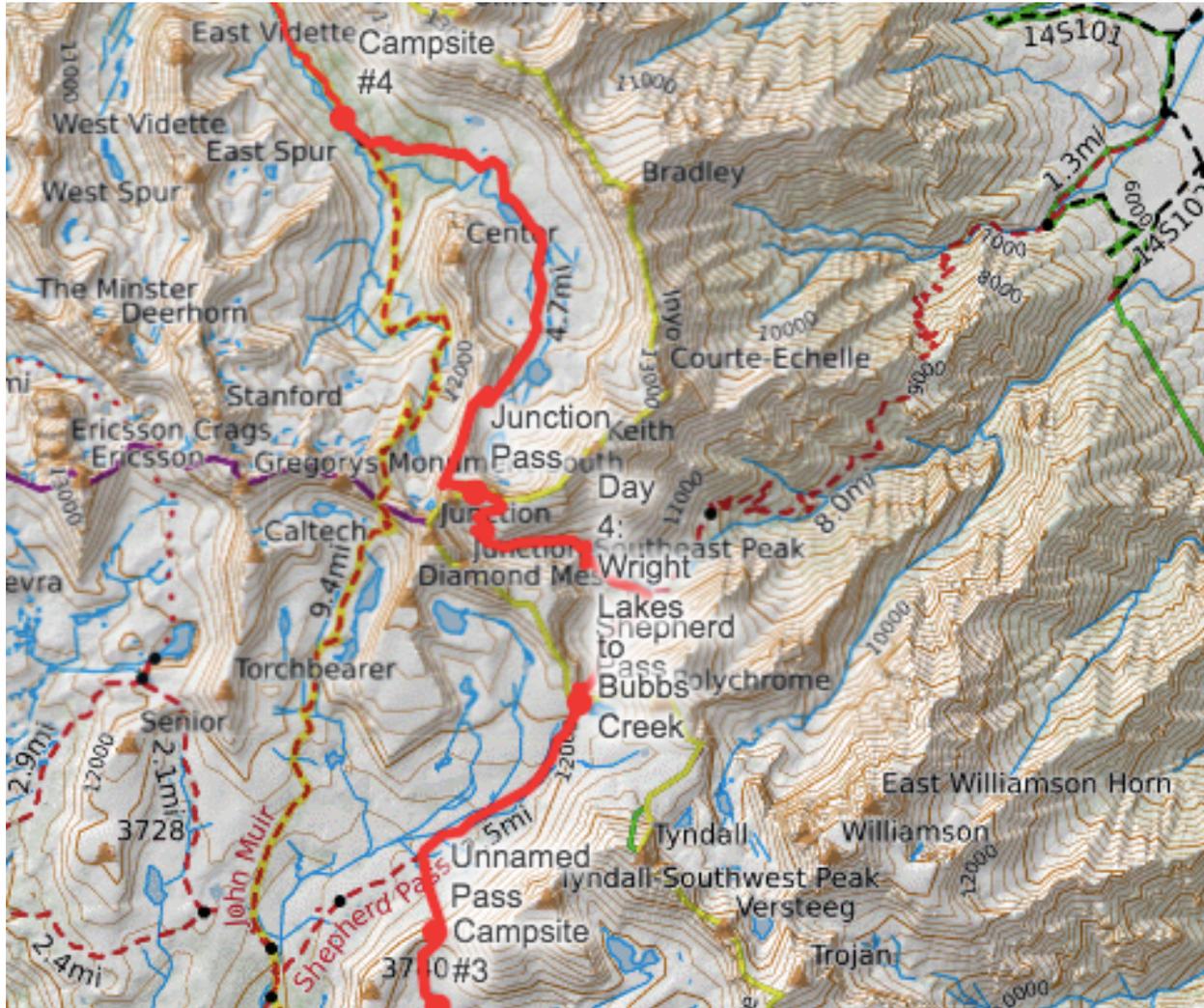
11.82 miles, 3,511' of elevation gain and 4,728' of elevation loss. Camp at 10,402'.

10.48 miles on Junction Pass/John Muir/Kearsarge Pass trails.

Unnamed Pass (12,067') at mile .63; Shepherd Pass (12,054') at mile 3.11; Junction Pass (13,211') at mile 11.93

Evac Plan: Onion Valley via Kearsarge pass trail.

Hazards: Junction Pass



Fifth day:

Bubbs Creek to Onion Valley (resupply).

11.21 miles, 2,404' of elevation gain with 3,601' of elevation loss. Camp at 9,224'.

11.21 miles on Kearsarge Pass/John Muir trails.

Kearsarge Pass (11,817') at mile 6.69.

Resupply in Lone Pine.

Evac plan: Lone Pine from Onion Valley.

Hazards: Standard



Sixth Day:

Onion Valley to Glen Pass Tarn.

9.25 miles, 3,506' of elevation gain, 1416' of elevation loss.

9.25 miles on Kearsarge pass/John Muir trails.

Kearsarge Pass (11,817') at mile 4.48.

Evac Plan: Onion Valley via Kearsarge Pass trail.

Hazards: Strain from heavy packs



Seventh Day:

Glen Pass Tarn to Stocking Lake.

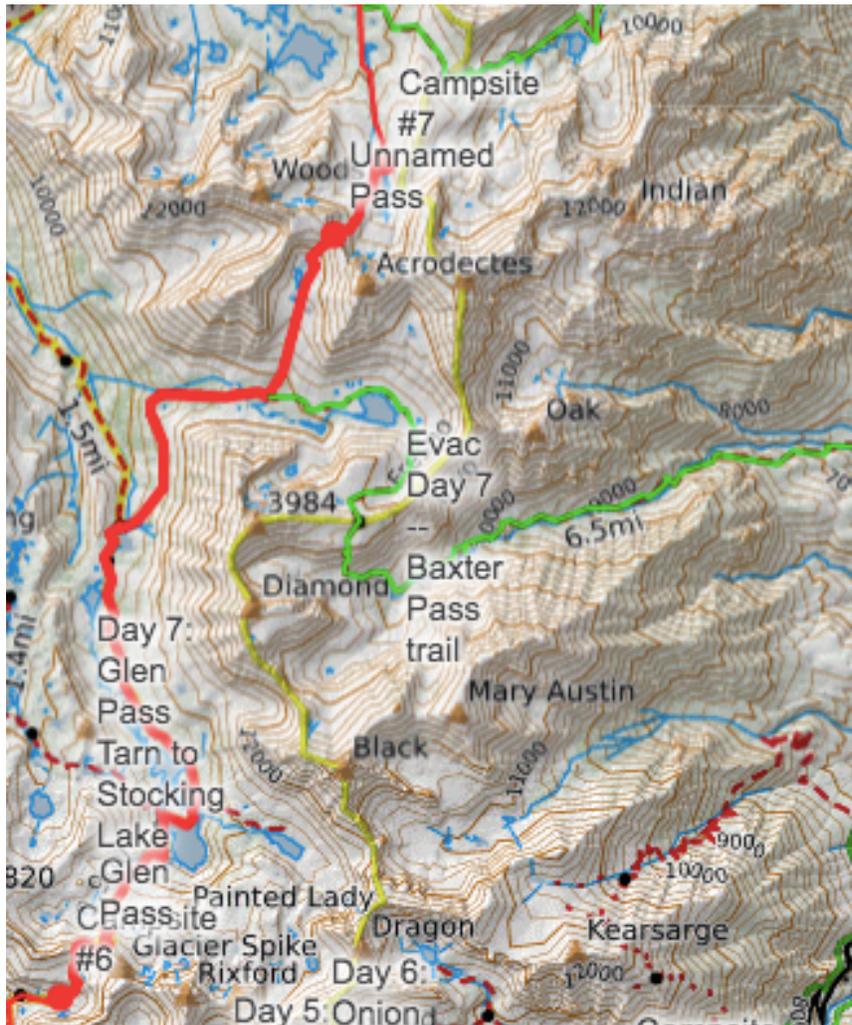
9.63 miles, 3,420' of elevation gain, 3,298' of elevation loss.

7.55 miles on John Muir/Baxter Lakes trails.

Glen Pass (11,991') at mile .67; Unnamed Pass (12,525') at mile 8.91.

Evac Plan: Baxter Pass Trail.

Hazards: Travel over Glen and Unnamed passes.



Eighth Day:

Stocking Lake to Kings River.

12.65 miles, 2,533' of elevation gain, 3,361' of elevation loss.

11.47 miles on Sawmill Pass/John Muir Trails.

Pinchot Pass (12,129') at mile 7.08.

Evac Plan: Sawmill Pass Trail and Taboose Pass trail.

Hazards: Pinchot Pass



Ninth Day:

Kings River to Lake 11,767'.

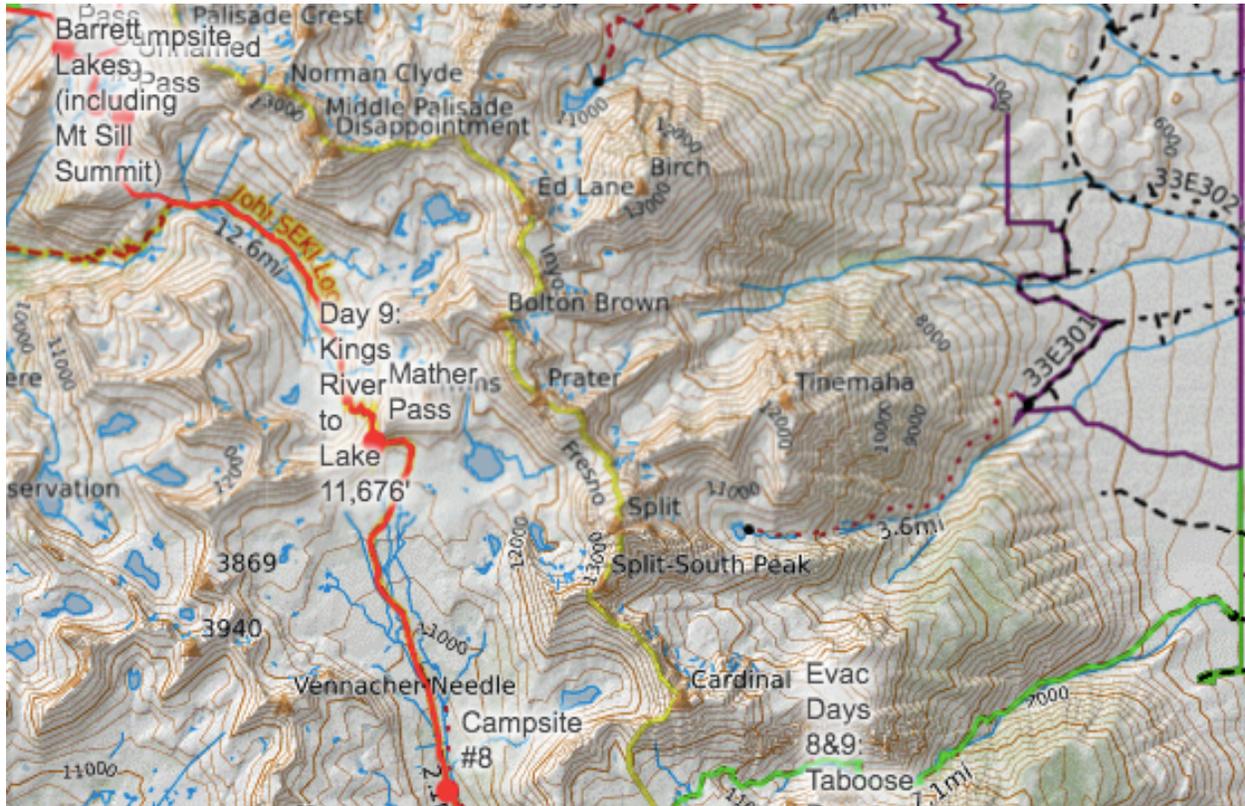
9.94 miles, 3,194' of elevation gain with 2,110' of elevation loss.

7.93 miles on John Muir trail.

Mather Pass (12,094') at mile 4.08; Unnamed Pass (12,130') at mile 9.35.

Evac Plan: Taboose Pass trail and South Lake via Bishop Pass trail and Thunderbolt Pass.

Hazards: Mather Pass



Tenth Day:

Lake 11,767' to Barrett Lakes (Including Mt. Sill Summit).

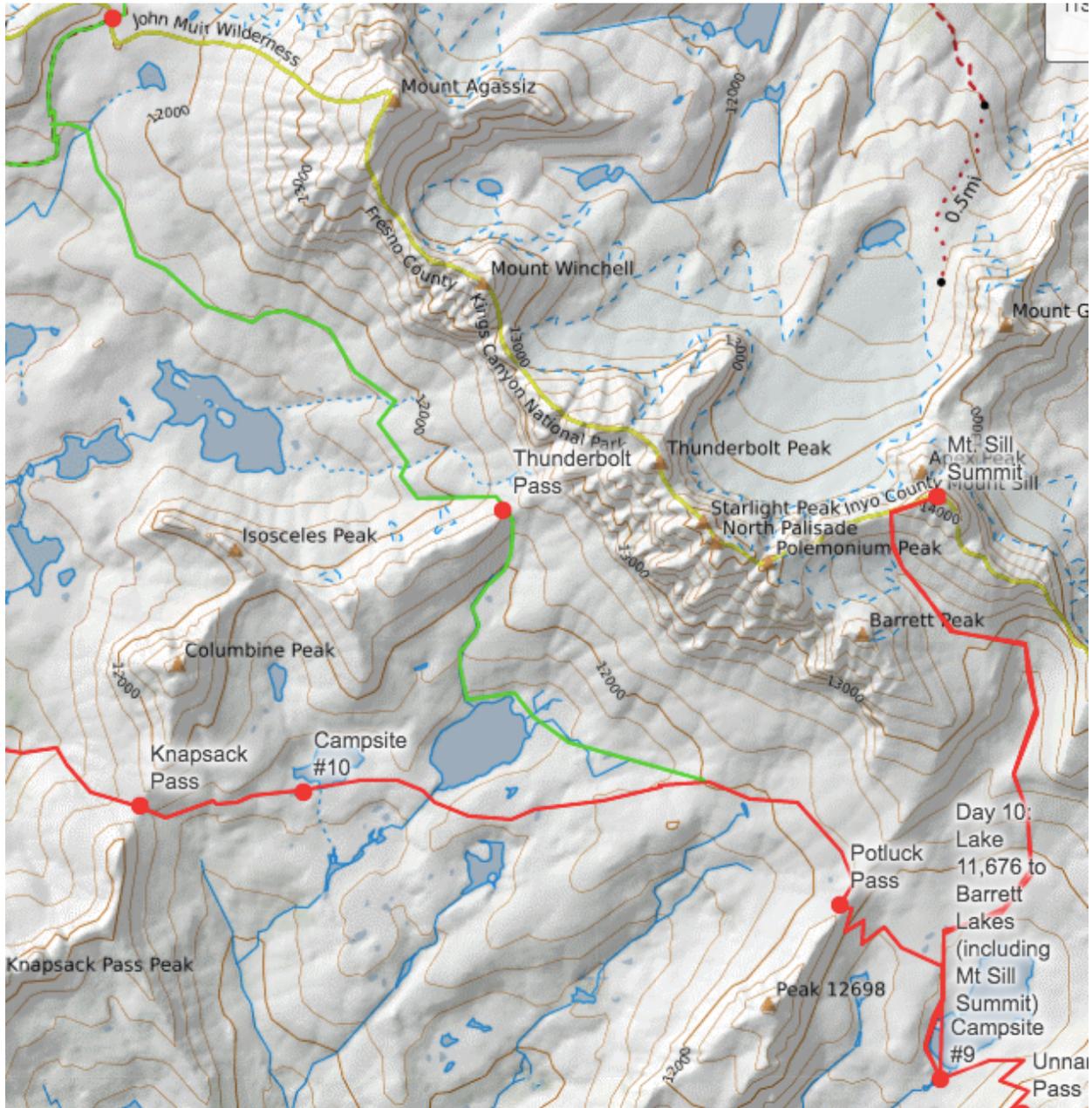
6.85 miles, 3,306' of elevation gain, 3,513' of elevation loss.

Entire route is off-trail.

Mt. Sill (14,135') at mile 2.1.

Evac plan: South Lake via Bishop Pass trail and Thunderbolt Pass.

Hazards: Summit of Mt. Sill



Eleventh Day:

Barrett Lakes to Wanda Lake.

14.8 miles, 3,643' of elevation gain, 3,669' of elevation loss.

12.82 miles on Bishop Pass/John Muir trails.

Knapsack Pass (11,679') at mile .47; Unnamed Pass (11,975') at mile 12.83.

Evac Plan: South Lake via Bishop Pass trail.

Hazards: Triple Pass day



Twelfth Day (Resupply):

Wanda Lake to Lower Desolation Lake.

12.03 miles, 2,337' of elevation gain, 2,583' of elevation loss.

4.63 miles on John Muir trail.

Alpine Col (12,341') at mile 8.29.

Evac Plan: Piute Pass trail to North Lake campground.

Hazards: Alpine Col (Chosen for its relative safety compared to Snow Tongue Pass)

We intend to resupply at the end of day 12, where we leave the JMT just before camping with Pine Creek Pack Station, based in Bishop. This late resupply will allow us time for the outfitter to drop food at location before we get there, and our JMT proximity gives us a failsafe.



Thirteenth Day:

Lower Desolation Lake to Bearpaw Lake.

10.7 miles, 3,437' of elevation gain, 3,114' of elevation loss.

3.02 miles on French Canyon/Merriam Lake trails.

Carol Col (11,903') at mile 1.7; Feather Pass (12,342') at mile 9.54.

Evac Plan: French Canyon/Pine Creek trails to Pine Creek Trailhead.

Hazards: Standard



Fourteenth Day:

Bearpaw Lake to Mills Creek.

8.68 miles, 2,427' of elevation gain, 3,626' of elevation loss.

.25 miles on Lake Italy trail.

White Bear Pass (12,006') at mile 1.08, Gabbot Pass (12,272') at mile 5.7.

Evac Plan: Italy Pass trail to Pine Creek trailhead and Mono Creek trail to Vermillion Valley Resort

Hazards: White Bear Pass



Fifteenth Day:

Mills Creek to Tully Hole.

11.21 miles, 3,362' of elevation gain, 4,174' of elevation loss.

5.03 miles on Second Recess Trail/Mono Creek trail/Laurel Lake trail.

Bighorn Pass (11,244') at mile 6.48; Shout-of-Relief Pass (11,410') at mile 7.25.

Evac Plan: Mono Creek trail to Vermillion Valley Resort and McGee Pass trail to McGee pass trailhead.

Hazards: Shout of Relief and Bighorn passes



Sixteenth Day:

Tully Hole to McCloud Lake.

14.55 miles, 3,624' of elevation gain, 3,767' of elevation loss.

14.55 miles on John Muir/Mammoth Crest trails.

Deer Pass (11,258') at mile 8.55; gain Mammoth Crest (11,181') at mile 10.24.

Evac Plan: Mammoth Lakes via Twin Lakes Campground

Hazards: Standard





Eighteenth Day:

Red's Meadow to Iceberg Lake.

11.17 miles, 4,303' elevation gain and 2,092' elevation loss.

8.07 miles on John Muir/Superior Lake/Minaret Creek trails.

Nancy Pass (10,226') at mile 7.24; Dead Horse Pass (9,778') at mile 8.18.

Evac Plan: Red's Meadow via Minaret Creek trail and Red's Meadow via Shadow Lake trail.

Hazards: Dead Horse Pass



Nineteenth Day:

Iceberg Lake to Twin Island Lakes.

7.54 miles, 3,083' elevation gain and 3,188' elevation loss.

Entire route is off-trail.

White Bark Pass (10,495') at mile 2.15; Garnet Pass (10,134') at mile 2.99; North Glacier Pass (11,177') at mile 5.54.

Evac Plan: Red's Meadow via Shadow Lake trail.

Hazards: Triple Pass Day



Twentieth Day:

Twin Island Lakes to Lyell Fork.

9.27 miles, 2,889' of elevation gain and 3,456' of elevation loss.

2.04 miles on Unnamed trail.

Blue Lake Pass (11,244') at mile 4.96.

Evac Plan: Red's Meadow via Shadow Lake trail and Tuolumne Meadows.

Hazards: Blue Lake Pass



Twenty-first Day:

Lyell Fork to (Terminus)

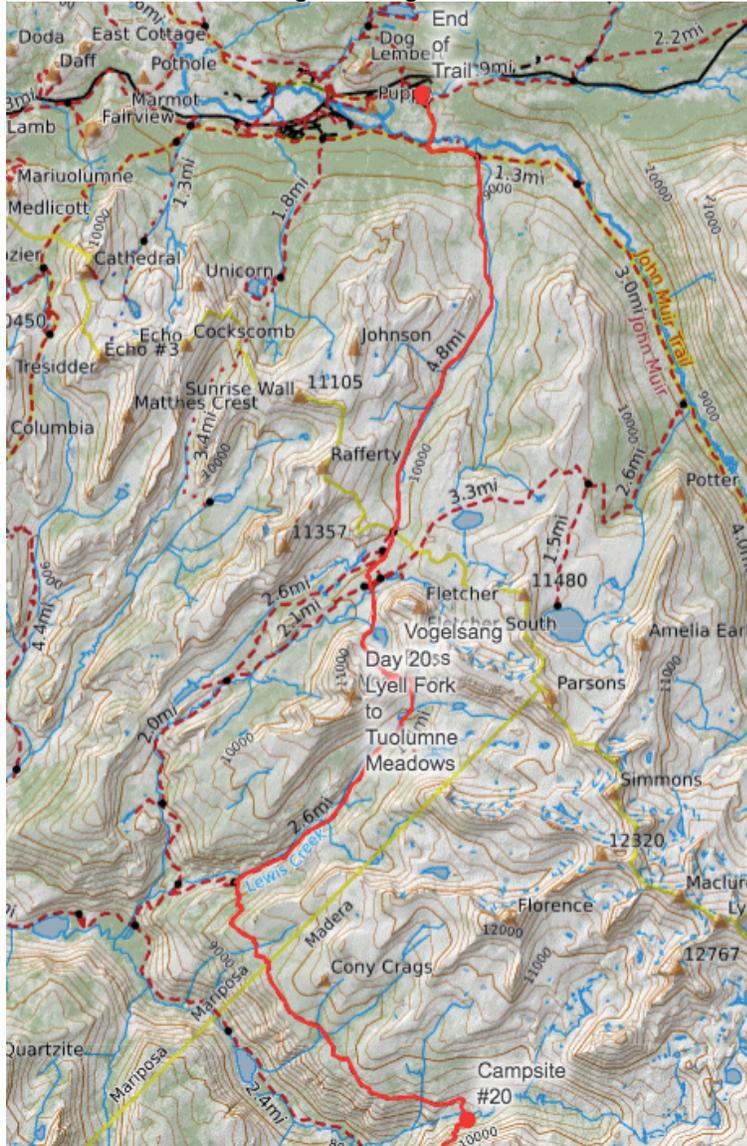
17.42 miles, 3,327' of elevation gain with 3,731' of elevation loss.

17.42 miles are on Unnamed trail/Vogelsang pass trail.

Vogelsang Pass (10,699') at mile 8.87.

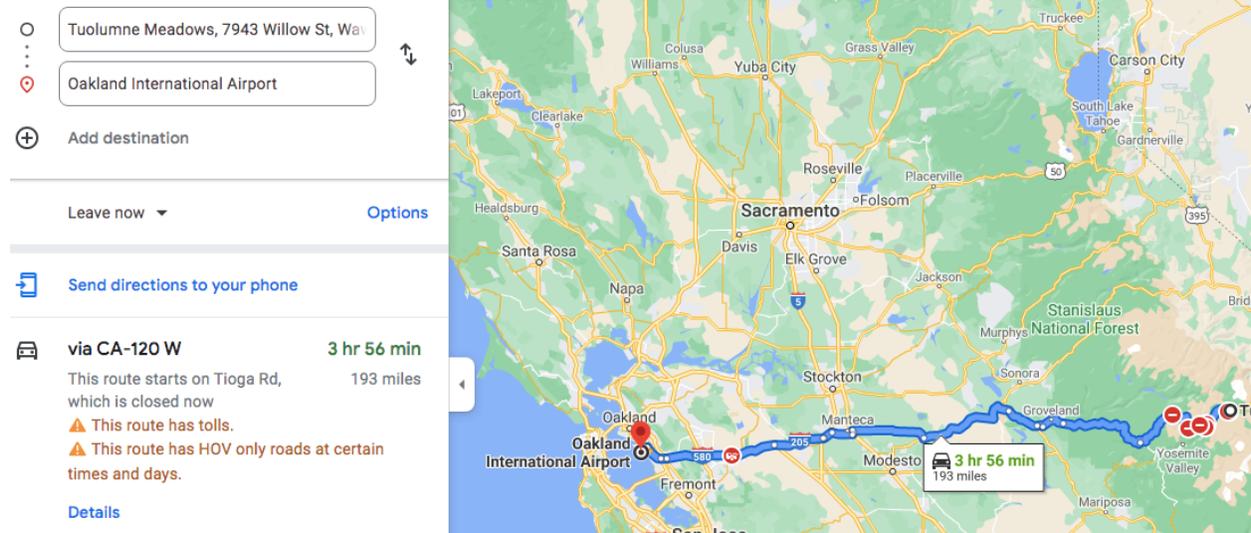
Evac Plan: Tuolumne Meadows.

Hazards: Standard, High Mileage



### Twenty-Second Day

To return, one of our friends who is living in Berkeley will pick us up from Tuolumne Meadows on the morning of August 23rd. The friend's parents have allowed us to stay the night before our flight. This drive should take around 4 hours. To ensure that we don't put the family at risk of contracting COVID, we will carefully follow the COVID protocol during our whole trip.



### Twenty-Third Day

The next day they will be able to drop us off at the Oakland International Airport where we will all fly to [REDACTED]

Daily Caloric Intake Target: 3500-4000 calories.

Food	Calories	Price	Quantity	Total (20 Days)
<b>Breakfast</b>				
<a href="#">Instant Oatmeal Pack</a>	160	5.99/18	9	\$53.91
<a href="#">Poptarts</a>	400	2.99/12	8	\$23.92
<a href="#">Granola</a>	220	4.49/12 oz.	5	\$22.45
<b>Snacks</b>				
<a href="#">Cliff Bar</a>	250	12.99/12	6	\$77.94
<a href="#">Nuts/Dried Fruit</a>	200	5.99/lb.	12	\$71.88
<a href="#">Gummy Bears</a>	150	6.99/29 oz.	3	\$20.97
<a href="#">Beef Jerky</a>	80	9.99/8 oz.	6	\$59.94
<a href="#">Pringles</a>	150	1.67/can	3	\$5.01
<a href="#">Hummus Powder</a>	75	34.95/12 packs	2	\$69.90
<a href="#">Kind Bar</a>	180	7.99/6	12	\$95.88
<a href="#">Almond Butter Packets</a>	200	11.90/10	6	\$71.40
<b>Lunch</b>				
<a href="#">Tortillas</a>	140	5.99/20	6	\$35.94
<a href="#">Peanut Butter</a>	190	4.99/28 oz.	3	\$14.97
<a href="#">Jelly</a>	58	2.99/24 oz.	3	\$8.97
<a href="#">Swedish Fish</a>	124	6.99/24 oz.	3	\$20.97
<a href="#">Tuna Packets</a>	70	\$26.35/24	2	\$53.98
<a href="#">Summer Sausage</a>	165	5.99/20 oz.	6	\$35.94
<a href="#">Nutella</a>	200	6.99/26.5 oz.	2	\$13.98
<b>Dinner</b>				
<a href="#">Knorr Chicken Rice</a>	700	1.00/1	12	\$12.00
<a href="#">Knorr Spanish Rice</a>	575	1.00/1	12	\$12.00
<a href="#">Knorr Mexican Rice</a>	575	1.00/1	12	\$12.00
<a href="#">Knorr Chicken Broccoli</a>	575	1.00/1	12	\$12.00
<a href="#">Idahoan Potatos</a>	440	2.50/8 oz.	9	\$22.50
<a href="#">Chicken Ramen</a>	570	2.39/6 packs	3	\$7.17
<a href="#">Parmesan Cheese</a>	110	7.49/8 oz.	2	\$14.98
<a href="#">Broccoli</a>	30	5.99/28 oz.	3	\$17.97
<a href="#">Bell Pepper</a>	25	3.99/16 oz.	3	\$11.97
<a href="#">Freeze Dried Veggies</a>	100	12.95/10 oz	2	\$25.90
<a href="#">Chicken Packets</a>	70	17.88/12 packs	6	\$107.28
<a href="#">Dehydrated Beans</a>	100	12.95/18 oz.	2	\$25.90
<a href="#">Olive Oil</a>	120	8.07/48 oz.	2	\$16.14
<a href="#">Salami</a>	100	7.49/15.2 oz.	2	\$14.98
<b>Misc</b>				
<a href="#">Cholula</a>			2	\$13.98
<a href="#">Mio</a>		4.29/1	6	\$25.74
<a href="#">Condiment Packets</a>				
<a href="#">Spice Kit</a>				
<b>Total Cost</b>				\$1,110.46
<b>Cost per person</b>				\$370.15

24 DAY TRIP

Average Day	Calories
<b>Breakfast</b>	
Oatmeal(3)	480
Clif Bar	250
Nuts/Dried Fruit	200
<b>Snack</b>	
Almond Butter Packet	200
Gummy Bears	150
<b>Lunch</b>	
Tortilla (1.5)	210
PB&J	248
Beef Jerky	80
Kind Bar	180
Summer Sausage	165
<b>Snack</b>	
Swedish Fish	124
Hummus	75
<b>Dinner</b>	
Knorr Side (1)	700
Chicken Packet (1)	70
Veggies	55
Olive Oil	90
Salami	100
Dehydrated Beans	200
Nutella	200
Parmesan	110
<b>Estimated Total Calories (per person)</b>	
	3887

## Semi-Super Sierra Equipment First Aid

### Group Items

Garmin in-reach rental  
1 First aid kit (See First Aid)  
3 lighters  
1 Large pot (with grip)  
1 Spatula  
1 large spoon  
Mapset  
1 altimeter  
2 compass  
2 16 oz bottles of sunscreen  
1 biodegradable soap  
8 pack aa batteries  
1 sponge  
4 2 oz hand sanitizer  
1 trowel  
1 three Person tent  
2 whisperlite  
2 large fuel bottles 60 oz total  
1 Stove repair kit  
Dromedary Bag  
1 MSI gravity filter  
2 Packs Aquamira  
3 Bear Cannisters  
1 leatherman  
4 bear spray  
1 bugspray  
1 solar charger

### Personal Items

1 knife  
1 headlamp  
1 warm hat  
1 sun hat  
1 pair hiking boots  
1 set camp shoes  
2 masks  
1 rain jacket  
1 rain pants  
1 pair light gloves  
1 bowl with utensils  
1 sleeping pad  
1 sleeping bag  
1 puffy jacket  
1 chapstick  
3 pair underwear  
1 synthetic t shirt  
1 synthetic long sleeve  
1 long underwear  
1 pair of shorts  
2 pair hiking socks  
1 pair pants  
1 fleece jacket  
2 liters water capacity  
1 set toiletries  
1 power bank charger  
1 pair trekking poles  
1 pair microspikes (gearhouse)  
Book  
Journal/Pen

## Semi-Super Sierra Equipment First Aid

### First Aid

#### Medication

Acetaminophen- 15 doses, 30 pills  
Ibuprofen- 13 doses, 26 pills  
Benadryl- 10 pills, 5 doses  
Electrolyte tabs- 10 doses  
Anti-diarrheal- 4 doses  
Hydrocortisone- large tube  
Antibiotic Ointment 1 small tube  
Burn Cream- 3 packets

#### Misc.

ACE Bandage- 2  
Athletic tape, 1" roll- 2  
Moleskin sheets- 5 thin, 5 thick  
Liquid Bandage- 1 pack (for blisters)  
Ziplock bags- 8  
Foil Blanket- 2  
N-95 masks- 2

#### Tools

Tweezers- 1  
Oral thermometer- 1  
Bandage scissors -1  
Irrigation syringe- 2  
Triangular bandage- 5  
Safety pins- 10  
CPR mask- 1  
SAM splint- 2  
Gloves- 5

#### Wounds

Band-Aids- 20 misc.  
Wound closure strips- 3 packs  
4" x 4" gauze pad- 6  
Non-adherent dressing- 5  
Gauze roll- 2  
Antiseptic wipes- 15  
Benzoin swab- 5

WFR field Guide

**RKMF Expedition Budget Proposal**

**Backing the Sierra High Route**

Item	Amount	Cost	Notes
<b>PERMITS AND CAMPGROUNDS</b>			
General Backcountry Permit	3	\$28	Backcountry Permit + Reservation Fee, Obtained at least two weeks before starting the hike.
Whitney Zone Permit	3	\$51	Mt. Whitney Zone Permit Cost, Lottery Opens Feb, 1
<b>TRANSPORTATION/TRAVEL</b>			
Outgoing Flight from ██████ to Santa Barbara	3	\$417.00	2 tickets from ██████ to Santa Barbara, average price, \$139, one way
Outgoing Flight from Oakland to ██████	3	\$474	3 tickets from Oakland to ██████ average price, \$158
Transport from Onion Valley to Mt. Williamson Hotel	3	\$160	Hotel charges \$160 for transportation to and from trailhead and food storage.
Private Shuttle from SBA to Trailhead	1	\$300	One way ground transportation from Santa Barbara Airport to Trailhead
<b>FOOD AND FUEL</b>			
Total food cost		\$1,110.46	See food list for breakdown
White gas	1	\$14.95	We will rent three-large fuel bottles from the gear house. We will buy fuel in Santa Barbara after our flight.
Shipping Costs to Lone Pine, CA	2	\$43.00	2 Large USPS Flat Rate Boxes from Denver to Independence at \$21.50 each
Food Storage at Mt. Williamson Hotel	3	\$0.00	See above transportation section -- hotel charges \$160 for resupply hold and transportation to and from trailhead.
Reds Meadow Food Storage	2	\$80.00	There is a \$40 per package fee for holding packages at Reds Meadow
Shipping to Reds Meadow Campground	2	\$43.00	2 Large USPS Flat Rate Boxes from Denver to Red's Meadow at \$21.50 each
Shipping to Pine Creek Pack Station	2	\$43.00	2 Large USPS Flat Rate Boxes from Denver to Red's Meadow at \$21.50 each
Resupply Outfitter Gear Drop	1	\$430.00	Estimate Based on Weight from outfitter
<b>MAPS AND BOOKS</b>			
Sierra High Route: Traversing Timberline Country	1	\$20.00	Steve Roper's guide to SHR
Mountain Chalet Waterproof Map	5	\$105.00	\$21 x 5, 24x36 inch waterproof maps, 1:24,000
Trails Illustrated Overview Maps	3	\$44.85	#205 Sequoia and Kings Canyon, #809 Mammoth Lakes and Mono Divide, #308 Yosemite NE: Tuolumne Meadows
Gaia offline map subscription	1	\$39.99	Offline map used for backup navigation and micro-navigation reference
<b>EQUIPMENT</b>			
Garmin in-reach rental		\$0	Rented from OE, for 30 days.
Sunscreen	2	\$31.98	\$15.99/16 oz. bottle
Baby Wipes	1	\$2	
Hand Sanitizer	\$3	5.25	2 oz bottles, \$1.75/bottle
Large Fuel Bottles	2	\$33.00	Rented from Gear House for 16 days
Whisper Lite Stove	2	\$41.00	Rented from Gear House for 16 days, \$3 day 1, \$2 x remaining 19 days
Aquamira	2 packs (4 bottles)	\$29.90	2, 1 Ounce bottles. We selected the small size since it has dropper bottles.
Microspikes	3 pairs	\$54	Rented from OE, 3 (\$2 + \$1*16)
Trekking poles	1	\$11	\$1 + \$.50 x 19 days Rented from OE
Trowel	1	\$11	\$1 + \$.50 x 19 days Rented from OE
Tent	1 three person	\$41	\$3 + \$2 for remaining 19 nights Rented from OE
Bear Cannisters	3	0	Rented from OE
<b>CARBON EMISSIONS OFFSETTING</b>			
Shuttle		\$3.50	See impact question for discussion
Plane Travel		\$14.41	See impact question for discussion
<b>Actual Alloted Funds</b>		<b>\$3,653.78</b>	Total Funding Request
		<b>\$1,217.93</b>	Per person Funding Request