



# Ritt Kellogg Memorial Fund Registration

Registration No. 8RQL-98CNL  
Submitted Jan 4, 2016 10:42am by Melissa Seehausen

## Registration

Sep 1, 2015-  
Aug 31

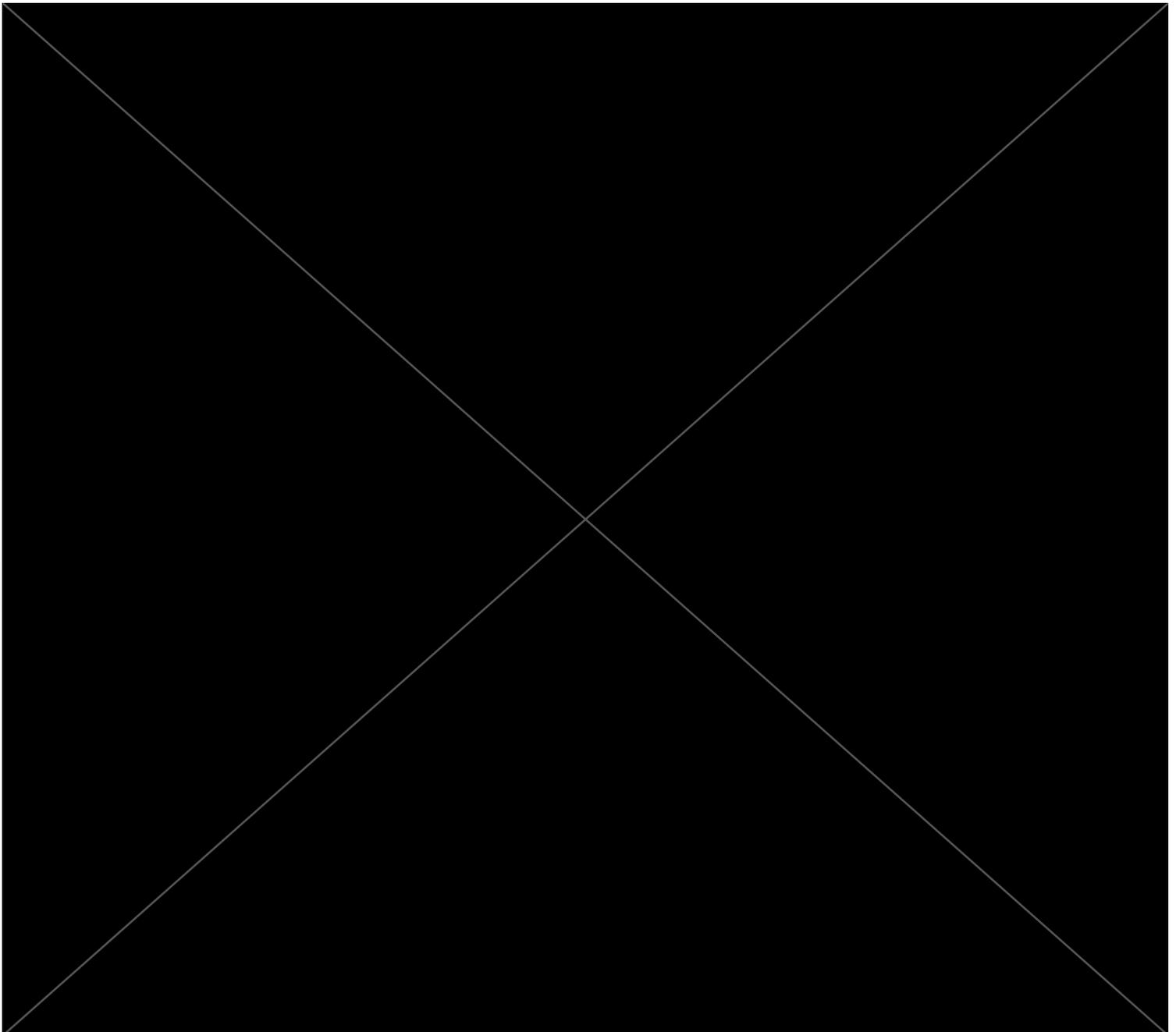
Ritt Kellogg Memorial Fund

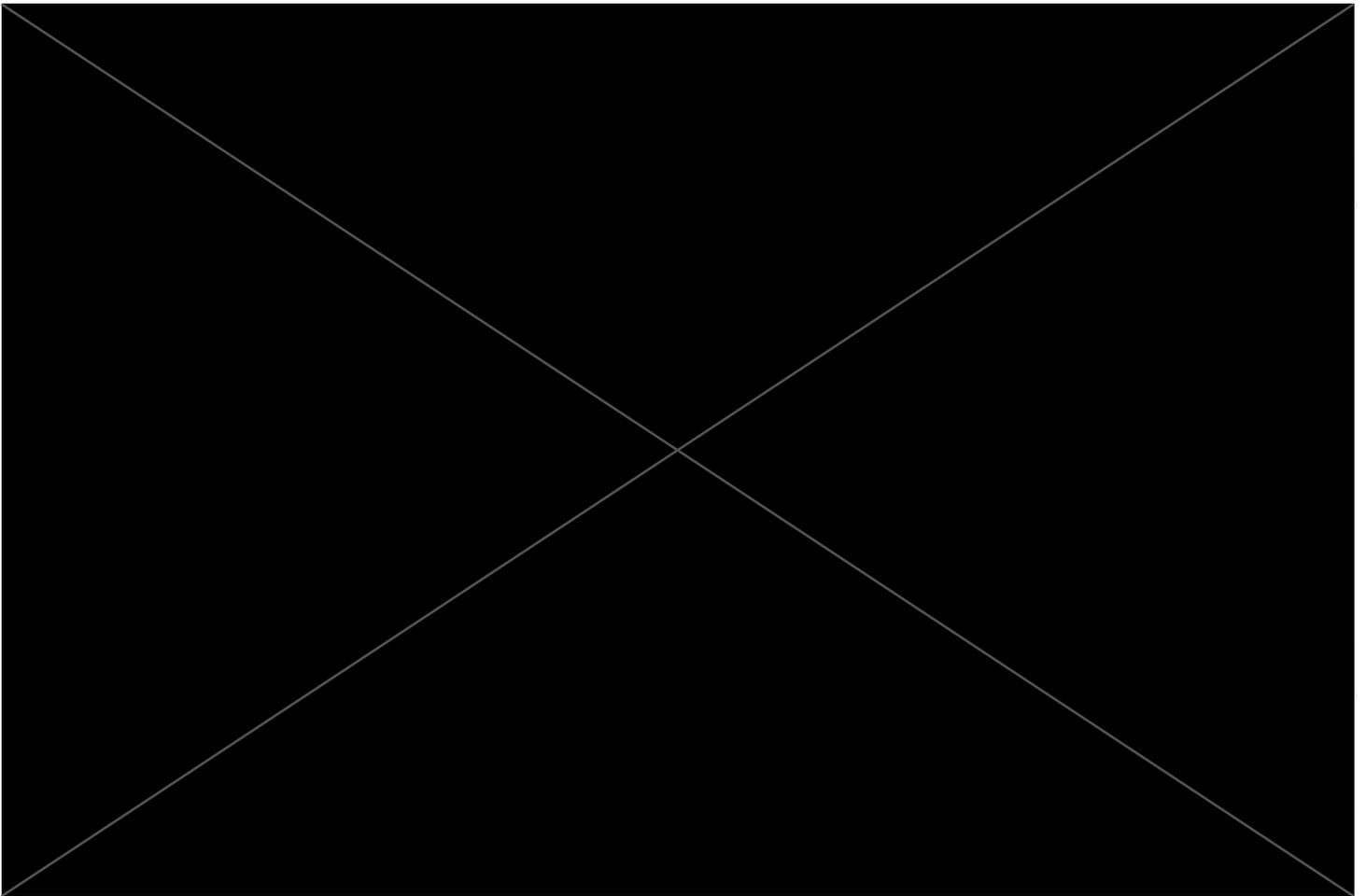
### **RKMF Expedition Grant 2015/2016/Group Application**

This is the group application for a RKMF Expedition Grant. In this application you will be asked to provide important details concerning your expedition.

**Waiting for  
Approval**

## Participant





## I. Expedition Summary

### Expedition Name

Testin' our Limits on the Teslin

### Objectives

River travel is one of the oldest ways of exploring and experiencing a place. The Yukon is one of the most remote territories in the Northern Hemisphere. Thus a river trip was born. We intend to paddle 2 kayaks and one 2-person canoe down the Teslin River, a tributary of the Yukon River, and then paddle from the confluence with the Yukon to Dawson city. The overall trip begins at a bridge called Johnson's crossing and continues 480 miles to our take out at Dawson. We'll take 16 days to explore these historic rivers and remnants from the Klondike Gold Rush of 1896-99. Along the way we'll lose ourselves in the our wild surroundings and get a true feeling for what the world was over a hundred years ago before we built it into what it resembles now. We're a rag-tag group of friends that have met each other through our experiences with the Outdoor Recreation Committee and for each of us this trip will hold a distinct meaning given that one of us will be graduating, another preparing for Senior year, and the last two, figuring it out what it all means after reaching the halfway point. As a whole, we intend to use this trip to explore our surroundings and ourselves and reflect on our time as college students and budding adults. We also plan to use this expedition to practice the skills we've learned and prove to ourselves that our abilities are near limitless with proper preparation and support.

### Location

The Teslin River is a major tributary of the Yukon River. We'll be paddling portions of both and they both lie in the Yukon Territory of Canada. We'll begin our journey at Johnson's Crossing where the Teslin and the Alaskan highway intersect and then paddle 120 miles to its confluence with the Yukon river. At the confluence there's an abandoned trading site and gathering place called Hootalinqua. This site is historically significant because it served both the

native peoples, the Tutchone, and gold miners. Much of this journey will feel like a travel back through time because the Teslin and Yukon were used heavily during the Klondike Gold Rush of 1896-99 as a way to get to Dawson, our take out. Historical remnants like barges, sloughs, and prospectors cabins can be found along our route and we're excited to explore them. Though once heavily traveled, the Teslin is remote and after passing by the town of Carmacks (108 miles from the confluence) at the halfway point of our journey, the Yukon river remains far from civilization. Carmacks to Dawson will be the latter half of our paddle in which we'll cover 250 miles of the Yukon.

**Departure Date**

May 25, 2016

**Return Date**

Jun 16, 2016

**Days in the Field**

16 days- May 28th-June 12th

**Wilderness Character**

Colorado College, while a grand place, is a microcosm of a bigger world. While we like to think of ourselves as forward thinkers, activists, environmentalists, etc., it's all too easy to get caught up in the day to day. This inevitably leads to a loss of perspective. Our quirky crew of four finds perspective in the wilderness, a place where humans are but a freckle on the face of the earth. Our passion is two fold, as we are both leaders and stewards.

As leaders, we see the wilderness as a catalyst. Between the four of us we've lead ORC trips, worked at wilderness expedition companies, and helped organize outdoor romps; all in order to teach and honor something special. These have been to honor things like: coming of age and learning to hear yourself with high schoolers, learning your ability to climb literal and figurative mountains in your life with marginalized students, and learning to see strength and solidarity with an all woman "wild rumpus."

As stewards, we find solace in the pristine wilderness that still exists. Sadly, we're losing our lands and waters faster than ever before. However, that's no excuse to stop sharing our love for the natural world and continually work to conserve it.

This expedition serves to feed our fires and give us perspective. We wish to explore the face of the earth, more closely examine ourselves, and find out what it means to be a freckle on a remote river in the Yukon and beyond.

## II. Participant Qualifications

**Participants' Graduation Date**

Melissa-May 2016

Bennett- May 2017

Alana- May 2018

Austin- May 2018

**Medical Certifications**

Melissa- WFR: expires January 2017

Bennett- WFR, taking recert this half block, expires January 2018

Alana- taking WFR this halfblock, January 2016

Austin- taking WFR this halfblock, January 2016

**Does your group have adequate experience?**

Yes

**Training Plan**

As a whole, our group plans to do at least three day-long river trips during the spring to get a feel for working as a unit and practice communication on the river. The Arkansas is the most accessible river for us and the sections we will run will be Class II-III, meaning that we'll be running harder sections than rivers we'll paddle on our RKMF expedition. Specifically, Bennett and Alanna will do their best to find a canoe to practice in along some of the easier class II sections in order to figure out their communication and paddling dynamic before the trip. We'll also take advantage of this time to practice swimmer rescue, rolling in the river, and other rescue skills.

Melissa, one of the kayakers, plans to use an Education Grant to take an American Canoe Association (ACA) Kayaking Instructor course this spring in order to further her kayaking skills.

Austin, a kayaker, and Alana, one of the canoeists, both plan to take swiftwater rescue courses in the Spring with the assistance of Education Grants.

Austin, though a natural kayaker and athlete, has the least experience on the water. He will also take CC's Kayak Level II training course where he will have 2 days of instructor guided training and feedback that include how to be an effective member of a river trip and practice with handling swimmers. In addition, he'll join Melissa and Bennett on at least 2 kayaking runs on the Arkansas, meaning he'll have approximately 7 more days of paddling and experience on the river by the time our expedition arrives. It's also worth mentioning that these runs will be far harder than the expedition because they're Class II-III+ runs.

Bennett and Melissa will also help lead an introductory kayaking series that will include 3 roll sessions, 3 pool sessions working on strokes, and 3 days on the Arkansas Class II and III sections. Though these will be easier paddling, the meta-cognitive experience of teaching a skill will improve and engrain our skill set even further.

### III. Expedition Logistics, Gear and Food

#### Travel Plan

We will drive as a group of four in Bennett's 2013 Subaru Forester from Colorado Springs, CO to Whitehorse, Canada. The overall trip is approximately 42 hours (see maps attached to itinerary).

Driving is the most dangerous part of our expeditions and we realize that driving for 15 hours is an extended amount of time. However, with four of us, no one will drive for more than 4 hours on any given day and we will make sure to stop for food, bathroom and dance breaks. We will also load up on podcasts to stimulate our brains. We'll be bursting with "This American Life" and "Radio Lab" references upon return. Additionally, we've also planned to get at least 7 hours of sleep each night to ensure that we're alert and aware while driving; we will call each campsite we've listed ahead of time to ensure that we'll have a place to stay. Finally, our group has a supportive and open climate that will allow anyone to speak up if they're not fit to drive.

#### Pre Trip Day 1

At 7am we will depart from Colorado Springs. We will drive for 15 hours to Claresholm, in Alberta.

We will camp at: Centennial Park Campground--366 46 Avenue West, Claresholm, AB T0L 0T0, Canada (\$15)

#### Pre Trip Day 2

At 8am we will depart from Claresholm and drive 15 hours to Fort Nelson, British Columbia.

We will camp at: Tetsa River Provincial Park Campground-- Mile 347, Alaska Hwy, Fort Nelson, British Columbia, V0C 1R (250)774-2541 or (250) 321-3321 (\$20)

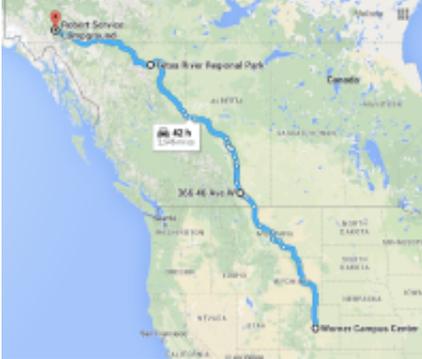
#### Pre Trip Day 3

At 9 am we will depart from Fort Nelson and drive 11 hours to Whitehorse in the Yukon Territory.

We will camp at: Robert Service Campground 120 Robert Service Way, Whitehorse, Yukon (\$20)

**On the return route, post trip, we will follow this same itinerary.**

### Expedition Itinerary



[Screen Shot 2016-01-02 at....png](#) (414KB, 635x537px)

Uploaded Jan 1 10:21pm by Melissa Seehausen

[Johnson\\_s Crossing to Car....pdf](#) (2.7MB)

Uploaded Jan 3 5:09pm by Melissa Seehausen

[Carmacks to Dawson Maps.pdf](#) (3.2MB)

Uploaded Jan 3 5:09pm by Melissa Seehausen

[Ritt Trip Itinerary.docx](#) (139KB)

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**Appendix A**

### Re-Ration Plans

No Re-Ration

### Food Storage

Bears are our biggest concern when it comes to food storage. First, we plan to pick our campsites that are away from regular bear travel routes, like islands and sandbars in the river. All food and trash will be stored in an airtight, scent proof food barrells and dry bags which will be stored in the canoes 100-200 feet downwind of our campsite each night. This technique will also ensure rodents cannot get to our food. Our kitchen will also be 100-200 feet downwind from where we sleep and we'll be extremely mindful of cleaning up micro trash and food scraps. Additionally, all cookware and other odorous objects (toothpaste, etc.) will be stored with our food at night.

### Food List

[Ritt Grant Food List.docx](#) (106KB)

Uploaded Jan 4 8:00am by Melissa Seehausen

**Appendix B**

### Equipment List

[Ritt gear list.docx](#) (65KB)

Uploaded Jan 3 6:36pm by Melissa Seehausen

**Appendix C**

### Are all expedition members familiar with LNT principles?

Yes

### Plan for Minimizing Impacts

**Plan Ahead and Prepare:** Thanks to this grant, there's a huge amount of planning that has gone into this expedition. We've talked to a number of outfitters and guiding services that run this river trip and other river trips in the surrounding area every summer. Up North Adventures, Kanoe People, and River North Publications are all located in the Yukon and have provided advice on everything from shuttling to water purification. Additionally, Dan Maclean's

book Paddling the Yukon River and its Tributaries and two guide books on the Teslin and Yukon river were used to map out and plan our itinerary. When the time comes for our expedition, this grant will serve as an extensive checklist to ensure we're prepared and have all the necessary gear and food. Finally, we'll use our training plan to mentally and physically prepare.

**Travel and Camp on Durable Surfaces:** During the day we will be traveling on the river, which will have no impact on the land. Our largest impact for this area will be our campsite. We will be sure to camp in established campsites when possible. For times when we have to camp outside of established sites, we will be sure to find open areas, ideally sand or dirt, where the land and flora are minimally affected. For any side hikes we do whilst exploring camp, we will stick to existing trails when possible.

**Dispose of Waste Properly:** We will dig catholes at least 8 inches deep for burying our human waste. We will be sure to keep these 100 meters from any trail, camp, or waterway. Liquid waste, including urine, will be disposed of in the river, as there is a significant amount of water to dilute this waste. Wastewater from cleaning will be strained into the river, and all remains will be treated as food waste. All food waste will be stored in the food barrels and taken with us. In order to minimize waste during the expedition, we will consolidate food and minimize excess packaging.

**Leave What you Find:** We will be sure to not take anything from the wilderness on our expedition, so as to preserve the natural and historical integrity of the land. Since we are renting gear from outfitters in the area, we are not too concerned with bringing invasive species into the area. To avoid this, we will make sure all of our gear is clean before the trip, and briefly inspect our rented gear before the expedition.

**Minimize Campfire Impacts:** While regulations don't require us to bring a firepan, we will bring one in order to minimize impact on the land. Fires will be kept smaller than the pan and we will only use small, dead, and downed wood. We will not burn any trash or food as this may attract animals. Ashes will be disposed of in our garbage and we will pack them out. We will choose fire locations logically, such as by a rocky riverbank instead of in a forest with a lot of dead trees.

**Respect Wildlife:** The Yukon territory is known for its wildlife-- the untamed nature of where we are traveling is a main reason we chose to go there, and we hope to see many animals. That being said, we acknowledge that we are simply visitors in this wild place and will give space to all animals we encounter. From a distance we may admire them, but we will move only farther away down the river, never closer. In addition, we will secure our food securely so as to not tempt any animals. Finally, we will be well versed in what to do in a moose or bear encounter which is further outlined in the hazard mitigation plan. Specific to our trip, it is calving season for Moose, so we will be extra cautious not to disturb, disrupt, or interact with any moose for which this may be a concern.

**Be Considerate of Other Visitors:** The Teslin river, although remote, is accessible by car so there is a chance of us encountering other paddlers on the river. To ensure an optimal backcountry experience for all, we will be friendly, but give other visitors space, attempting not to share camp sites when we can. We will leave the campsites we use better than when we found them and speak/sing at considerate volumes when camping and traveling. This will be especially relevant at our front-country campsites we will use when driving up and back, where there are sure to be more people around us.

## Cultural Concerns

The Teslin River has been used by the First Nations people as a way of transportation and source of food for centuries. As we travel north in its current, we will pass through three distinct First Nations territories: Carcross/Tagish First Nation, Kwanlan Dun First Nation, and the Little Salmon/Carmacks First Nation. Of great physical and spiritual importance to the First Nations people, we will actively make sure our Leave No Trace principles are in play so as to preserve the river. In addition to the First Nations people, the Teslin and Yukon rivers were historically used as a major access route to the Klondike gold fields by miners. The result is a multitude of historic sites, from First Nation and miners alike. We will be sure not to disrupt or take anything from these sites.

## Land Management

The Yukon government controls majority of the vacant lands in the territory and Yukon First Nations control their settlement lands. Our trip will not pass through any National Parks or protected lands except the First Nation Settlement of Hootalinqua. We do not need permits for any portion of our expedition.

## IV. Risk Management

### Objective Hazards

**Log jams-** If present, these are likely to be encountered in the narrower portions of the Teslin and narrow channels of the Yukon

**Bears and Moose-**both large animals that can cause harm if there's an encounter that is not handled properly

**Roaring Bull Rapid & Five Fingers Rapid-** Rapids increase the likelihood of capsizing a kayak or canoe and could lead to other dangerous situations like a boat or person being pinned.

**Cold Water & Hypothermia-** the water on the Teslin and Yukon are cold year-round and can quickly lead to hypothermia if one is submerged in the river for 10 minutes or more.

**High Winds-** not uncommon on the Yukon, high winds can make paddling difficult and lead to waves in the river

### Subjective Hazards

Alana is allergic to nuts and peanuts, but has spent considerable lengths in the backcountry around them with no problem so long as precaution is taken. She has four epi-pens, two prescription oral medications, and benadryl. Alternating these medications is enough to stop anaphylaxis while in a remote setting. In addition, the trip food will be nut free.

Alana also has asthma which is well managed and rarely affects her, although she carries an emergency inhaler just in case.

Bennett had a herniated disc for the year of 2013. It has healed. He has been doing all of the same activities he did before (and even more) all with consent from a doctor and/or physical therapist at the time. He'll just be continuing to stretch a lot!

Melissa and Austin have a minimum amount of whitewater canoeing experience which is why they will stick to the kayaks which they are familiar with navigating.

42 hours in a car together is no small feat. Feeling irritated and restless are inevitable. To mitigate emotions running high, we'll maintain open lines of communication and use our conflict management skills we all have from our ALI Level I training. It's also inevitable that we'll get to know each other on a whole new level and become attuned to navigating each others moods.

### Hazard Mitigation

River Safety:

Rivers can be some of the most enjoyable mediums for exploring the wilderness and maintaining a healthy mind. However, they can be highly dangerous with a variety of different hazards that can potentially come up unexpectedly. We have specifically chosen a river that fits our respective skill levels in kayaking and canoeing to minimize any potential travesties due to hazards on the river. Some hazards that we may possibly encounter on the river are strainers, holes, strong currents, rocks, etc. To minimize issues with obstructions in the river, we will always take the smoothest path with more water when coming to islands and divisions in the river. Having said this, accidents can happen, and by our expedition the whole crew will be well versed on how to react properly thanks to our Swiftwater Rescue Training.

While on the river, we will always wear our life jackets and appropriate clothing, like wet suits. If one of us ends up

swimming unintentionally, we will take all necessary action to rescue them and help them get back into their boat as quickly as possible. It will be important to get the swimmer out of the water as quickly as possible so as to avoid hypothermia because the water in the Teslin and Yukon Rivers is quite cold and weather in the Yukon Territory can be variable at any time of year. Additionally, a swimmer outside of the boat is much more susceptible to the many other hazards in the river). If someone does swim, they will follow the general protocol which we are all very comfortable with. They will swim on their back with their head above the water and feet facing downstream or, if possible, swim aggressively towards shore. They will remain upstream of the raft. When necessary, they will blow their whistle and search for a throw rope. If there is a strainer that cannot be avoided, they will swim aggressively towards it and try to propel themselves up and over it. If caught in a recirculating hole, the swimmer will relax, curl up into a ball, and let the flow of the water take you to the bottom and spit you out. If they go over a large drop or ledge, they will ball up. Overall, risk on the river is largely mitigated because it's Class I, meaning that a majority of common hazards, like rapids, will be avoided because they're simply not present.

Perhaps the biggest whitewater danger present on the river is foot entrapment. At all times when swimming in the river, we will remain in either a defensive or aggressive swimming position. Defensive swimming is with our nose and toes above the surface and our feet pointed downstream. Aggressive swimming will keep us at the surface of the water as we swim to the shore or boats, and/or away from river features. This way, we are minimizing the chances of possible foot entrapment by avoiding the bottom of the river.

There are three larger rapids on the section of river that we will be traveling on, so we will be extra careful when approaching these areas by scouting the rapids before proceeding downstream. In scouting the rapid, we will be sure to identify holes, strainers, and rocks so that we can avoid them. If anyone is uncomfortable with these rapids, There is always the option to portage or line them, or have participants walk the rapids while more experienced ones paddle the rapids a second time.

Finally, we'll make sure to watch for log jams which are unique to these remote rivers in the Yukon and not often encountered during our recreation on commonly paddled rivers. The narrow portions of Teslin have the highest likelihood and proper vigilance will allow us to eddy out and portage a log jam if we come to one.

The canoe will have one full first aid kit, whilst the two kayaks will have smaller first aid kits (which combined will be equivalent to the one on the canoe).

Whilst cold is a major hazard, and drysuits are preferable to wetsuits, we will not be renting additional drysuits for the expedition. Due to the easier whitewater nature of the river, and the advice given to us by several outfitters as to what others have comfortably done in early summer, it does not seem necessary for us to have drysuits. While Bennett has a drysuit and will be bringing it, the rest of the crew will all have wetsuits and appropriate splash gear.

#### Wildlife:

Anywhere we travel in the wilderness, it is important to be respectful and mindful of the permanent residents around us. Where we are travelling, our biggest concern is the bears. Our best line of defense against the bears is common sense. We will avoid all bears if possible by keeping our distance from them if they are spotted, avoiding areas with signs of recent bear activity (feces, tracks, etc.). We will also keep our campsite and our kitchen area at least 100 feet apart. Also, while we are on land, we will make our presence known by making noise so that the bears will know to keep their distance. If we find that a bear has seen us, we will wave our arms above our heads and speak to the bear in loud, low voices while backing away slowly. We will not run from the bear. If the bear runs at us, we will stand our ground and continue waving our arms while speaking in loud, low voices. If the bear approaches our campsite or attacks us for food, we will aggressively chase it away making noise, and, if necessary, strike the bear. If attacked, we will curl into the fetal position and play dead until the bear no longer sees us as a threat. If the bear does not back off, we will all be carrying bear spray, which should be aimed at the bear's eyes, in case of any bear attacks, but all of this can hopefully be avoided with proper planning and vigilance.

May and early June are also the time when Moose often have calves. They often find refuge on islands in the river to raise their young. Therefore, we'll be especially careful when choosing an island camp. We'll make sure to avoid

finding ourselves between a mother and its calf and always give the moose plenty of space. If a moose charges we'll try to put a tree between ourselves and the moose which is feasible on the overgrown islands. If we're attacked, we'll play dead. Overall, our best way to prepare ourselves is by being proactive and highly cautious when choosing island camps, making lots of noise and looking for moose before they find us.

#### Weather:

In this territory, weather can be extremely variable, so we will be prepared for weather of all types. We will be sure to bring plenty of warm layers. We will also all be wearing wet/dry suits that will help us stay warm and dry in the potentially cold weather. We will be mindful of the strong winds that can come up in the Yukon by tying up and/or securing all of our gear in some way when we are camping for the night. We will also be sleeping in four season tents and winter sleeping bags. Although potential for thunderstorms is less likely for our location, we will be sure to move to shore under the cover of trees if lightning presents itself as a hazard. We will do so in accordance to ORC policy as to when we seek safe terrain and when we go into lightning position (30 and 10 seconds respectively between flash and bang).

Another potential downfall of the strong winds could be slower days on the river. In order to remain on schedule, we will start as early in the day as possible and give ourselves plenty of time to get to our next destination. The longer days with much sunlight will help us cover the lengths of river that we need without too much pressure from nightfall. Our food menu includes a bit of extra food in the case that we have to hunker down for a day or two in the case of poor weather conditions. It's safer and smarter to do so and forego an extra sunbutter and jelly sandwich rather than risk a cold, high wind, and turbulent day on the river that makes capsizing high likelihood.

Finally, we will be aware and conscious of the risk of hypothermia, especially if someone should enter the water at any point. Our first aid kit will include a hypo wrap and we will use our WFR knowledge to properly treat a hypothermic victim.

#### Remoteness:

The area which we will be exploring is quite remote. We will have safety and survival gear necessary if things go south. We have identified along the river the nearest roads for evacuation in case of an emergency. We will also be carrying a satellite phone so that we can contact emergency personnel if needed. We will do our best to avoid any injuries or illnesses by staying hydrated, warm, and well-fed. We will take extra care in daily activities to prevent incidents that have higher stakes in the backcountry. For example, boiling water is one of the leading causes of burns in the backcountry. We will also keep in mind the gravity of our remote setting in all decision making and play it safe.

#### Flash Floods:

Flash floods and sudden rushes of water in the river are potential hazards that we must be mindful of. The variable weather and surrounding snow and ice from the mountains can cause the levels in the river to change quickly, so it is important to keep all of our gear away from the shore and secured so that it is not swept away when we are camped for the night. We will set up camp and tie our boats up above the flood line on the river bank in the case of a surge in water levels. We will also try to take advantage of high-water camps whenever possible because water levels are typically higher in May and early June.

#### Terrain:

The surrounding mountains of the Teslin and Yukon Rivers will provide us with some spectacular views and memories to last a lifetime. However, it will be important to be careful if we decide to explore a bit. The most important thing for us to do is to use good judgment and avoid dangerous situations altogether. We will not be doing much, if any, serious hiking, but we will use trails, hike as a group and make noise to ward off bears and moose.

#### Water:

We will be carrying a filtration pump that sanitizes water and we will bring iodine tablets which we can use to kill any harmful bacteria in the water. We will drink water from the river after we sanitize the water. Additionally, we'll be able to boil water if necessary. After talking to various outfitters in the Yukon, we've been told using these methods to purify water is sufficient and we will not need to bring water jugs.

## Special Preparedness

Alana is allergic to nuts and peanuts, but has spent considerable lengths in the backcountry around them with no problem so long as precaution is taken. She has four epi-pens, two prescription oral medications, and benadryl. Alternating these medications is enough to stop anaphylaxis while in a remote setting. In addition, the trip food will be nut free.

Alana also has asthma which is well managed and rarely affects her, although she carries an emergency inhaler just in case.

Bennett had a herniated disc for the year of 2013. It has healed. He has been doing all of the same activities he did before (and even more) all with consent from a doctor and/or physical therapist at the time. He'll just be continuing to stretch a lot!

## Emergency Preparedness

Given the nature of the river, most often a downstream evacuation will be more ideal than hiking back upstream. On this trip, a lot of the riverbank is overgrown or composed of tall rock faces as we enter into more canyon-like sections. Therefore, we will use the momentum of the river and head downstream in the case of an evacuation. We're paddling the river at a more leisurely pace. In the case of an emergency, Whitehorse outfitters have advised us that most paddlers can paddle 50 miles in a day given the extra sunlight during the summer months. Therefore, it would take us 3 days at longest to reach Carmacks and 5 days at longest to reach Dawson City. This plan is ideal for emergencies that are less time sensitive- like loss of food due to bears.

Day 1-8: Carmacks

Day 8-16: Dawson City

In the case of a life-threatening emergency, we will stabilize the victim and then call 1-867-667-5555 which is the Yukon's equivalent of 911. We will give them our location, the proper SOAP Note information, and await further instruction. The Evacuation sites below are the closest road access/airstrips available to us while on the river. If necessary we can transport a victim downstream to these locations within 1-2 days. If air evacuation is necessary we will use our signal mirror and any other bright items to signal the aircraft from our location.

Day 1: South Canal Road/Johnson's Crossing

Day 2- 7: Little Salmon Village as there's access to Campbell Highway after a short road.

Day 7-8: Carmacks

Day 8-9: Old Stage Road leading to the Klondike Highway (Mile 32)

Day 10: Minto as there's access to the Klondike Highway

Day 11: Fort Selkirk (Mile 79.5) (equipped with airstrip)

Day 12-16: Dawson City

## Emergency Resources

### Emergency Communication:

We will use our Satellite phone to communicate in the case of an emergency

### For Emergencies

1-867-667-5555

### Teslin Health Centre (on-call Nurse)

P.O. Box 70

Teslin, Yukon

Phone: (867) 390-4444

### Carmacks Health Centre (on-call Nurse)

106 River Drive, Carmacks, Yukon

Phone: (867) 863-4444

**Dawson City Health Centre (on-call Nurse)**

P.O. Box 10  
Dawson City, Yukon  
Phone: (867) 993-4444

**Dawson Medical Clinic (Private clinic w/ Doctor)**

530 Church Street  
Dawson City, Yukon  
Phone: (867) 993-5744

**Police**

Teslin (867) 390-5555  
Carmacks (867) 863-5555  
Pelly Crossing (867) 537-5555 (for Evacuation from Minto)  
Dawson City (867) 993-5555

**1st Canadian Ranger Patrol**

1-867-873-0700

**V. Budget****Budget**

[Ritt Grant Budget.docx](#) (84KB)  
Uploaded Jan 4 1:52pm by Melissa Seehausen

**Appendix D****Transportation**

\$2052

**Food and Fuel**

\$826.66

**Maps and Books**

\$42.20

**Communication Device Rental**

\$360

**Permits/Fees**

\$110

**Gear Rentals**

\$2055

**Total Funding Request**

\$5445.86

**Cost Minimization Measures**

We have done our best to minimize costs in a multitude of ways. To begin, we'll be driving which is under half of the cost it would be to fly to Whitehorse, which costs over \$650 per person. We're also taking the Husky bus to shuttle back to Whitehorse from our takeout which is around \$500 cheaper than a private shuttle. We will be buying our food

in bulk while in Colorado Springs which is cost efficient and we've chosen to use the cheaper outfitter, Kanoe People, which saves us about \$5 on most rentals. In our planning we picked a river that was accessible by road which saves thousands of dollars associated with the cost of a float plane. We're also using as much personal gear as possible, like drybags, firstaid kits, and Melissa and Bennett will use their own wet/drysuits. Finally, we're camping along the drive to and from Whitehorse rather than staying in a hotel, which is saving us an average of \$360.

## VI. Expedition Agreement

### Expedition Agreement

[\[Untitled\].pdf](#) (226KB)

Uploaded Jan 3 5:27pm by Melissa Seehausen

**Appendix E**

## Appendix A

### **Pre Trip Day 1**

At 6am we will depart from Colorado Springs. We will drive for 15.5 hours /1073 miles to Claresholm, in Alberta

We will camp at: Centennial Park Campground--366 46 Avenue West, Claresholm, AB T0L 0T0, Canada (\$15)

### **Pre Trip Day 2**

At 7am we will depart from Claresholm and drive 15 hours/940 miles to Fort Nelson, British Columbia.

We will camp at: Tetsa River Provincial Park Campground-- Mile 347, Alaska Hwy, Fort Nelson, British Columbia (\$20)

### **Pre Trip Day 3**

At 8 am we will depart from Fort Nelson and drive 11 hours/531 miles to Whitehorse in the Yukon Territory.

We will camp at: Robert Service Campground 120 Robert Service Way, Whitehorse, Yukon (\$20)

\*\*\*Note that the maps should be read from the last page to the first page as they are printed in reverse order. The Johnson's Crossing to Carmacks Map corresponds with Day 1- 8 and the Carmacks to Dawson City Maps correspond with Day 8-16. We realize the river is forever changing and plan to take topographic maps of our route from <http://www.canmaps.com/> in addition to the ones we have attached.

### **Day 1 (20 miles)**

At 8am we will go to outfitters, Kanoe People, to pick up rental gear and then shuttle 85 miles from Whitehorse to mile 837 of the Alaskan highway- Johnson's Crossing. By 11am we will be on the river. We will paddle a shorter distance (20 miles) to get our bearings and due to the later start. We'll encounter a few riffles and pass by a number of older and newer cabins within the first 5 miles and then it should be smooth paddling into the depths of the wilderness. We will camp at Mile 102 on River Right at a good high water camp given that May is known for having higher water levels.

### **Day 2 (32miles)**

We'll paddle a few miles downstream to explore Hundred Mile Landing on River Right early in the day. Around Mile 91 the river will become much narrower and we'll run into a riffle about 4 miles after. At the end of the day we'll make camp around Mile 70 at the site that's best fit— there are a number of options shown on the map.

### **Day 3 (31miles)**

Within the first 5 miles we'll encounter a riffle. Mile 61-59 will include a strong eddy, faster water and a number of riffles as we approach Roaring Bull Rapids. We'll scout Roaring Bull and consider the water level before we decide whether to run it or line it. After the rapid the river

returns to a calmer state and we'll paddle until we find camp around Mile 39, O'Brien's Bar. This allows for opportunity to explore historic remnants of the gold rush

#### **Day 4 (27 miles)**

This stretch of river has a number of small islands and starts to braid a bit. We'll paddle until we hit Mile 12, our camp for the night. Also called, Eureka Landing/Seventeen Mile (61°29'58" N 134°40'51" W), we'll be looking for the well hidden ruins and seeing what traces from the past we can spy.

#### **Day 5 (35 miles)**

We'll reach the confluence with the Yukon as we come to Hootalinqua midway through our day's paddle and possibly stop to explore the abandoned trading post and its ruins. There's also an old steamer "Evelyn" a half mile down river. We'll camp at mile 83 on the Yukon, Glacier Gulch Bend, where there are a number of potential camp sites.

#### **Day 6 (28 miles)**

A lot of our paddle will be through a burn area from a previous wildfire today. We will find camp around Mile 55 on the island or the sandy bank on river right.

#### **Day 7 (31 miles)**

We'll pass Little Salmon Village after about 20 miles (Mile 34). We'll find camp around Mile 24 on River Right.

#### **Day 8 (32 miles)**

Today we'll pass by Carmacks, a small town, and possible evacuation point. We'll have the opportunity to stop if we have any unexpected needs or ailments, though, we plan to pass by swiftly and camp at Mile 10 on the island, just past 9 Mile Bend.

#### **Day 9 (29 miles)**

We'll come to Five Finger Rapids at Mile 21.5. Again, we'll scout the rapid and decide whether to run it or portage/line it. This rapid has three channels, the left is full of holes that will keep you, the middle is rough, and the right channel is the one to run. According to our guide book and few internet sites it's wise to start right, eddy out to scout and decide our line and then run the rapid from right to left. At Mile 26 we'll come to Rink Rapids, this rapid can be avoided if we take the right line as advised by our guide book. We'll camp around Mile 39 on one of the 3 larger islands

#### **Day 10 (32 miles)**

There's a bit of braiding and the river gains a lot of channels towards the end of our paddle (Mile 66-70). If some of the smaller channels are deep enough and without hazards we may explore a bit, otherwise, we'll stay left to remain in the main channel. Camp around Mile 72 on one of the large islands

#### **Day 11 (26 miles)**

On today's paddle, basalt walls will begin to appear and the river will take on a more canyon-like feel. This is thought to be where the un-glaciated area of the Yukon began and basalt was formed when lava met the edge of the ice sheet. Camp around Mile 98 on the island before Pingree Island.

**Day 12 (35 miles)**

Paddle all day, possible stop to explore Caring Woodyard (Mile 116). We'll find camp on one of the islands around Mile 133.

**Day 13 (33 miles)**

Full day paddle. We'll find Camp around Mile 165 on the large islands on River Right.

**Day 14 (33 miles)**

Around Mile 174 the river splits into a number of channels and may become more challenging to follow. We'll camp around Mile 198, on Dead Man Island or one of the neighboring ones.

**Day 15 (32 miles)**

The river has a number of channels again today so we'll be paying special attention and navigating intentionally. We'll camp around Mile 230, on one of the islands on River Left.

**Day 16 (20 miles)**

We'll enjoy the last 20 miles of our Trip, taking in the final sites and mentally preparing to leave the backcountry. Take out at Dawson City (mile 250) and camp at the government campgrounds on River Left approximately .2 miles down river of Dawson.

**Post Trip Day 1**

Take the Husky Bus (at noon) back to Whitehorse (\$436) and stay at Robert Service Campground (\$20)

**Post Trip Day 2**

Drive to Fort Nelson and stay at Tetsa River Provincial Park Campground-- Mile 347, Alaska Hwy, Fort Nelson, British Columbia (\$20)

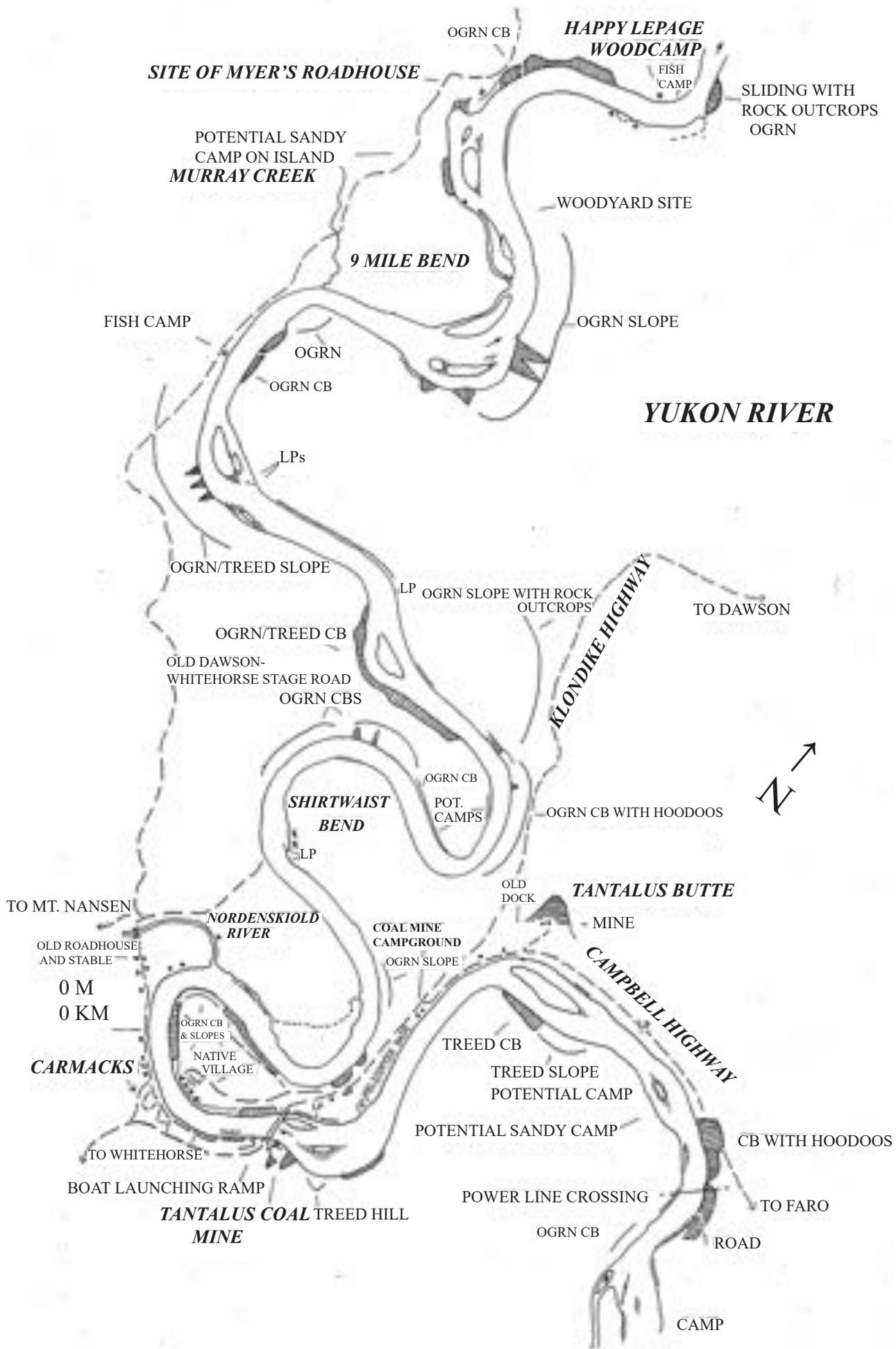
**Post Trip Day 3**

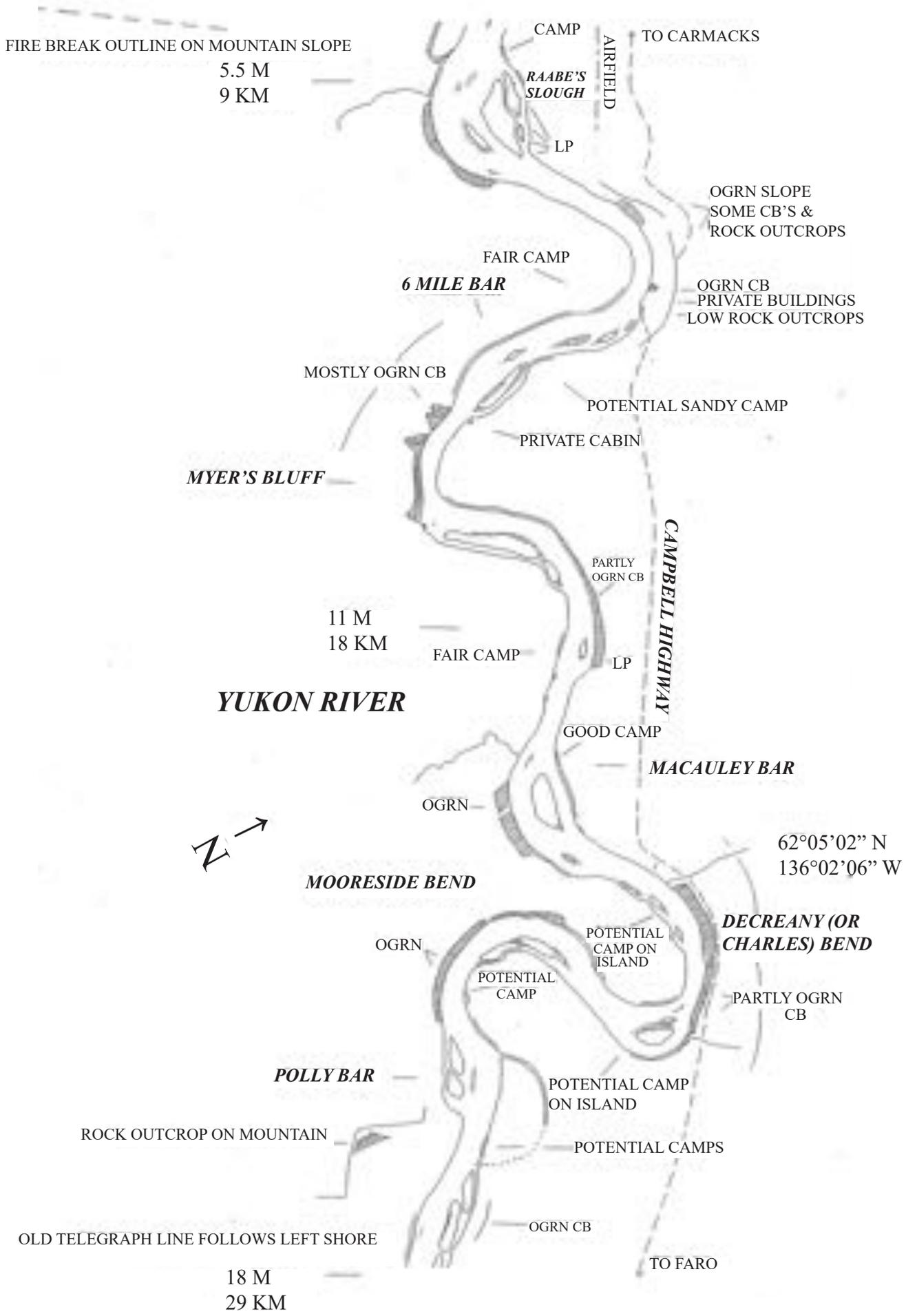
Drive from Fort Nelson to Claresholm, AB-- Centennial Park Campground--366 46 Avenue West, Claresholm, Alberta, Canada (\$15)

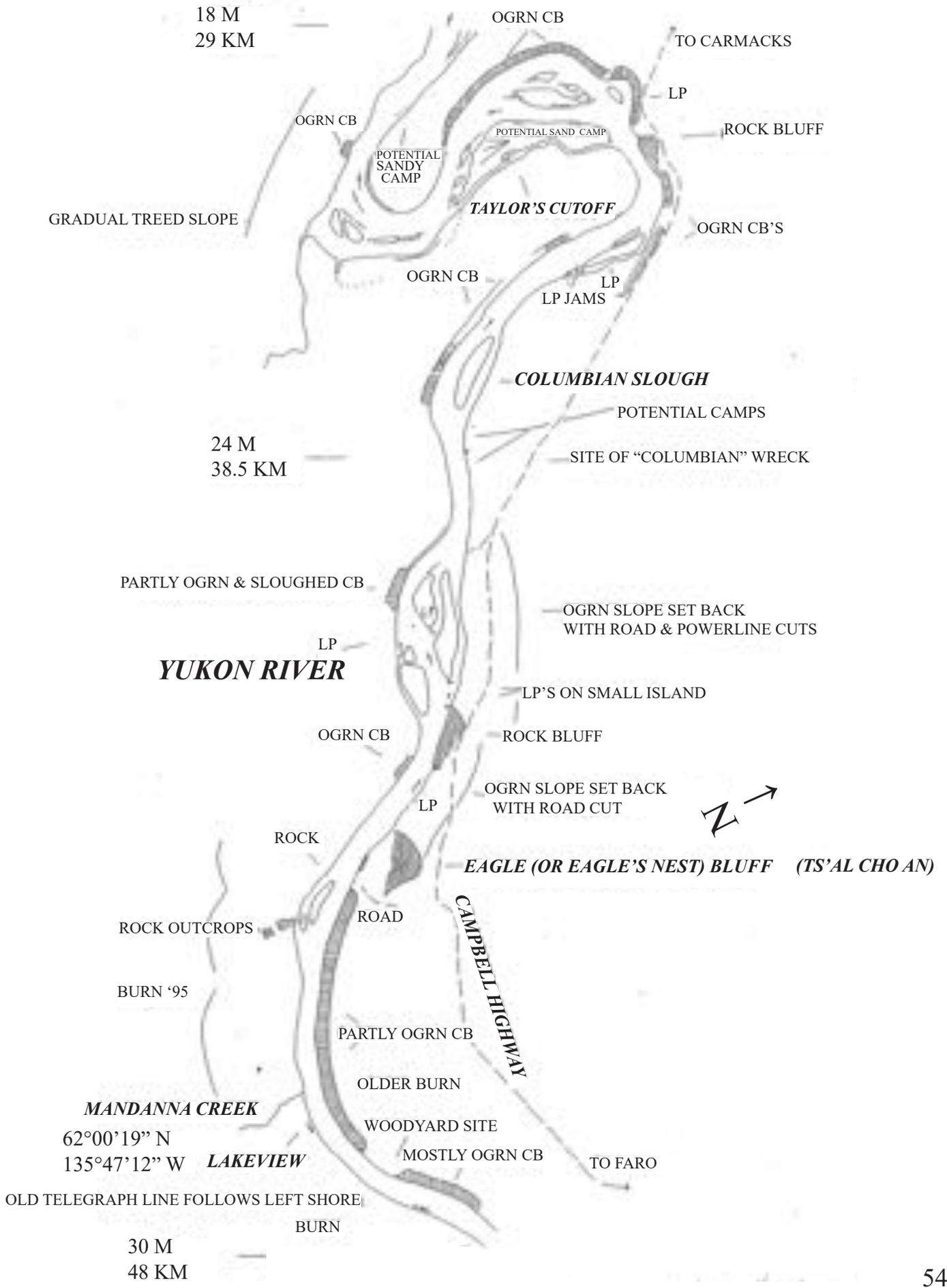
**Post Trip Day 4**

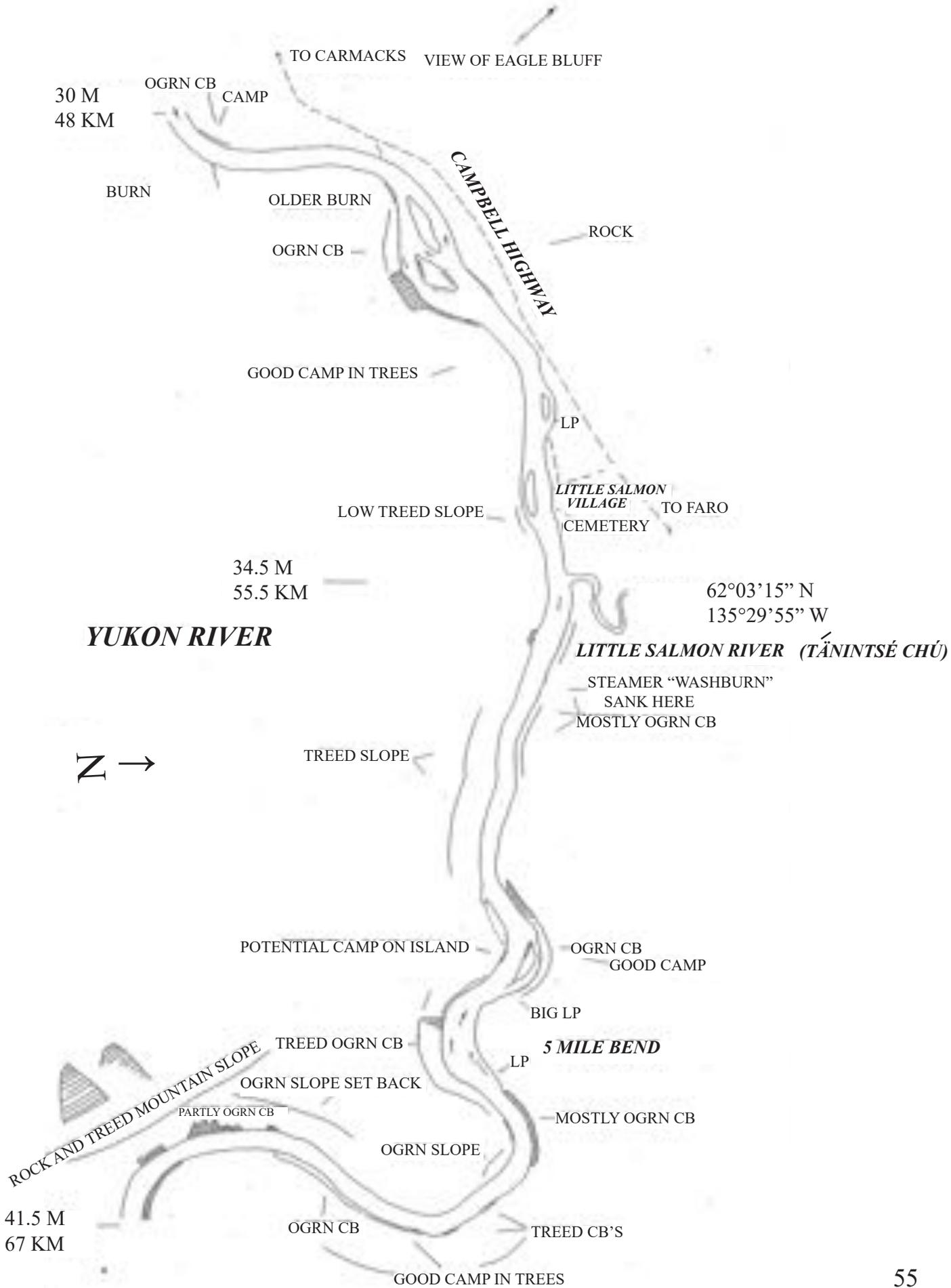
Drive from Claresholm, Alberta, Canada to Colorado Springs, Colorado

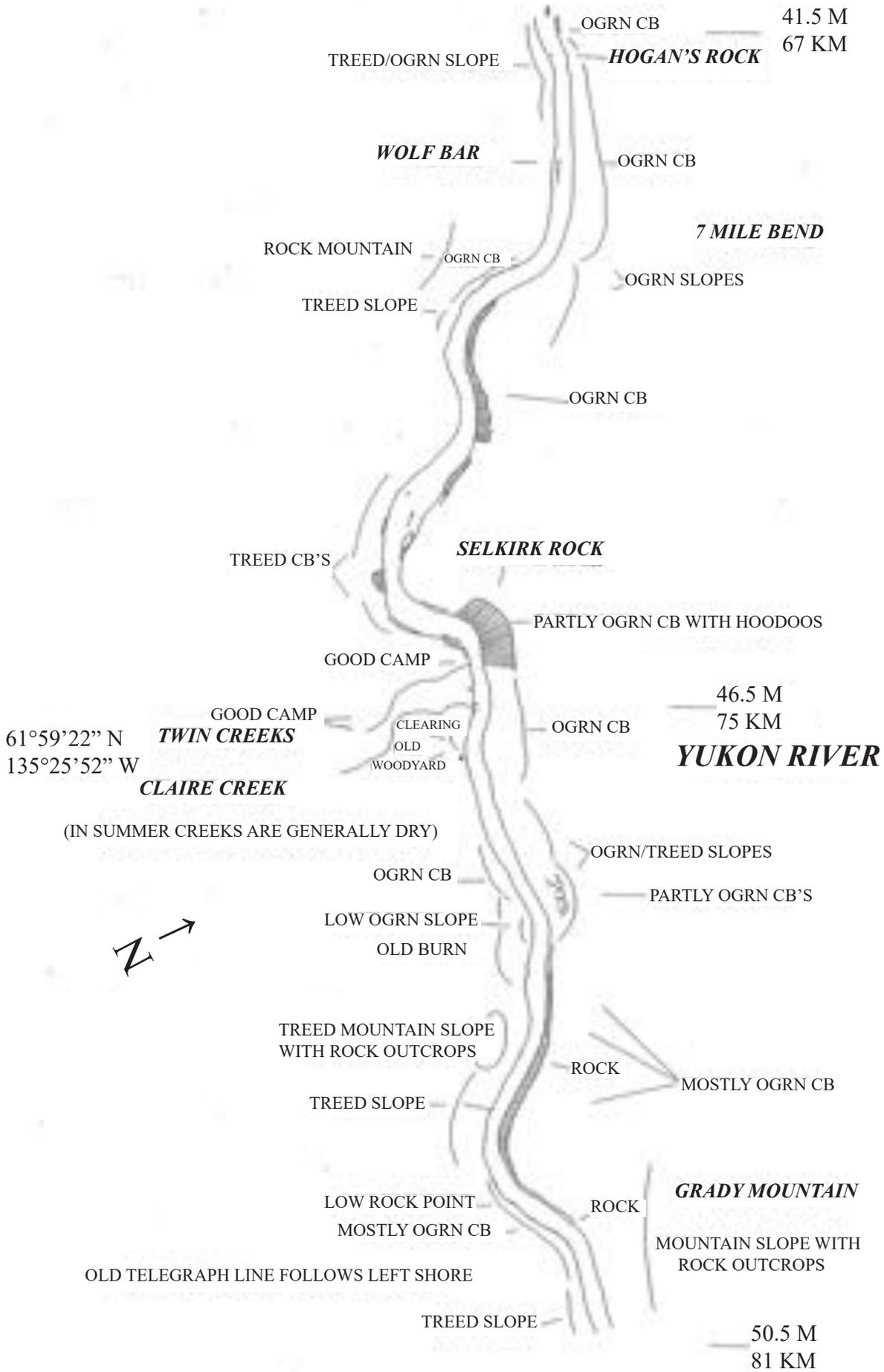




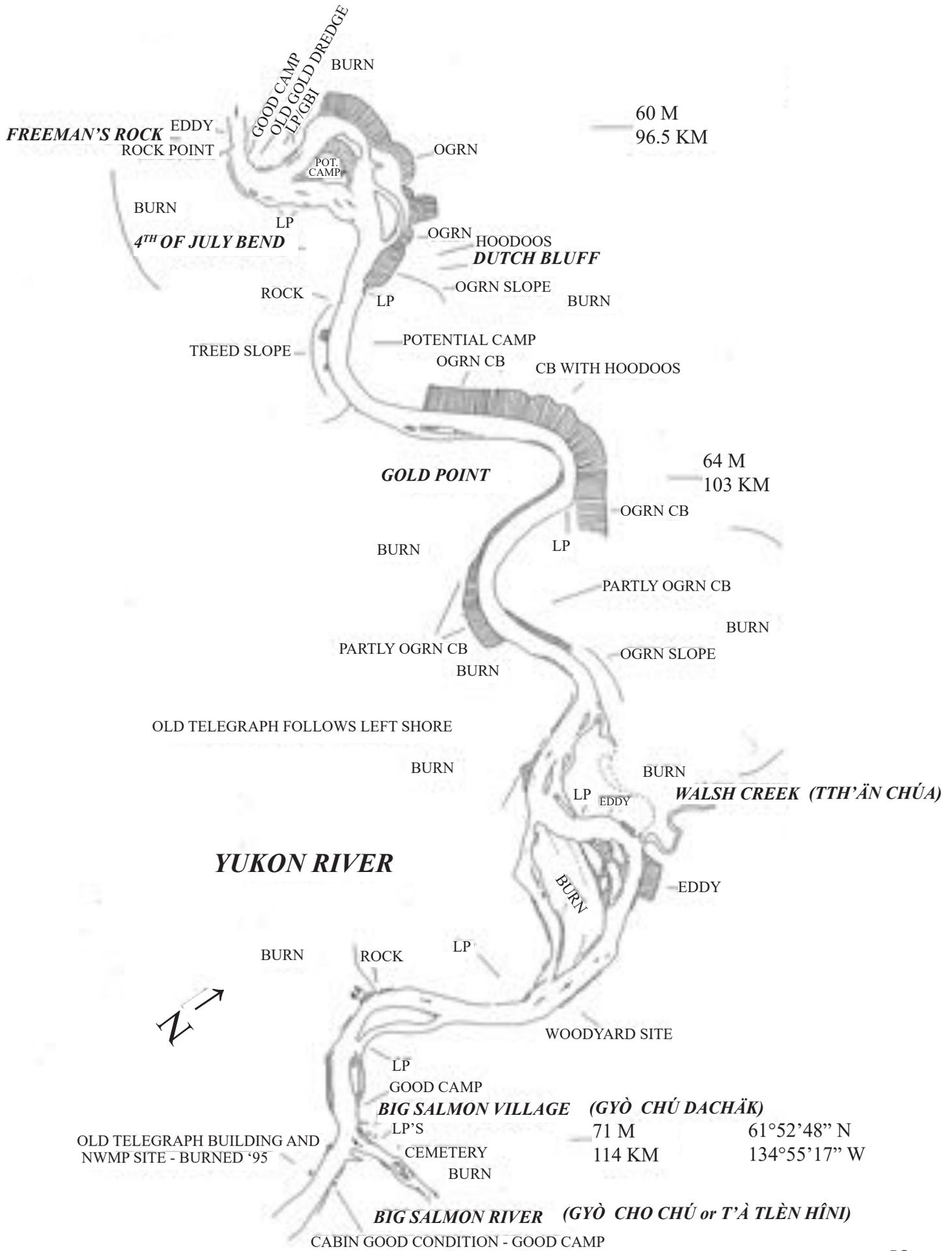


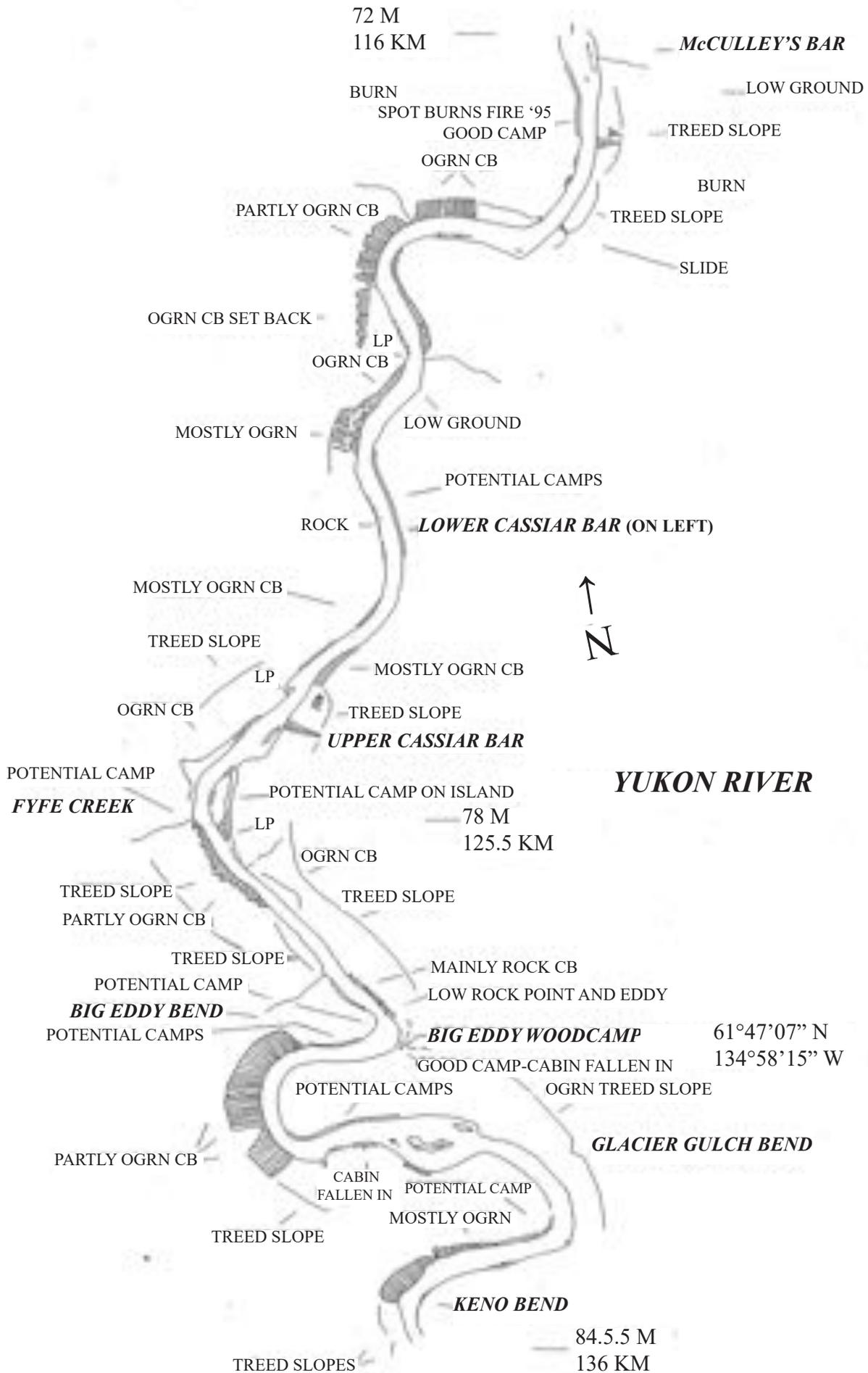




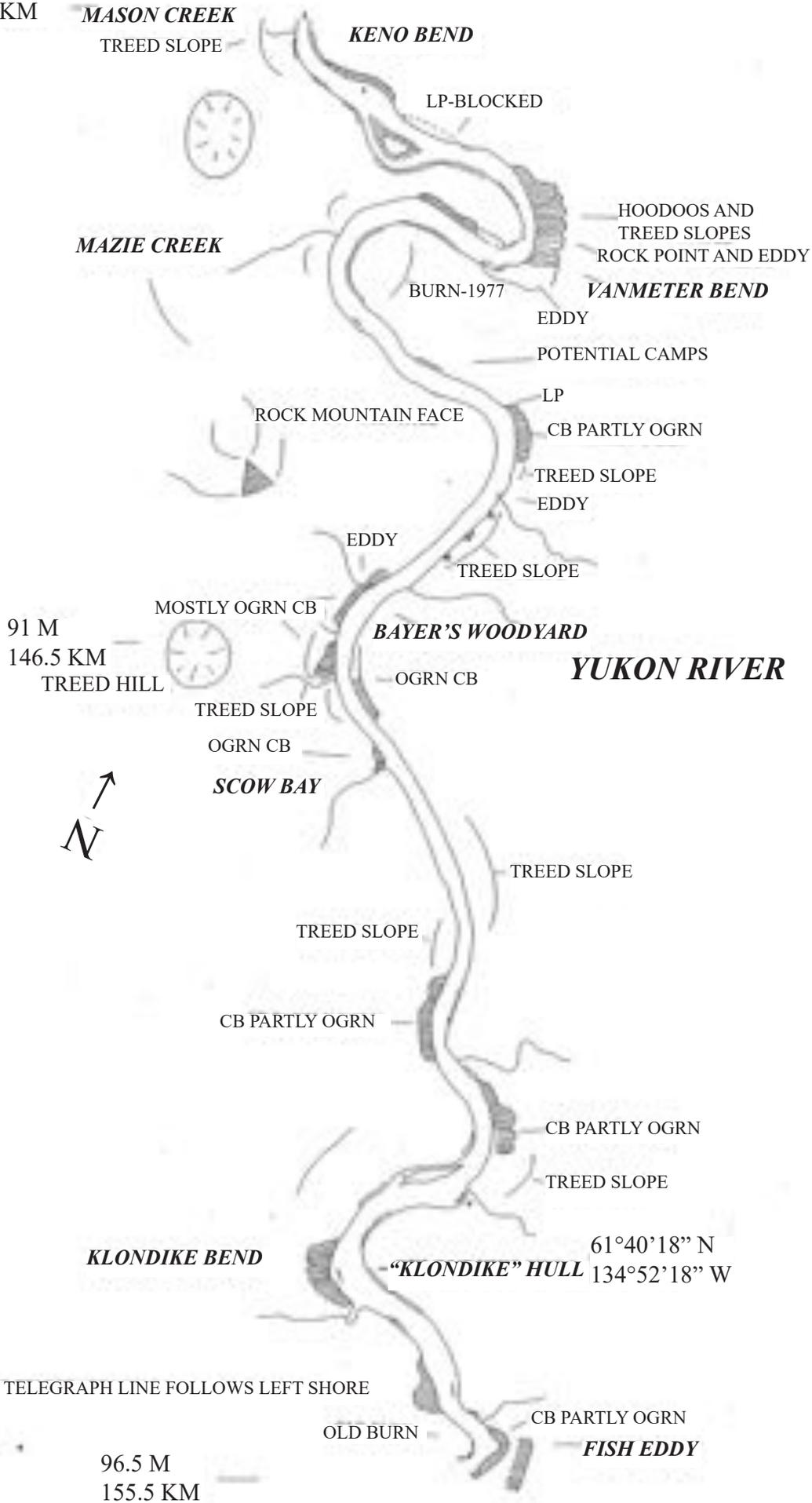




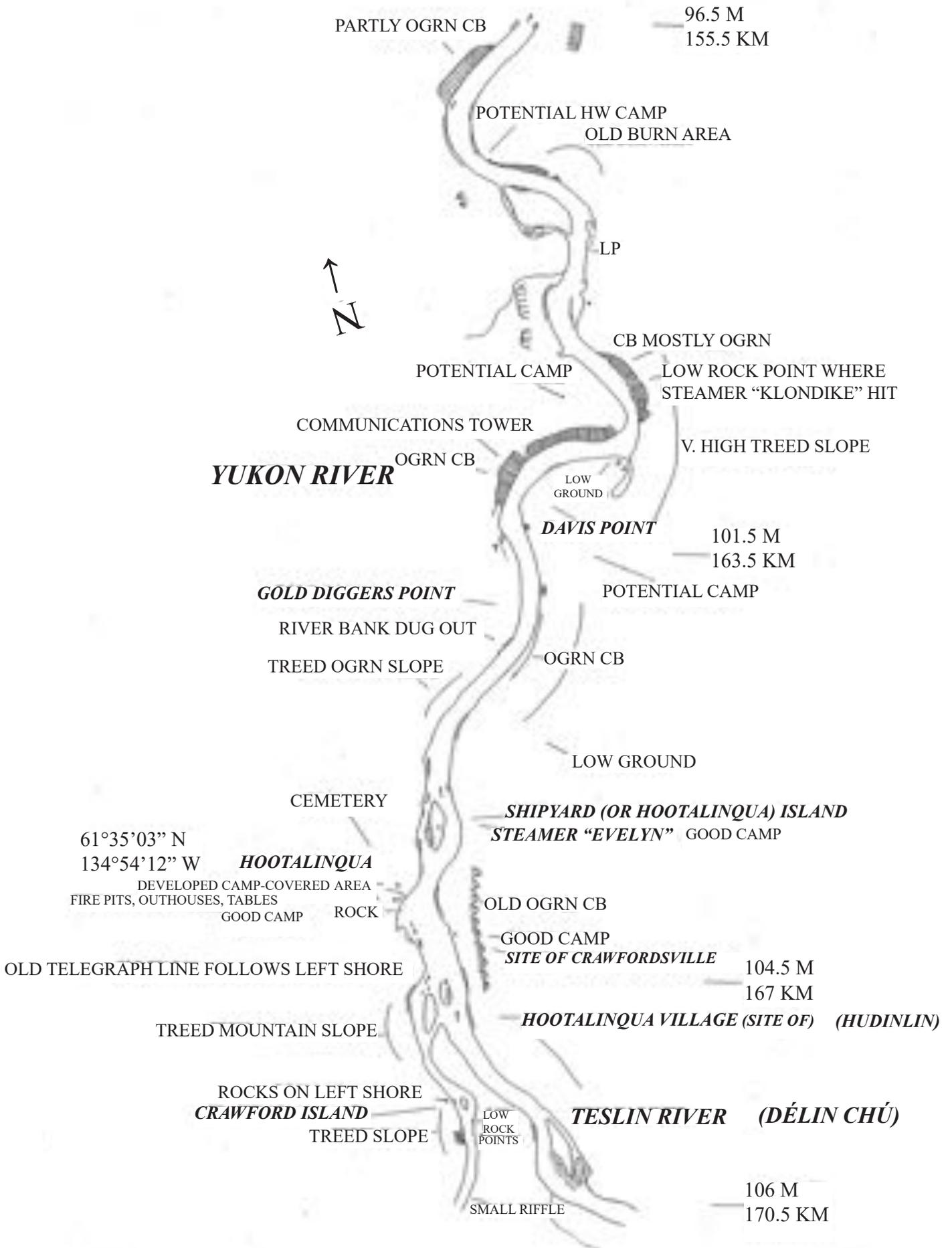


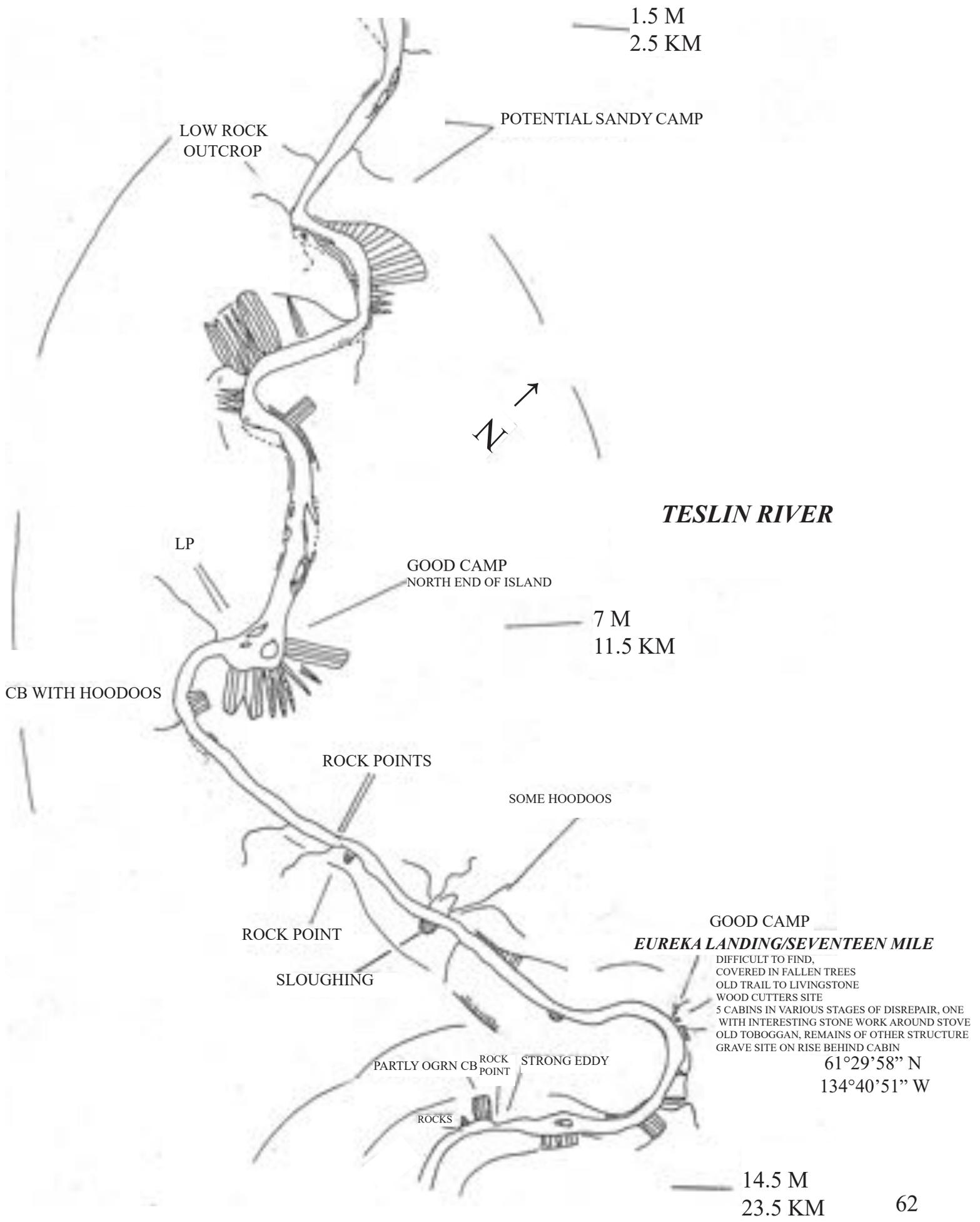


84.5 M  
136 KM



96.5 M  
155.5 KM





1.5 M  
2.5 KM

LOW ROCK  
OUTCROP

POTENTIAL SANDY CAMP

**TESLIN RIVER**

LP

GOOD CAMP  
NORTH END OF ISLAND

7 M  
11.5 KM

CB WITH HOODOOS

ROCK POINTS

SOME HOODOOS

ROCK POINT

SLOUGHING

GOOD CAMP  
**EUREKA LANDING/SEVENTEEN MILE**

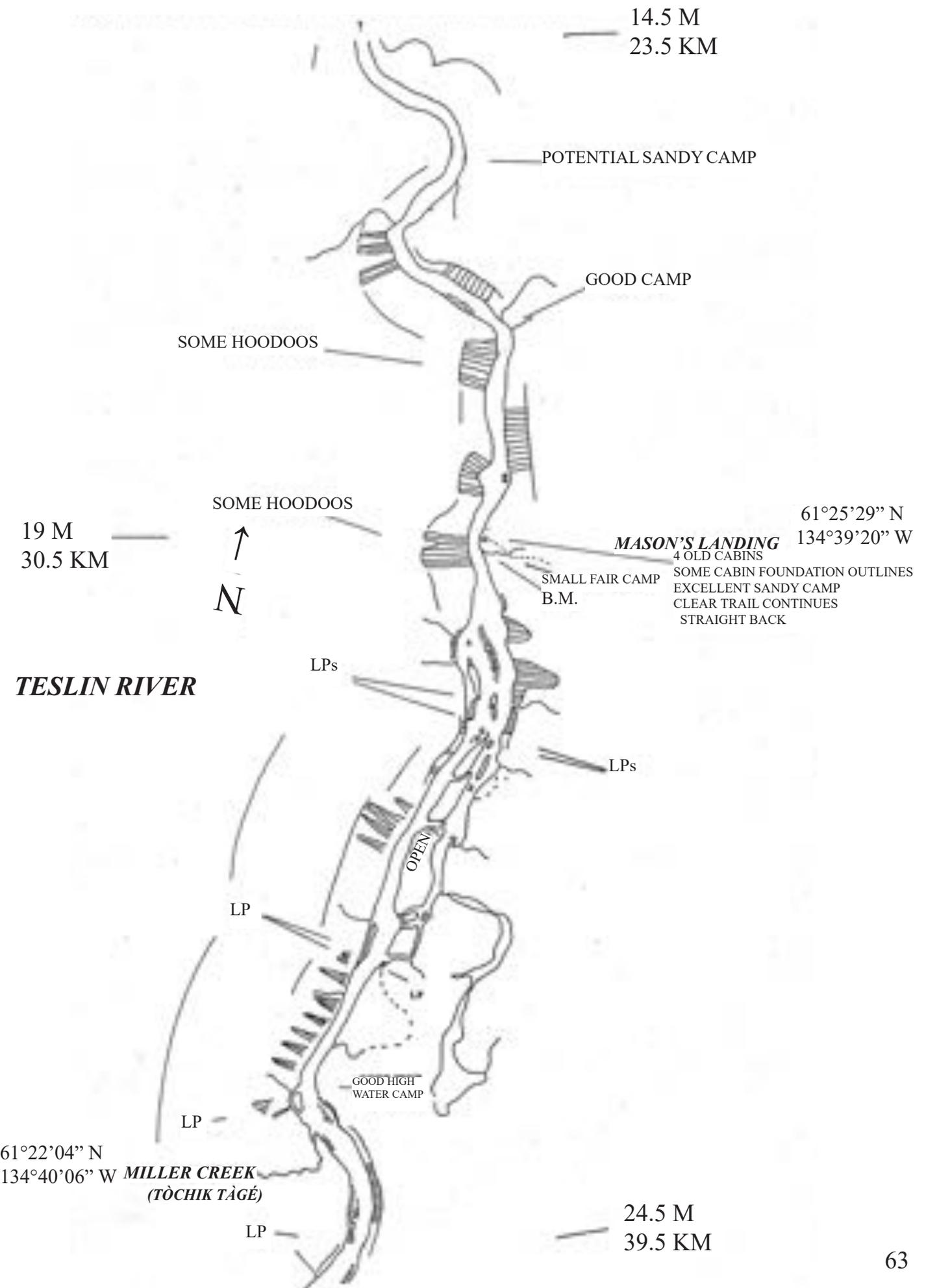
DIFFICULT TO FIND,  
COVERED IN FALLEN TREES  
OLD TRAIL TO LIVINGSTONE  
WOOD CUTTERS SITE  
5 CABINS IN VARIOUS STAGES OF DISREPAIR, ONE  
WITH INTERESTING STONE WORK AROUND STOVE  
OLD TOBOGGAN, REMAINS OF OTHER STRUCTURE  
GRAVE SITE ON RISE BEHIND CABIN

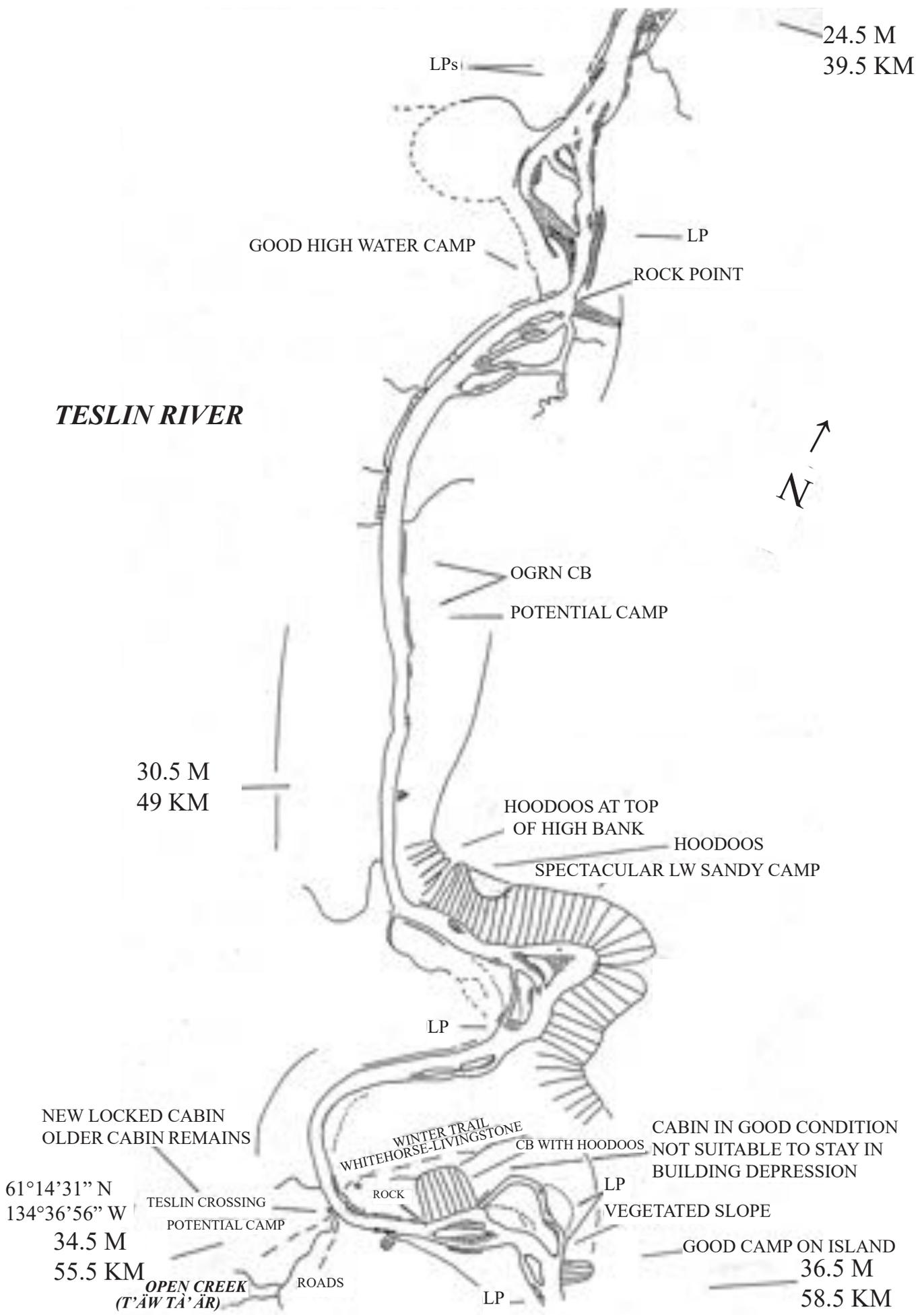
61°29'58" N  
134°40'51" W

PARTLY OGRN CB  
ROCK POINT  
STRONG EDDY

ROCKS

14.5 M  
23.5 KM





**TESLIN RIVER**

24.5 M  
39.5 KM

LPs

GOOD HIGH WATER CAMP

LP

ROCK POINT



OGRN CB

POTENTIAL CAMP

30.5 M  
49 KM

HOODOOS AT TOP  
OF HIGH BANK

HOODOOS

SPECTACULAR LW SANDY CAMP

LP

NEW LOCKED CABIN  
OLDER CABIN REMAINS

CABIN IN GOOD CONDITION  
NOT SUITABLE TO STAY IN  
BUILDING DEPRESSION

61°14'31" N  
134°36'56" W

TESLIN CROSSING  
POTENTIAL CAMP

WINTER TRAIL  
WHITEHORSE-LIVINGSTONE

ROCK

CB WITH HOODOOS

LP

VEGETATED SLOPE

34.5 M  
55.5 KM

OPEN CREEK  
(T'AW TA'AR)

ROADS

LP

GOOD CAMP ON ISLAND  
36.5 M  
58.5 KM

36.5 M

58.5 KM

MOSTLY TREED CB

HIGH GRAVEL SLOPE

GOOD CAMP

HIGH VEGETATED SLOPE

CB WITH HOODOOS

PARTLY OGRN

39 M

63 KM

LP

61°14'12" N

134°30'32" W

**O'BRIEN'S BAR**

CABIN REMAINS, OLD BARGE,  
TAILING PILES, DITCHES, MINING  
EQUIPMENT, OLD MOTOR, PUMPS,  
TUMBLERS, SLUCE BOXES  
GOOD CAMP

OGRN CB

LOW GROUND

**O'BRIEN'S SLOUGH**

LP

**TESLIN RIVER**



BURN

43.5 M

70 KM

OGRN CB

BURN

PARTLY TREED CB

LP

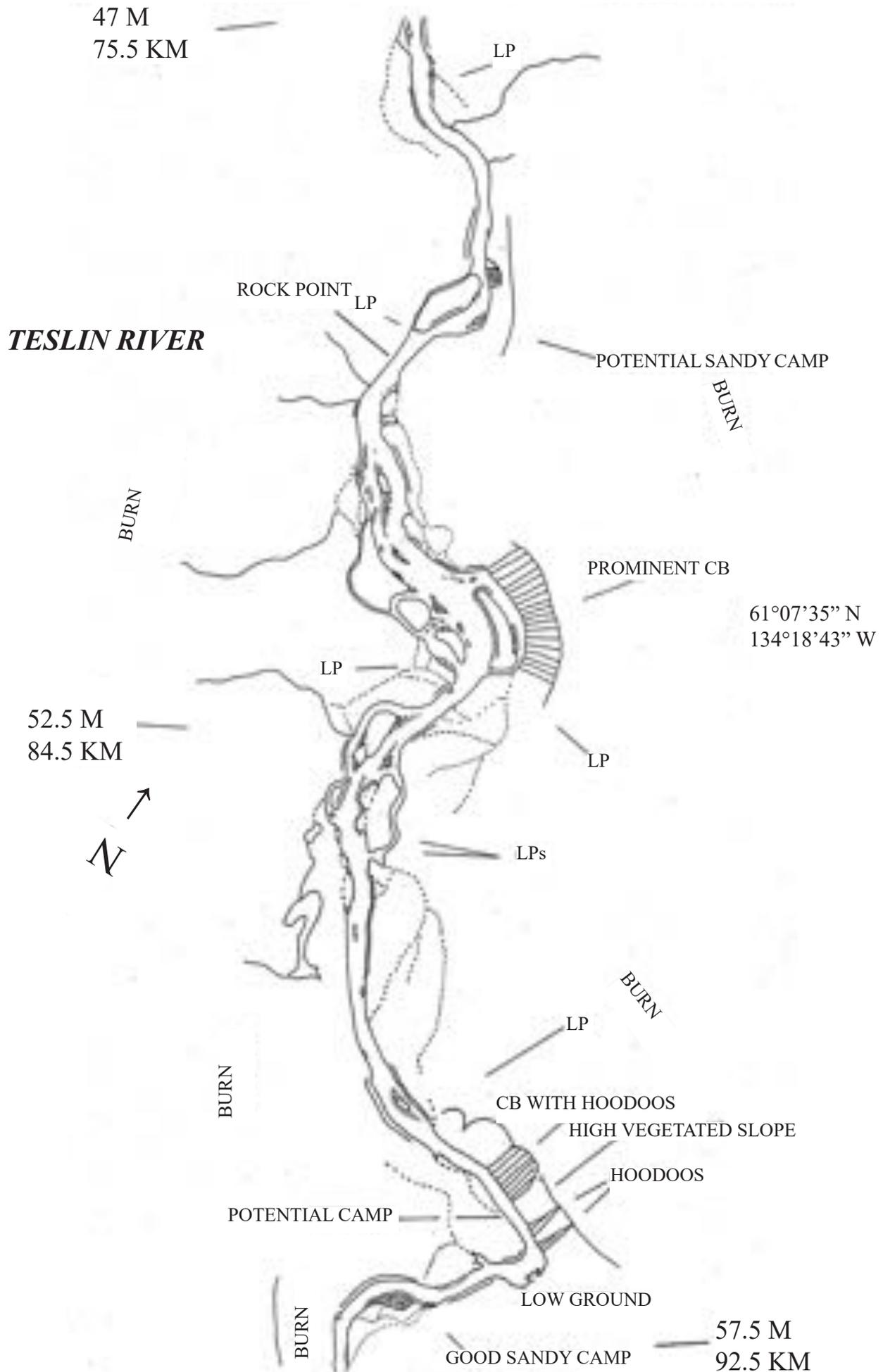
47 M

75.5 KM

CB WITH HOODOOS

LOW ROCK POINT

SMALL POTENTIAL SANDY CAMP



57.5 M  
92.5 KM

PROMINENT CB  
CAN BE SEEN FROM BEFORE INDIAN RIVER

GOOD SANDY CAMP

**ROARING BULL RAPIDS (NÉTADÍNLIN)**

FAST WATER

SOME BOILS AT HIGH WATER

GOOD CAMP

**DÁN TAGÉ  
(INDIAN RIVER)**

61°04'04" N

134°14'36" W

GOOD SANDY CAMP

LOW ROCK POINT

POTENTIAL CAMPS LEFT SIDE ON POINT  
FAST WATER

FAST WATER AND RIFFLES

STRONG EDDY AT  
HIGH WATER

BURN

CUT LINE

LOW ROCK BANK

CUT LINE

60.5 M 61°03'06" N

97.5 KM 134°12'59" W

ONE GOOD CABIN  
OTHER BUILDING REMAINS  
GOOD HIGH WATER CAMP  
BAKER FAMILY HOME

**SHELDON CREEK**

HOODOOS

**BOSWELL RIVER**

GOOD CAMP

ROCKS MID-CHANNEL

GOOD MID WATER CAMP  
ON ISLAND



PARTLY TREED CB

LP

**TESLIN RIVER**

HOODOOS

EXCELLENT OPEN HW SANDY CAMP

64.5 M  
104 KM

SOME ROCKS ABOUT  
MID-CHANNEL

IGNEOUS ROCK POINT

ROCKS CUT LINE

RIFFLE

PROMINENT CB

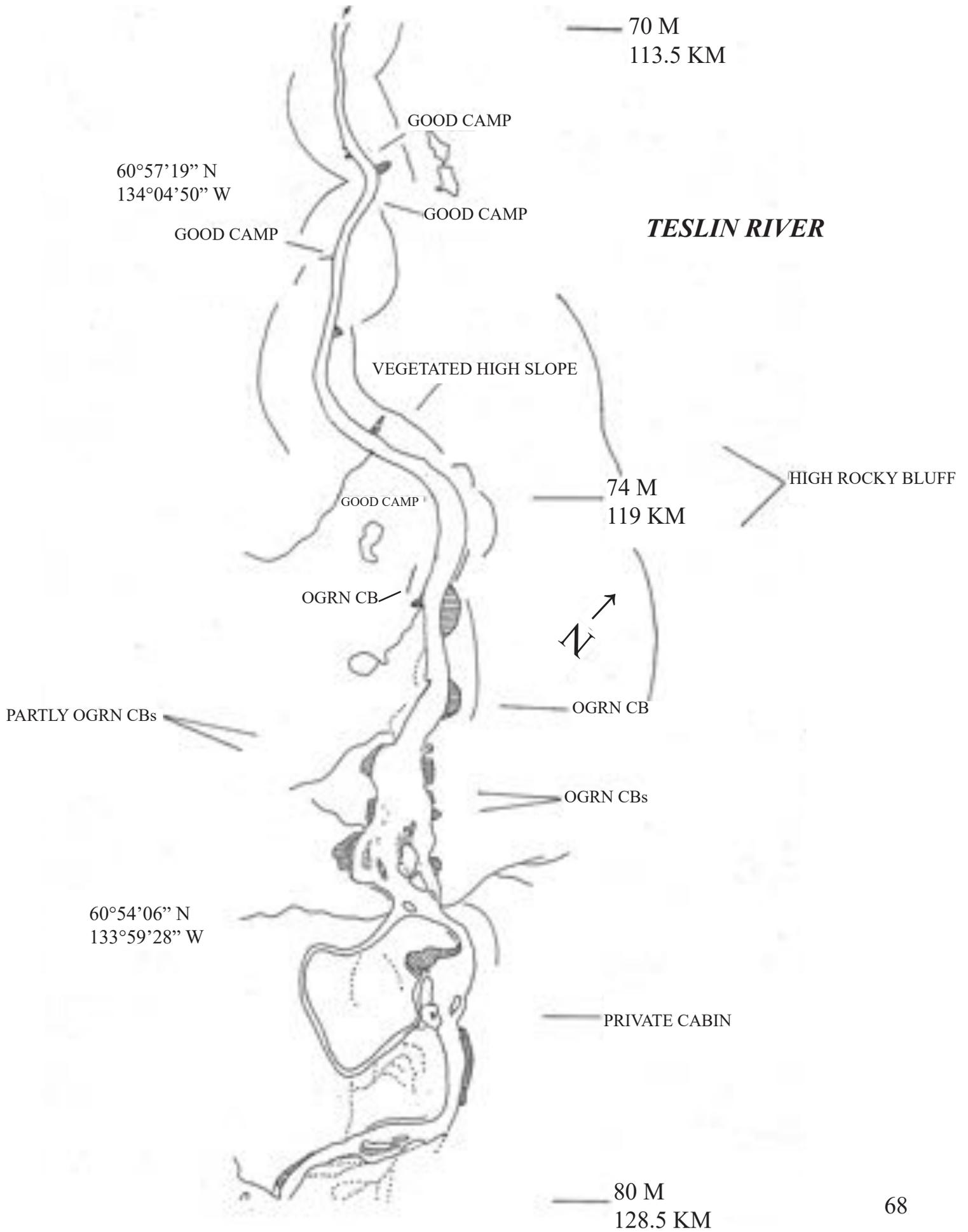
SCATTERED ROCK POINTS

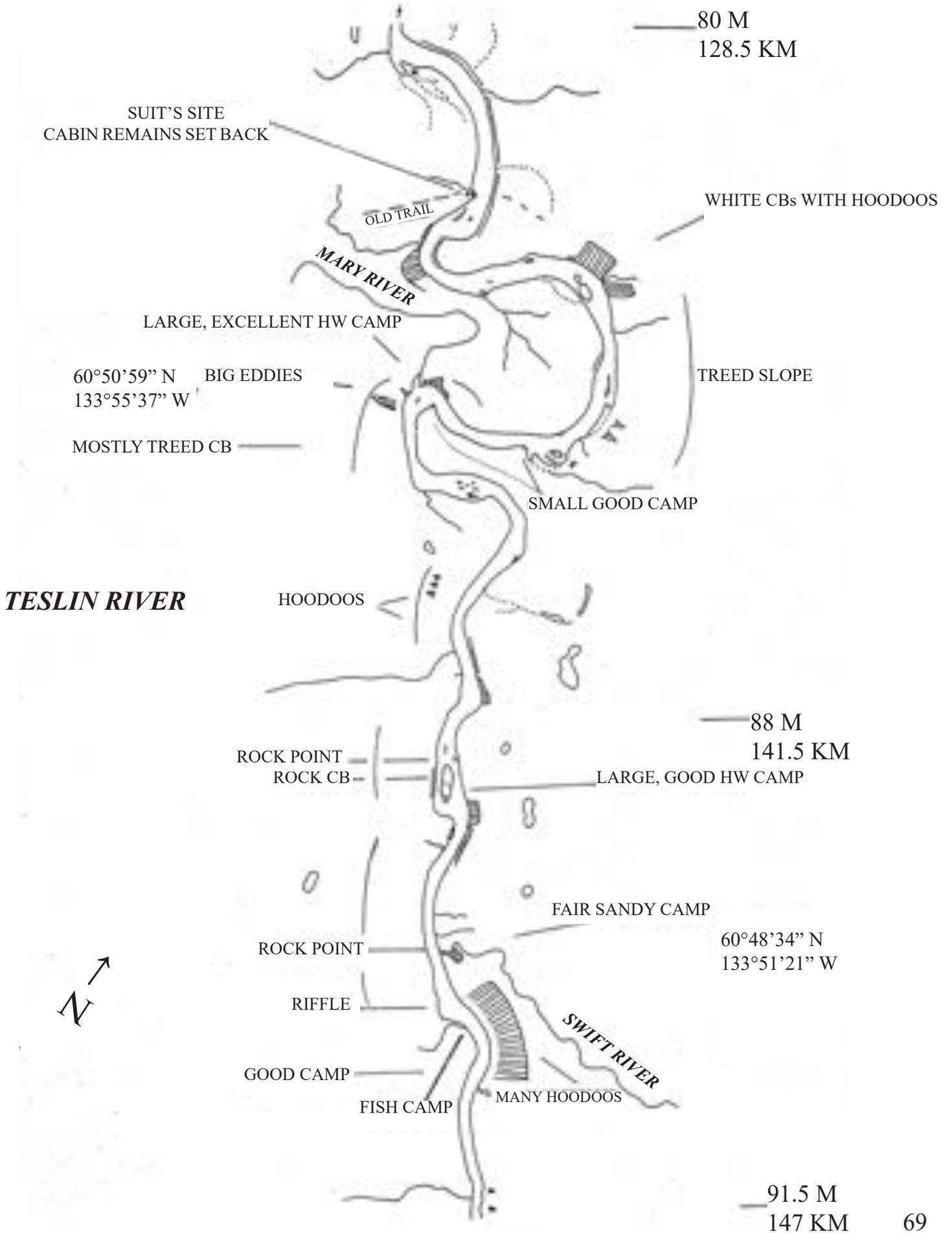
GOOD CAMP  
OLD CABIN-STILL HAS ROOF  
BUT NOT SUITABLE TO STAY IN

**LITTLE RIVER**

60°58'31" N  
134°07'11" W

70 M  
113.5 KM





91.5 M  
147 KM

STEEPLY SLOPING 400' - 500'  
BANKS BOTH SIDES OF TIVER  
SOME HOODOOS ON RIGHT BANK

RIVER MUCH NARROWER

HOODOOS

HOODOOS

CB MOSTLY VEGETATED

POTENTIAL CAMP

***TESLIN RIVER***

96 M  
154.5 KM

60°45'09" N  
133°42'29" W

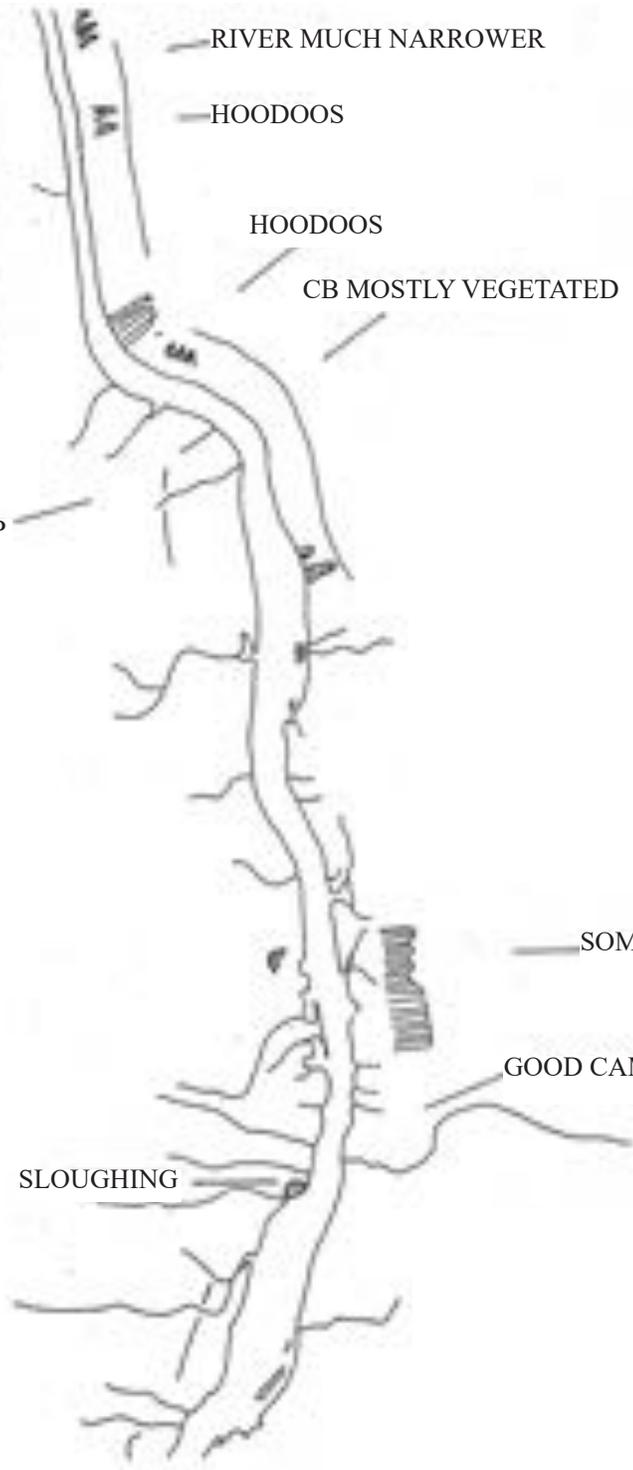
SOME HOODOOS

GOOD CAMP

SLOUGHING



98.5 M  
158 KM



98.5 M  
158 KM

GOOD HW CAMP, HARD  
TO ACCESS AT LW

**HUNDRED MILE CREEK**

PRIVATE CABIN

GOOD CAMP

NEW PRIVATE CABIN  
AND OUTBUILDINGS

GOOD CAMP

**HUNDRED MILE LANDING**

GOOD TRAPLINE CABIN  
REMAINS OF OLD CABIN  
REMAINS OF FOX PENS  
GRAVES IN CLEARING SOUTH OF SITE  
INCLUDING THAT OF JASPER  
JEFFRIES (JULY, 1911)

60°43'10" N  
133°40'17" W

**TESLIN RIVER**

OLD BARGE

GOOD HW CAMP  
WITH BENCHES

FAIR CAMP

LOW GROUND

**DAVE CREEK**

102.5 M  
164.5 KM

**CAMERON CREEK**

LOW GROUND



LOW GROUND

SLOUGHING

LOW GROUND  
GOOD HW CAMP  
WITH BENCHES

107 M  
172 KM

107 M  
172 KM

60°36'20" N  
133°30'39" W

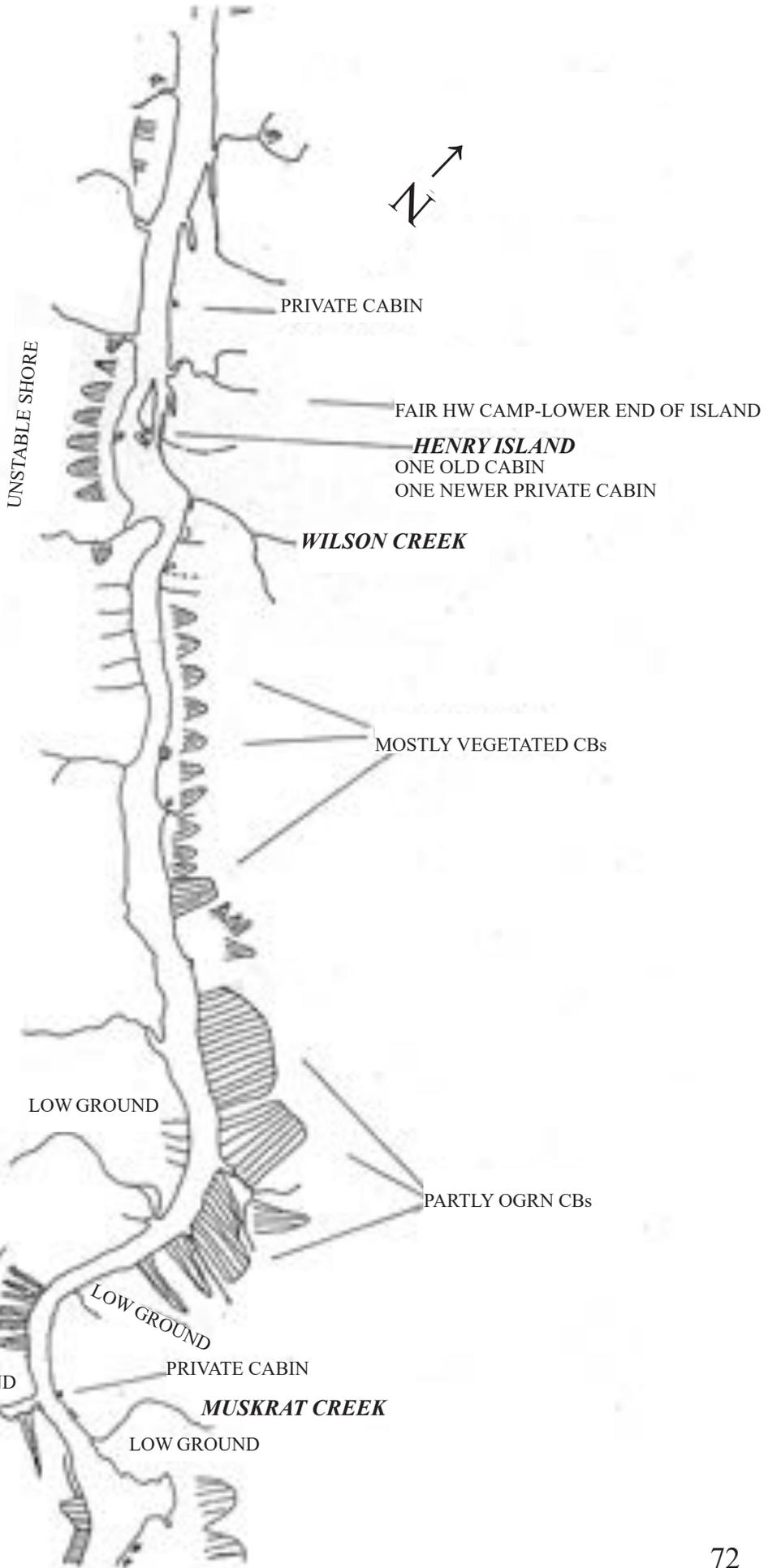
**TESLIN RIVER**

LOW & MARSHY

112 M  
180 KM

60°32'39" N  
133°25'44" W

116 M  
186.5 KM



APPROXIMATE SCALE:



116 M  
186.5 KM

PARTLY TREED CB

PRIVATE CABINS

OLD CB SET BACK  
VEGETATED

MOSTLY TREED CB

ROAD

LOW GROUND

**TESLIN RIVER**

TO WHITEHORSE  
ALASKA HIGHWAY

MEADOW CREEK

RIFFLE  
GOOD CAMP

SOME BOULDERS-  
CLEAR ON RIGHT

FISH CAMP

MOSTLY OGRN CBs

PRIVATE CABINS

122 M  
196 KM

SHALLOW MARSHES  
THROUGHOUT

SOUTH CANOL ROAD

TO ROSS RIVER

BOAT LAUNCH EITHER SIDE  
OF BRIDGE

60°29'04" N  
133°18'10" W  
**JOHNSON'S CROSSING**

OLD TELEPHONE LINE



CLEARINGS

GOOD CAMP

ALASKA HIGHWAY

4 M/8.5 KM TO BROOK'S BROOK

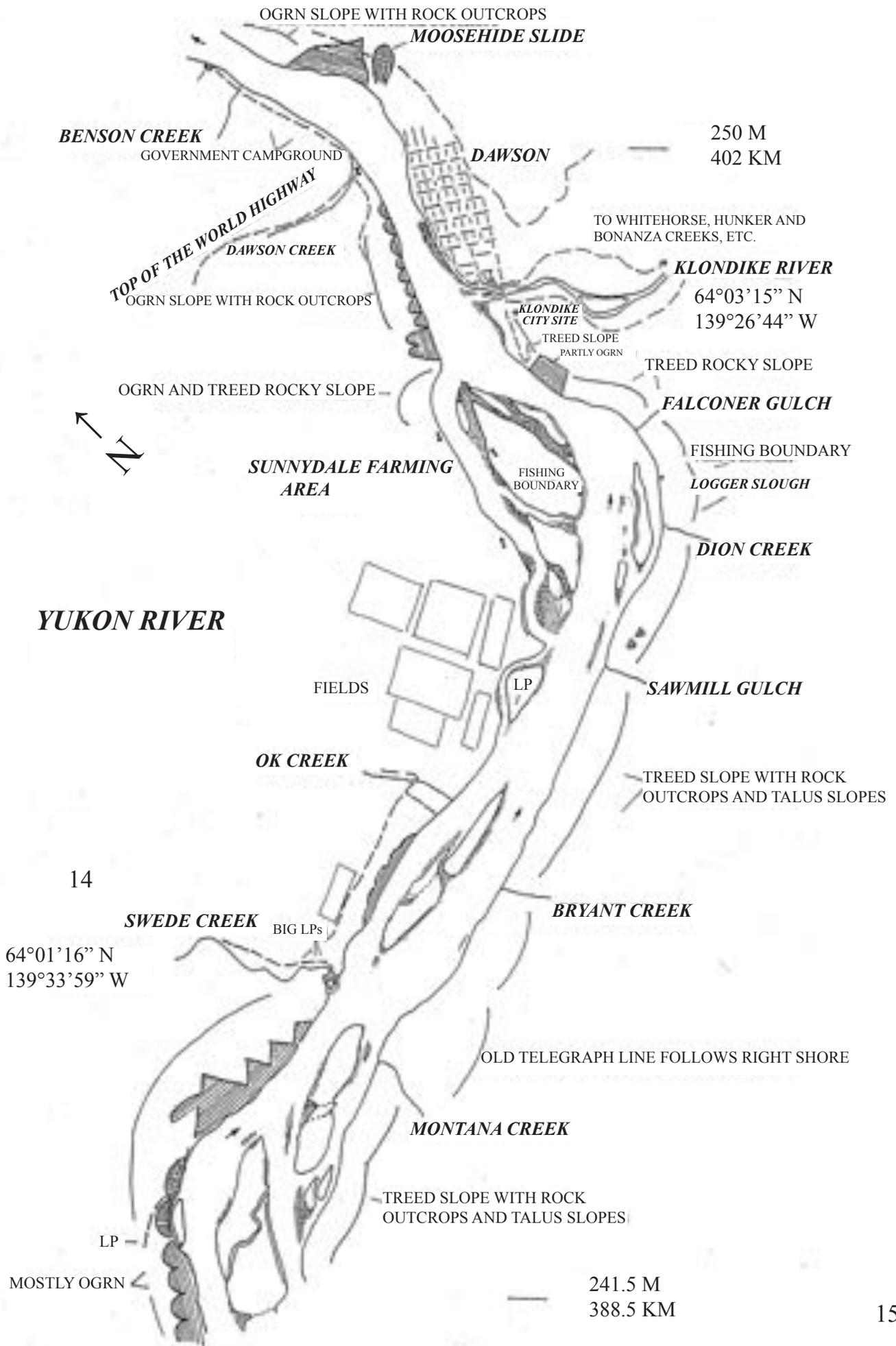
16 m/25.5 KM TO TESLIN

124.5 M  
200 KM

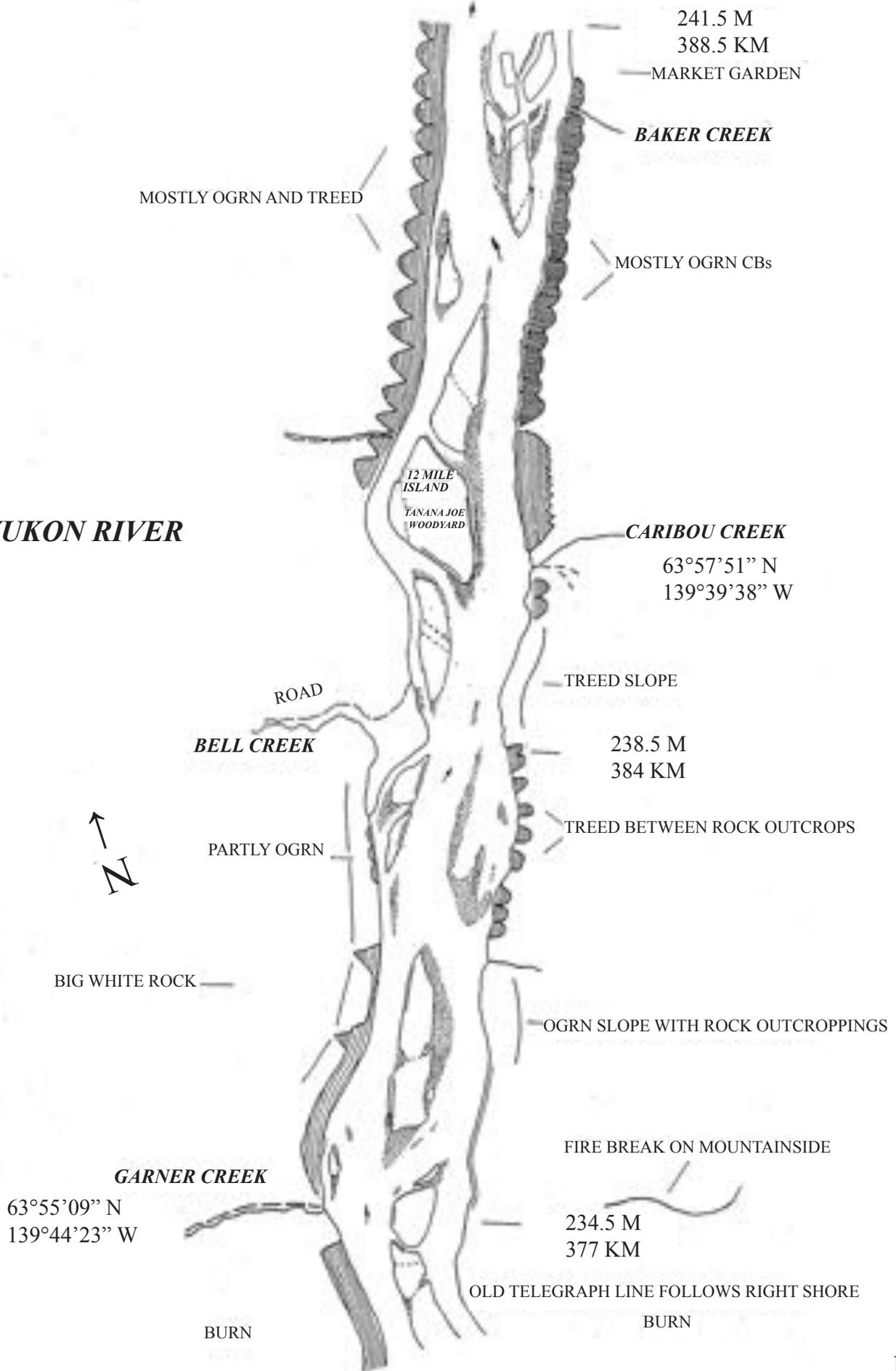
**TESLIN LAKE**

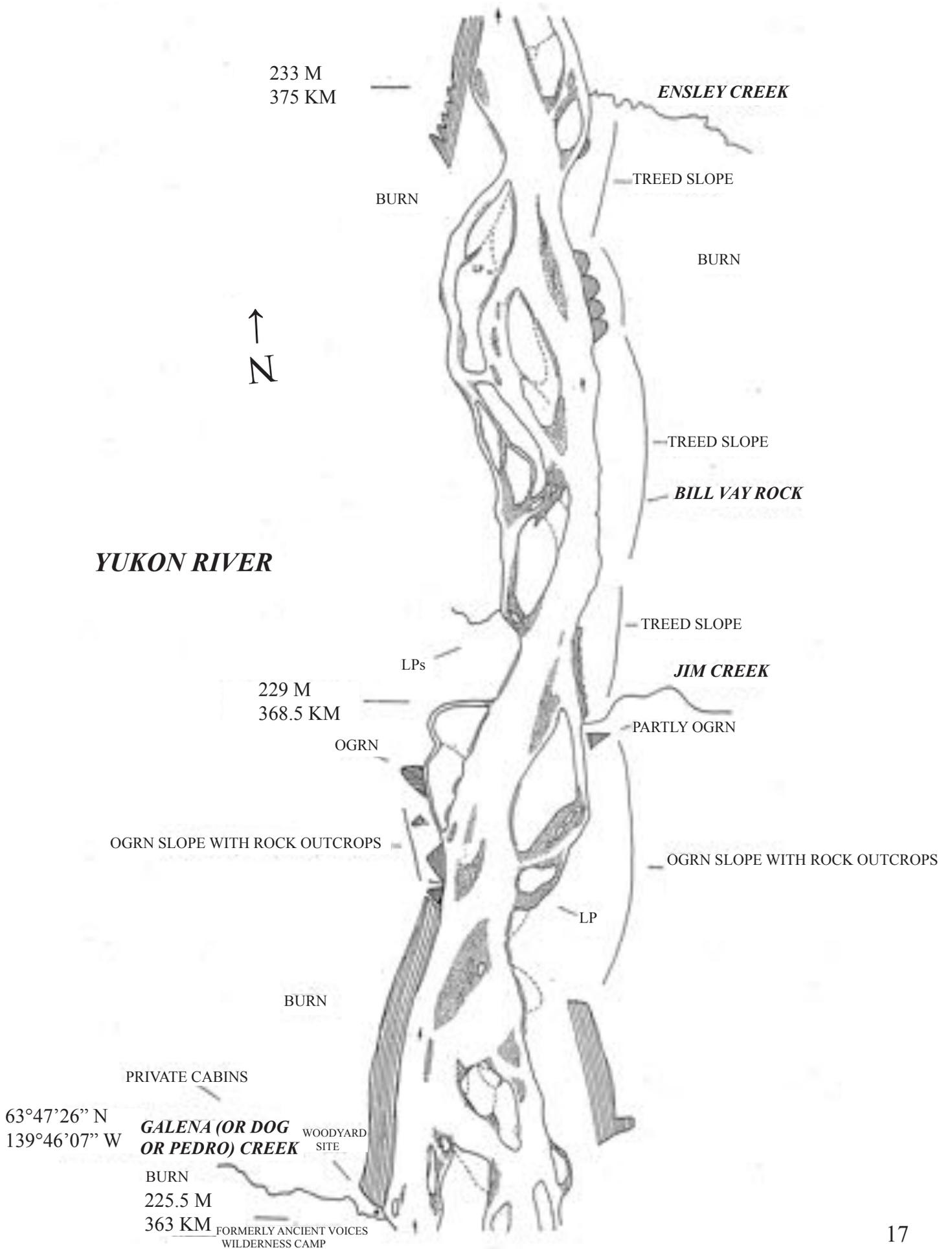
TO TESLIN

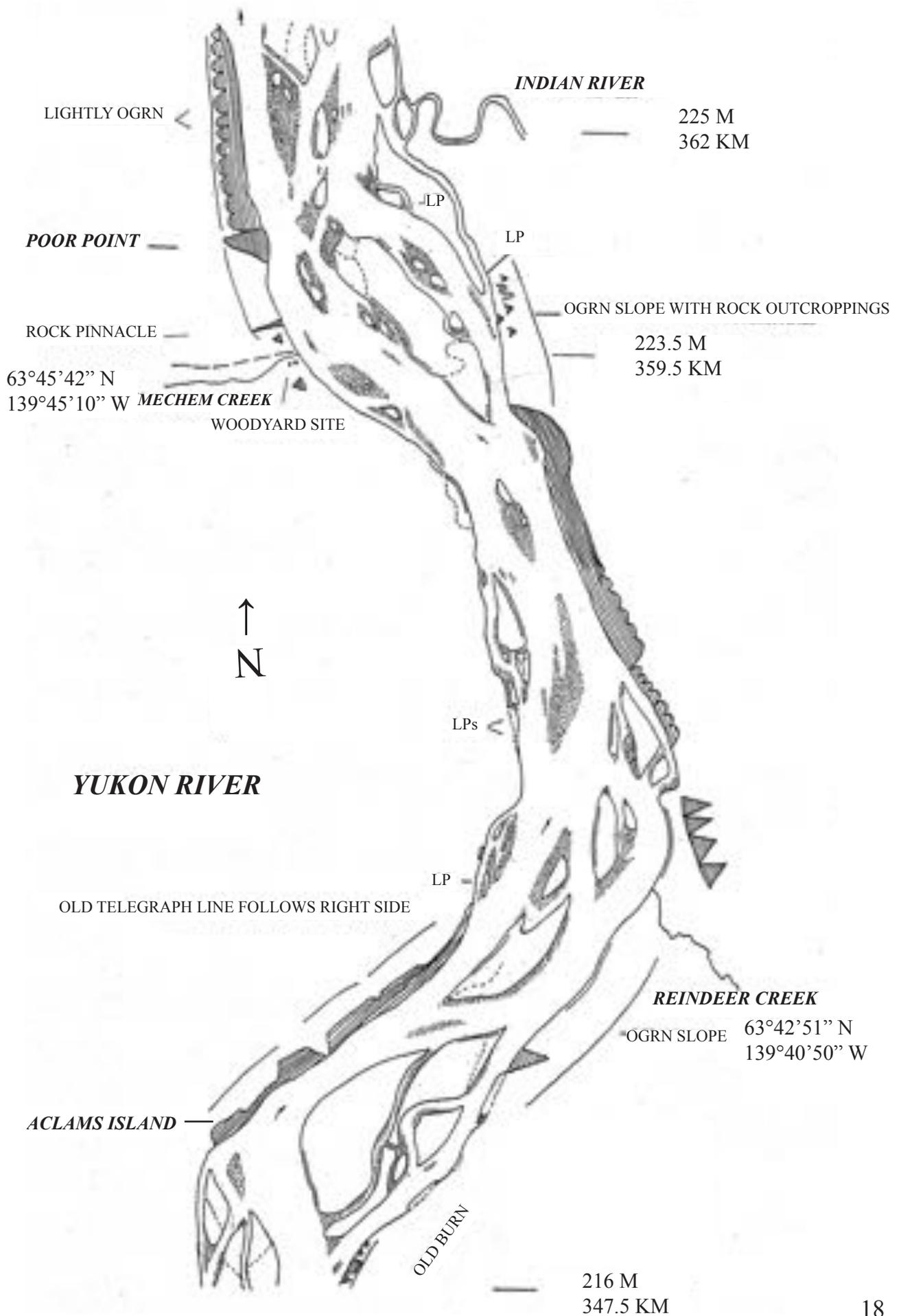


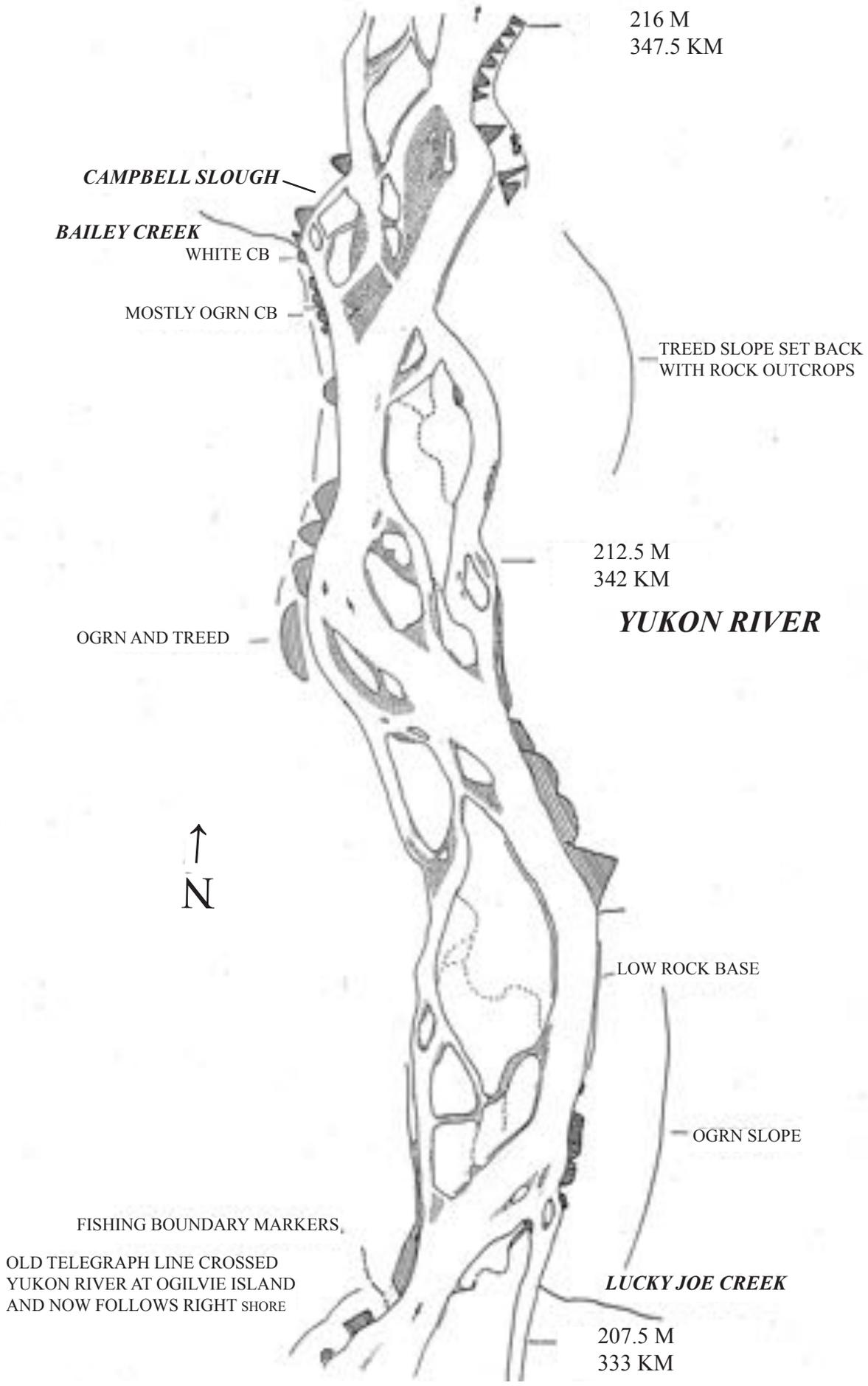


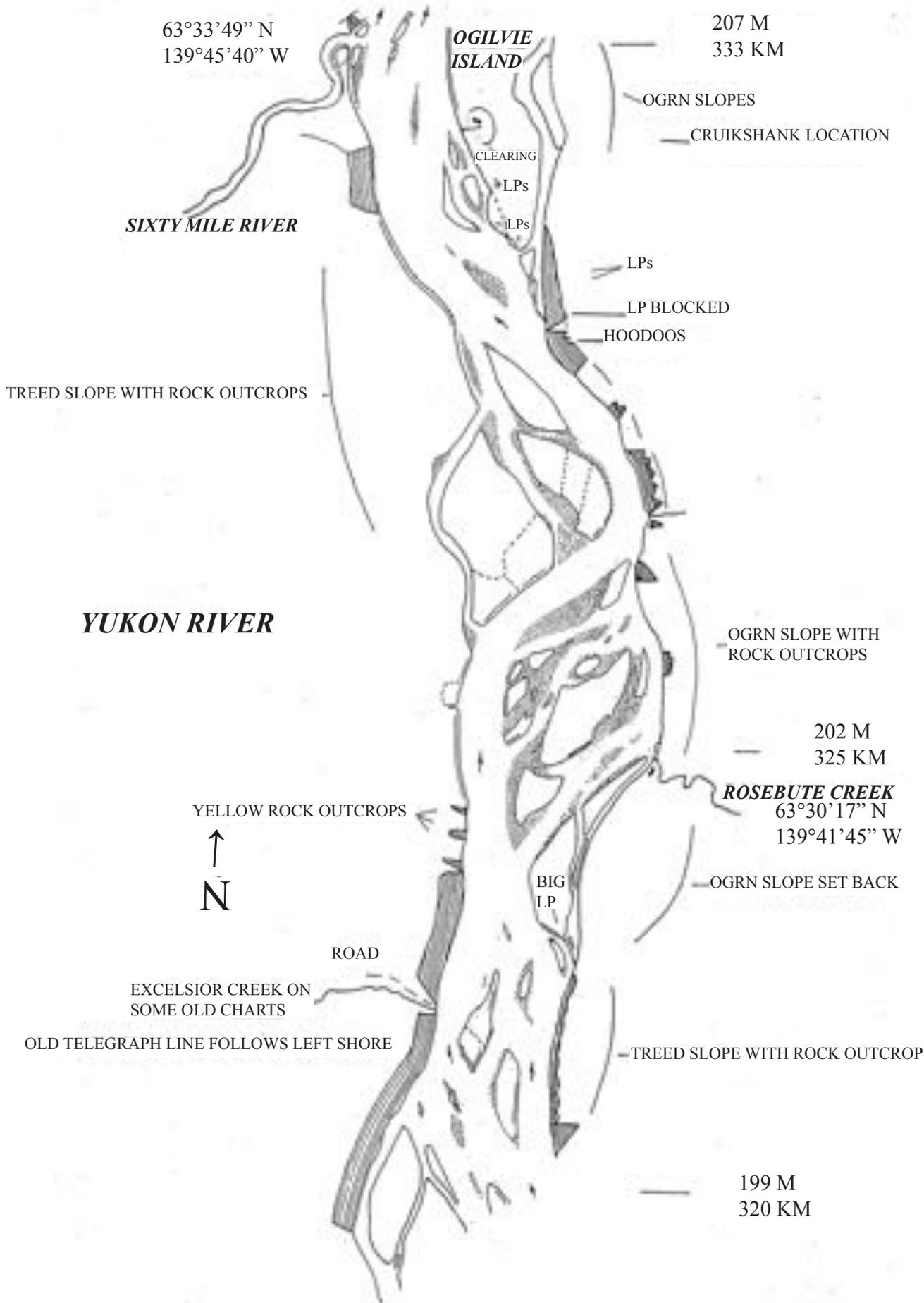
**YUKON RIVER**

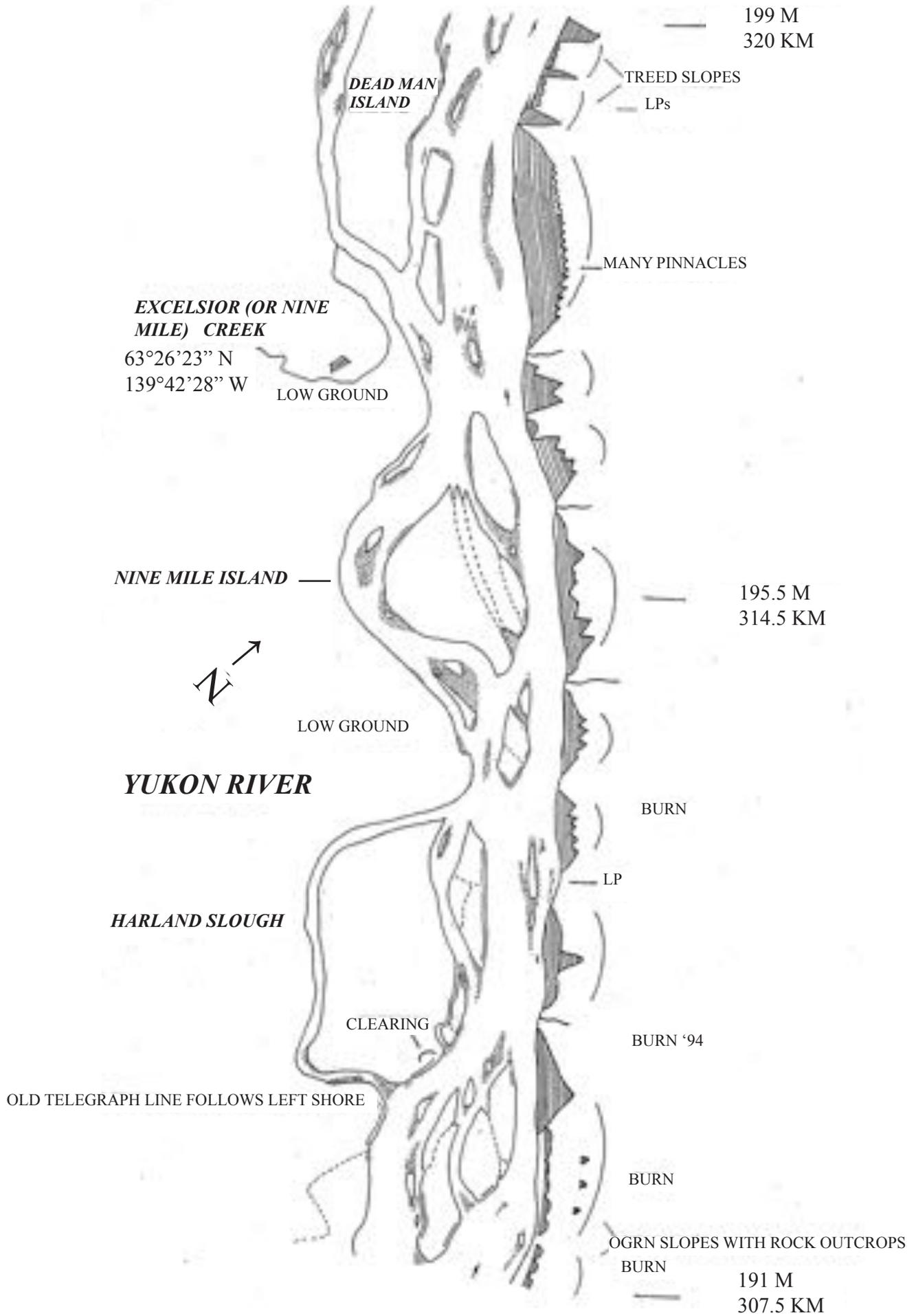


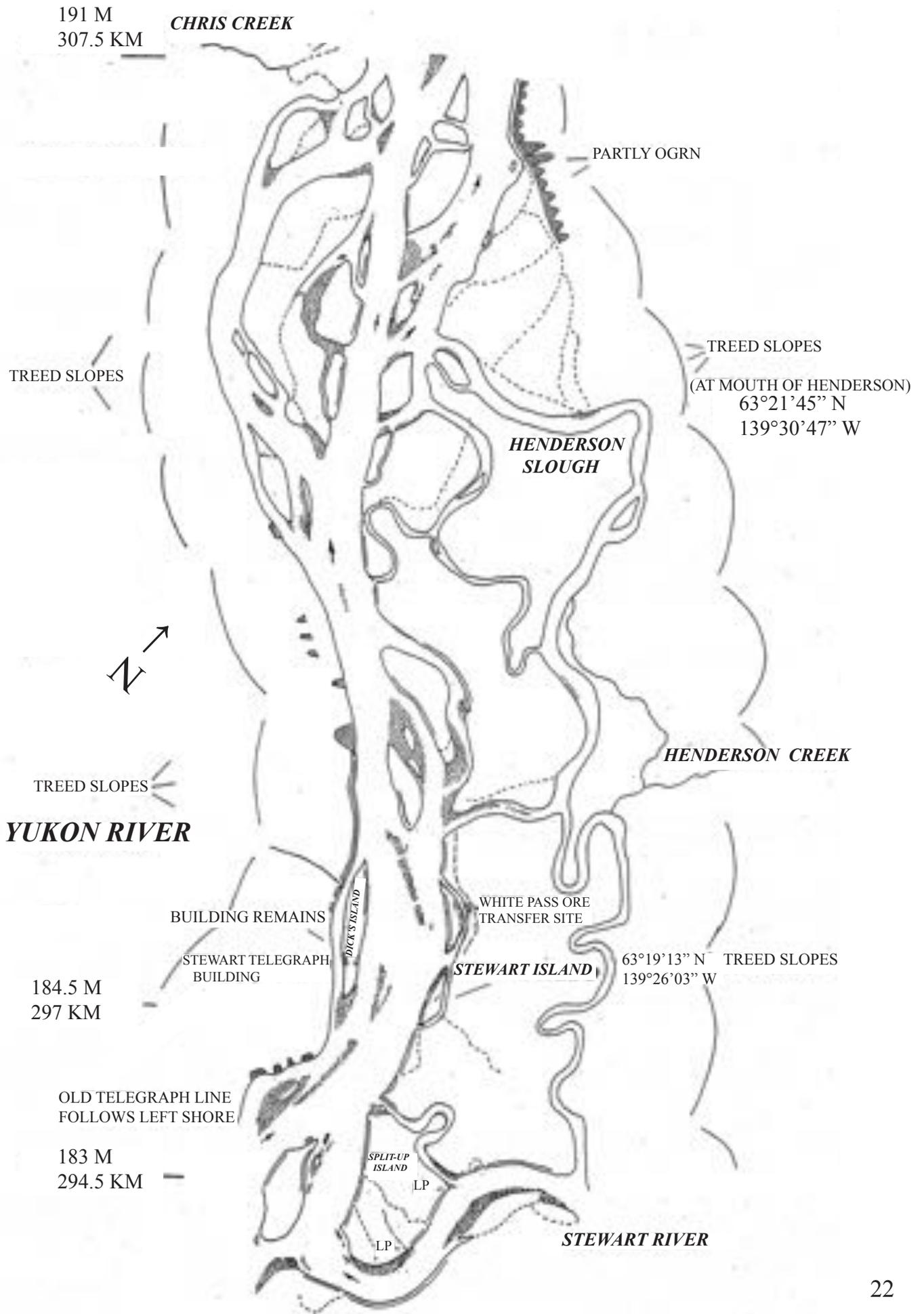


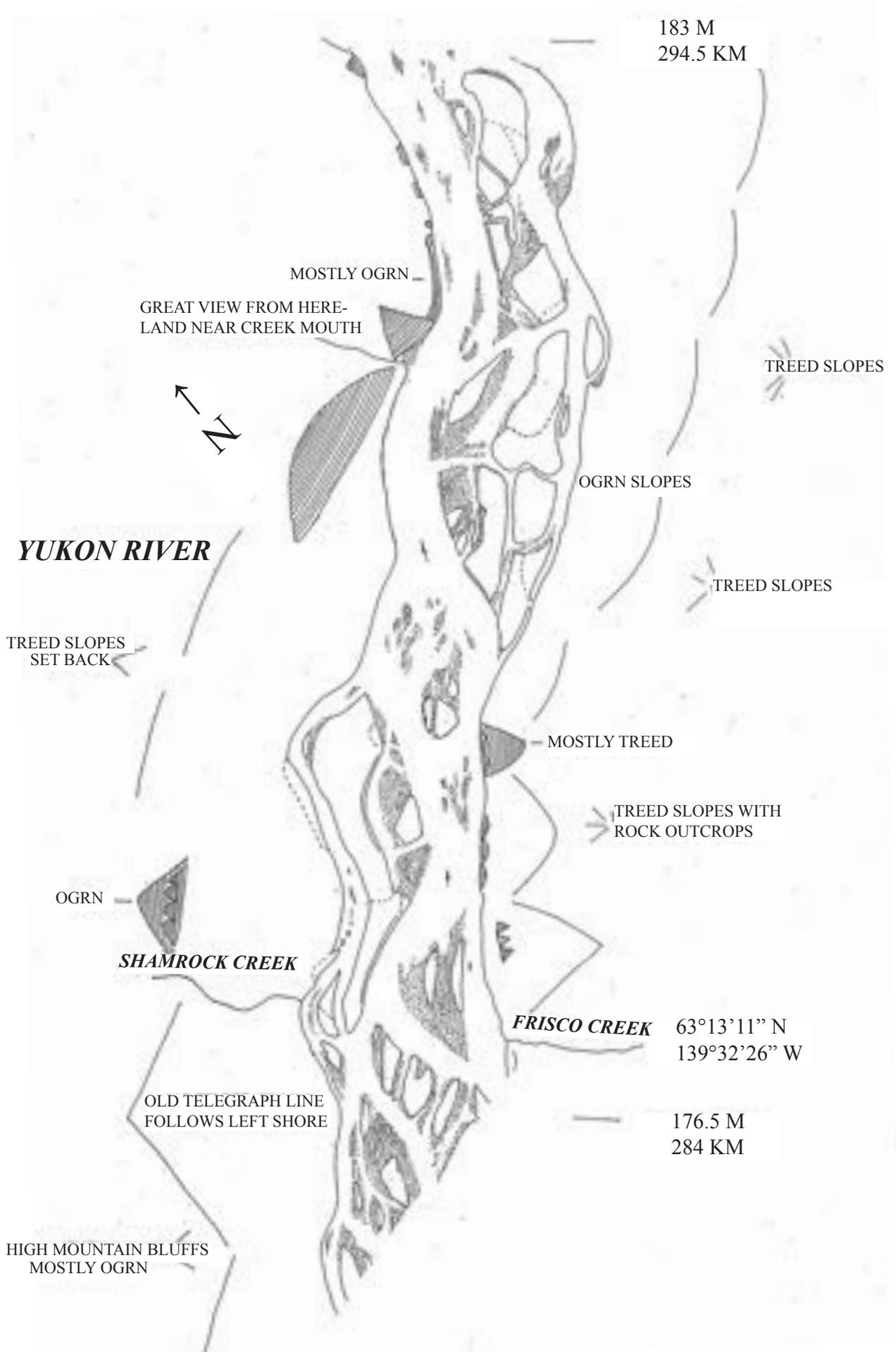












HIGH OGRN SLOPE  
WITH ROCK OUTCROPS

176.5 M  
284 KM

**BECKER'S  
ISLAND  
CLEARING**

BURN

**WHITE RIVER SITE**

**BECKER'S LOCATION**

**BELLINGER'S SLOUGH**

**SULLIVAN ISLAND**

OGRN

BURN

**WHITE RIVER**

GREAT VIEW  
FROM HERE

OGRN SLOPE

174 M

280 KM

MOUTH OF WHITE RIVER  
LITTERED WITH COUNTLESS  
TREE SNAGES & GRAVEL BARS

ROCK BLUFFS WITH PINNACLES

SHAND'S STOCKADE  
ROADHOUSE LOCATION

LOW MARSHY GROUND

OGRN CB



BURN

**FLANAGAN'S SLOUGH**

OGRN SLOPES

OLD TELEGRAPH LINE FOLLOWS LEFT SHORE

OGRN SLOPE WITH ROCK OUTCROPS

**YUKON RIVER**

LOG PILES

BURN

OGRN AND TREED SLOPES

BURN

168 M  
270 KM

168 M  
270 KM

**YUKON RIVER**

MOSTLY OGRN

**O'NEILL'S  
LANDING**

WATER SURVEY  
SHED

BURN

FOREST BLOW DOWN

BURN

TREED SLOPE  
WITH ROCK OUTCROPS

LPs

**THISTLE CREEK**

OLD CHANNELS BLOCKED BY LOG JAMS  
MEADOW

164 M  
264 KM

**THISTLE CREEK**

63°03'25" N  
139°30'21" W

**LOS ANGELES CREEK**



OGRN CB

OGRN CB

WHITE ROCK ON POINT

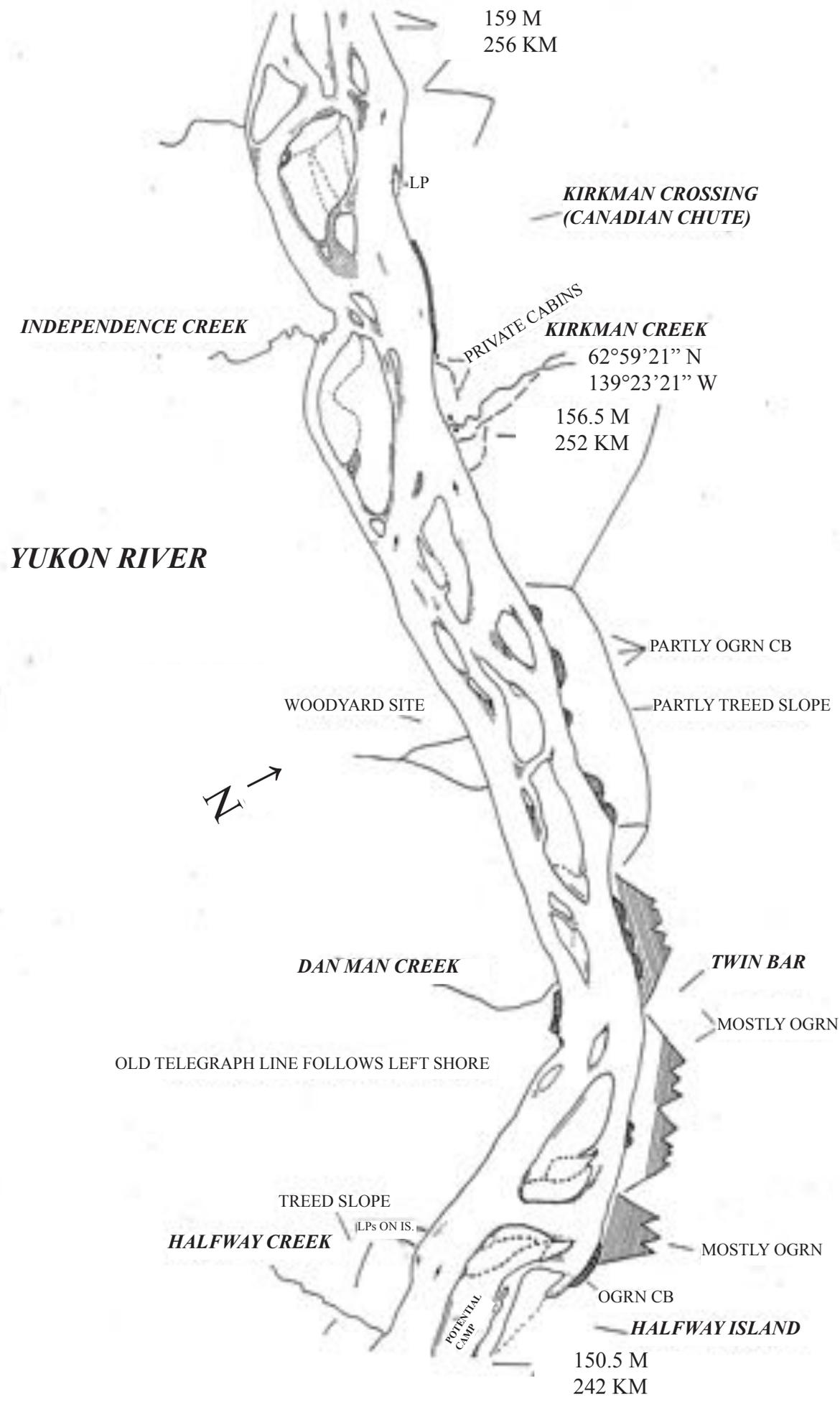
OLD TELEGRAPH LINE FOLLOWS LEFT SHORE  
WOODYARD SITE

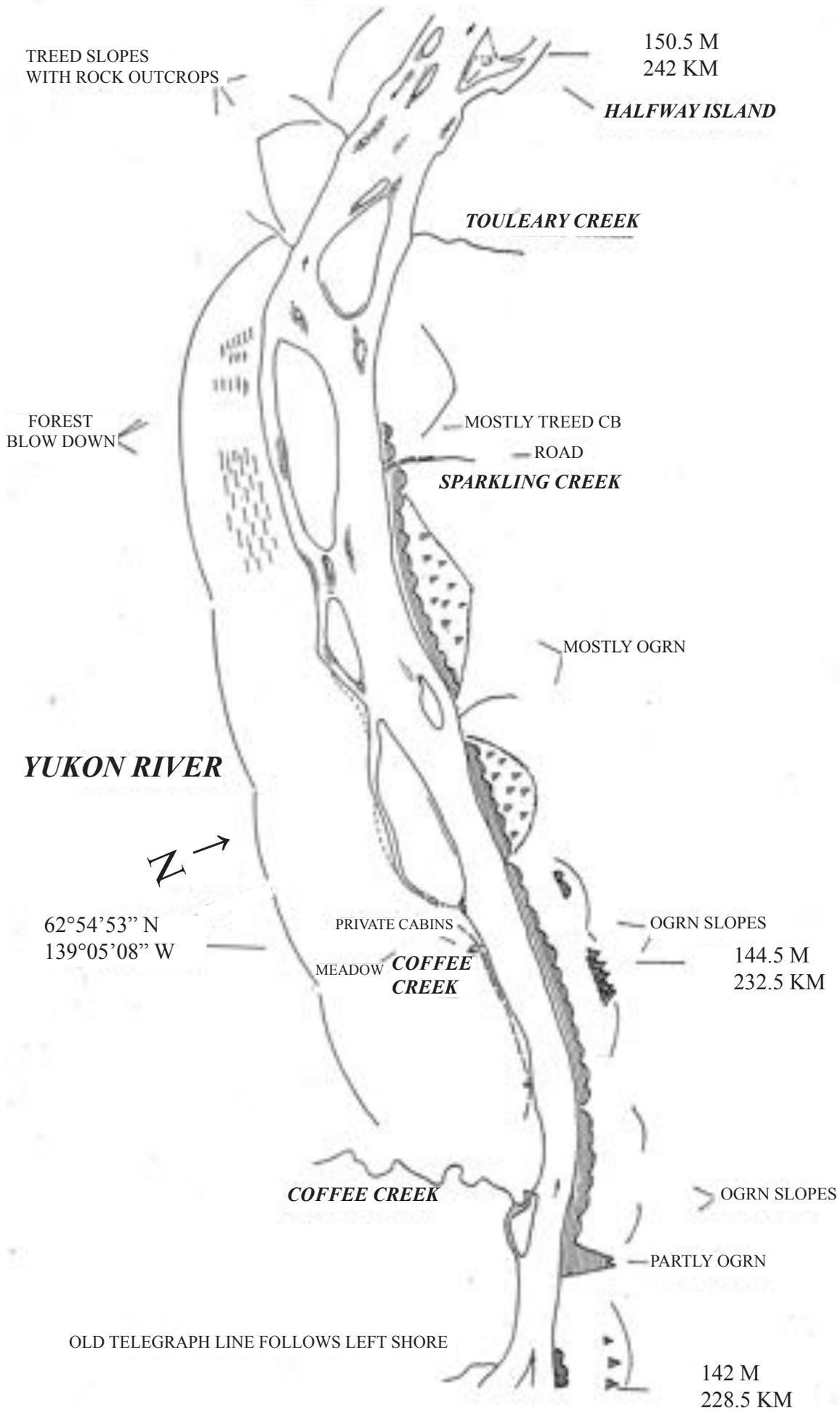
63°00'23" N  
139°19'34" W

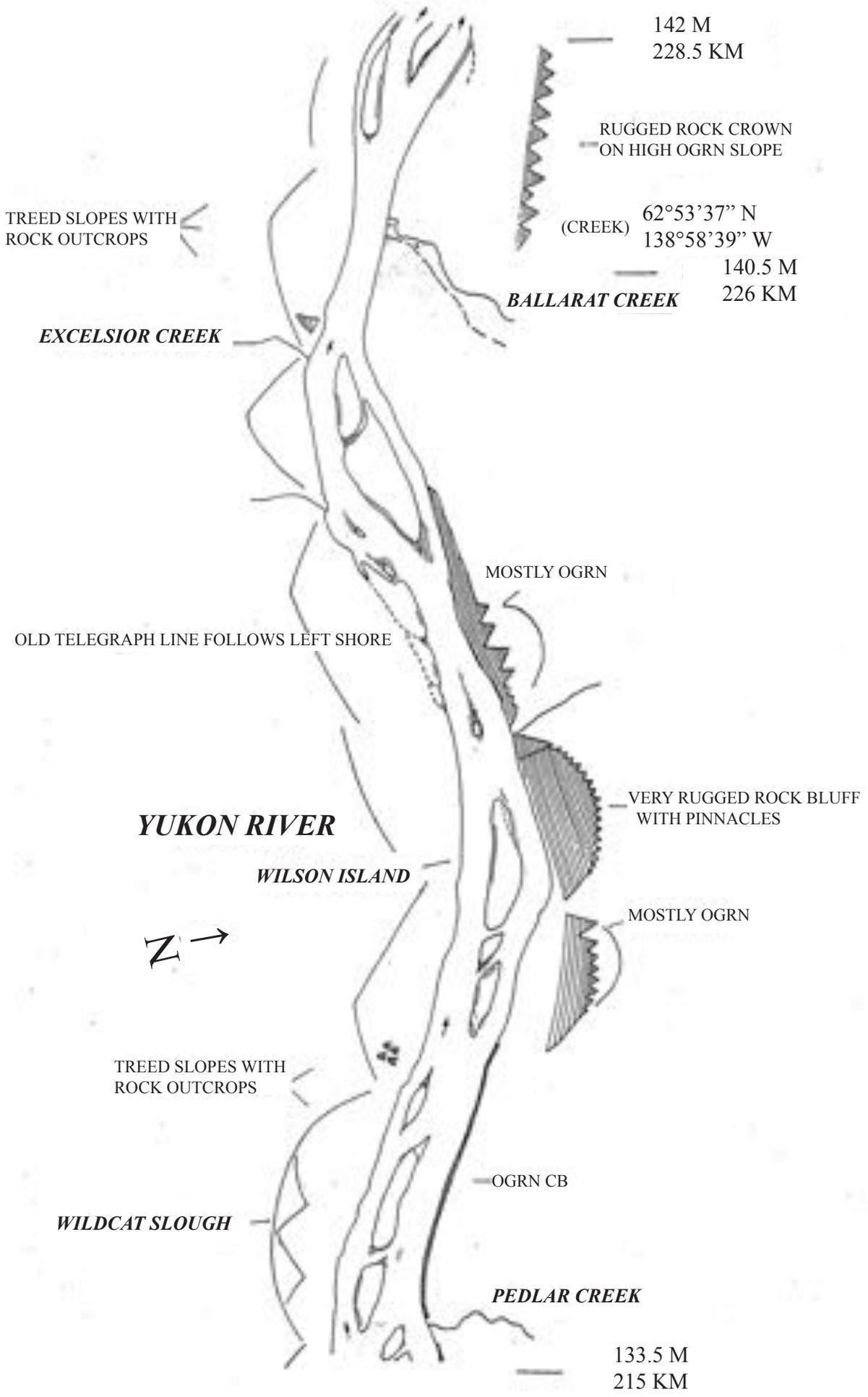
**CARLISLE CREEK**

159 M  
256 KM

JAMES PATTON  
LOCATION







TREED SLOPES WITH  
ROCK OUTCROPS

**EXCELSIOR CREEK**

OLD TELEGRAPH LINE FOLLOWS LEFT SHORE

**YUKON RIVER**

**WILSON ISLAND**



TREED SLOPES WITH  
ROCK OUTCROPS

**WILDCAT SLOUGH**

OGRN CB

**PEDLAR CREEK**

142 M  
228.5 KM

RUGGED ROCK CROWN  
ON HIGH OGRN SLOPE

(CREEK) 62°53'37" N  
138°58'39" W

140.5 M  
226 KM

**BALLARAT CREEK**

VERY RUGGED ROCK BLUFF  
WITH PINNACLES

MOSTLY OGRN

MOSTLY OGRN

133.5 M  
215 KM

133 M  
214 KM  
**COTTONWOOD CREEK**

**BRITTANIA ISLAND**

MOSTLY OGRN

MOSTLY OGRN

BARGE LANDING  
(CREEK)

62°52'27" N  
138°41'13" W

130 M  
209 KM

**BRITTANIA CREEK**

MOSTLY OGRN  
RUGGED BLUFF

OLD TELEGRAPH LINE FOLLOWS LEFT SHORE

**YUKON RIVER**

MOSTLY OGRN

PARTLY TREED AND OGRN



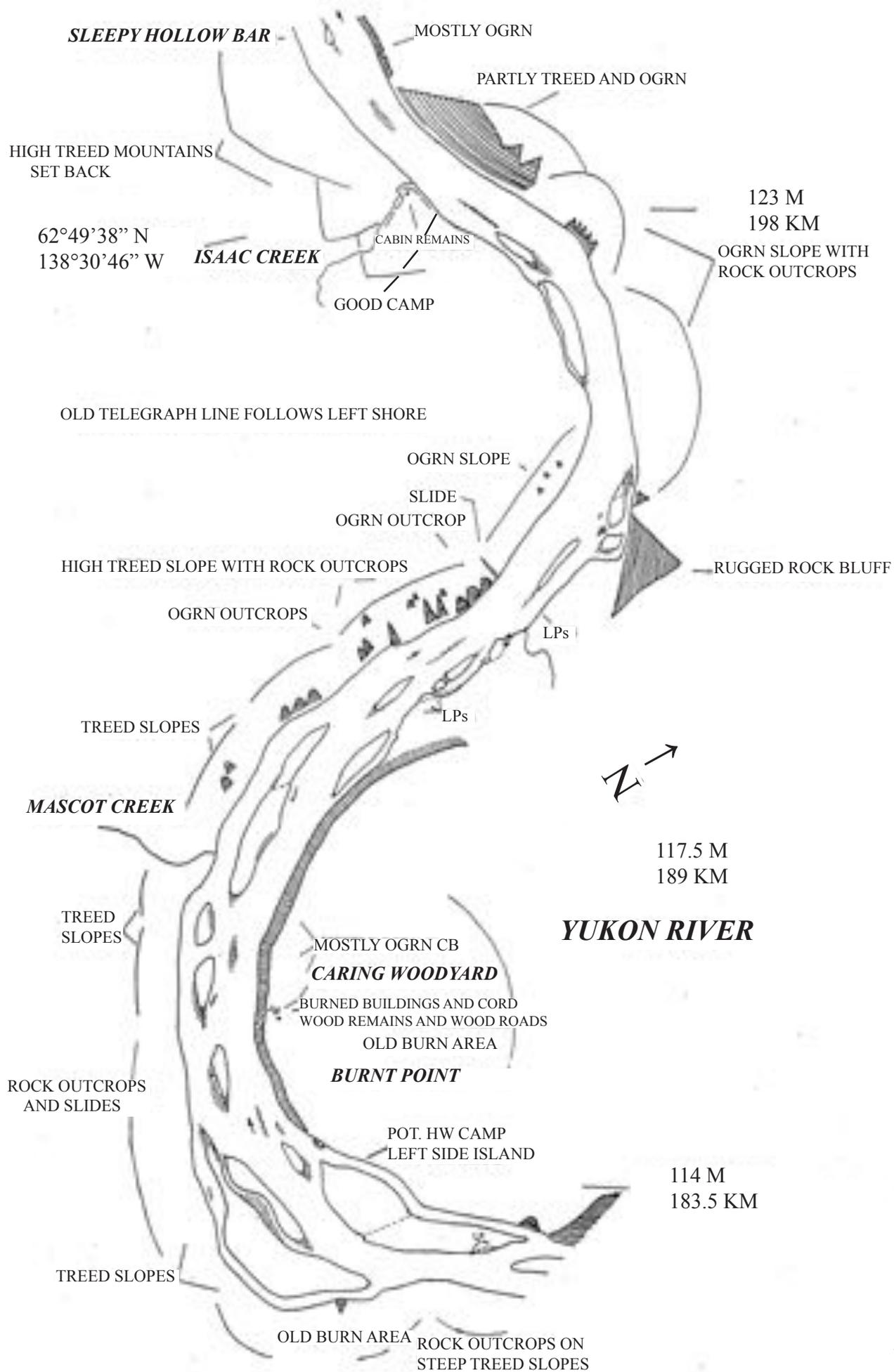
TREED SLOPES

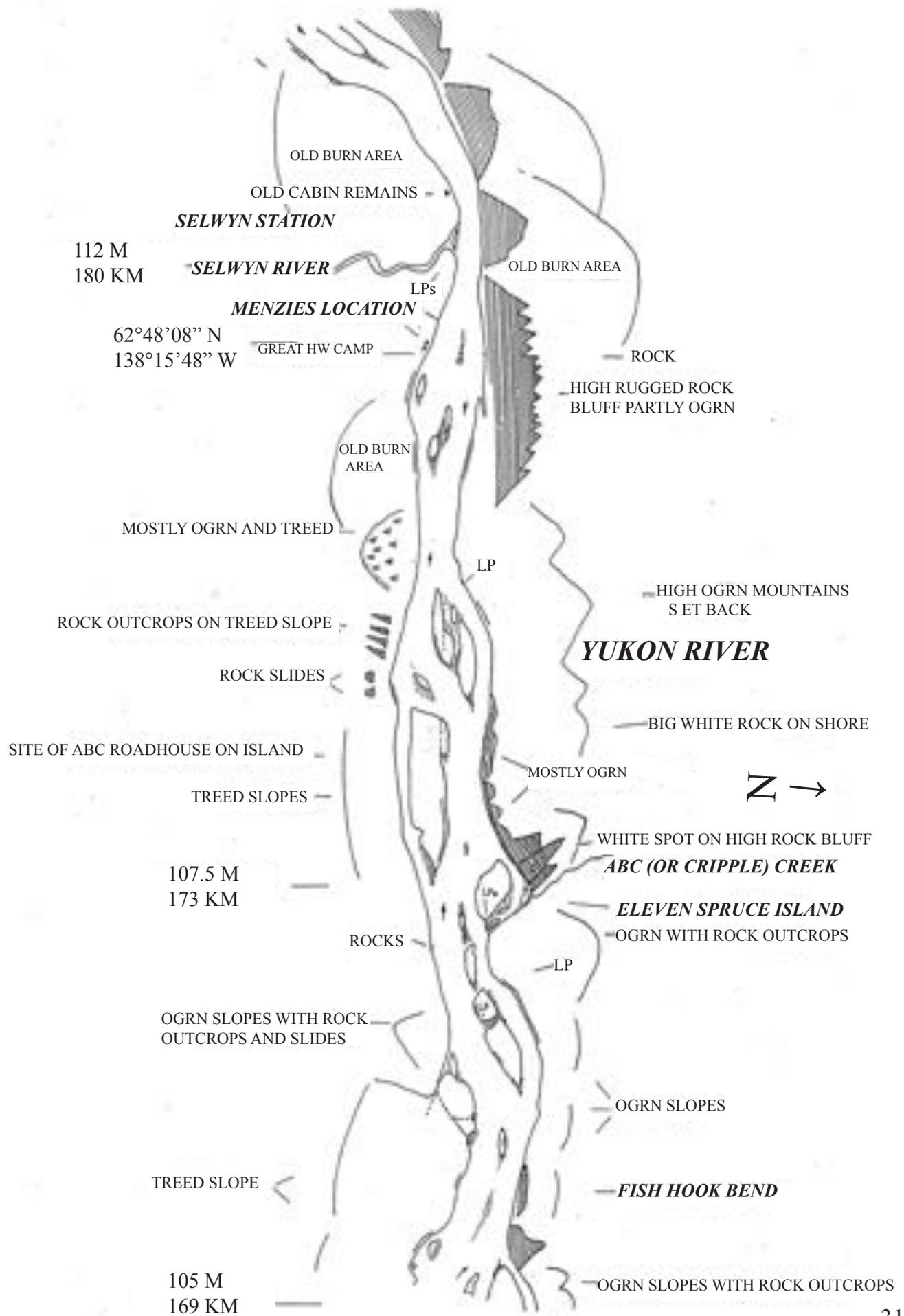
LP

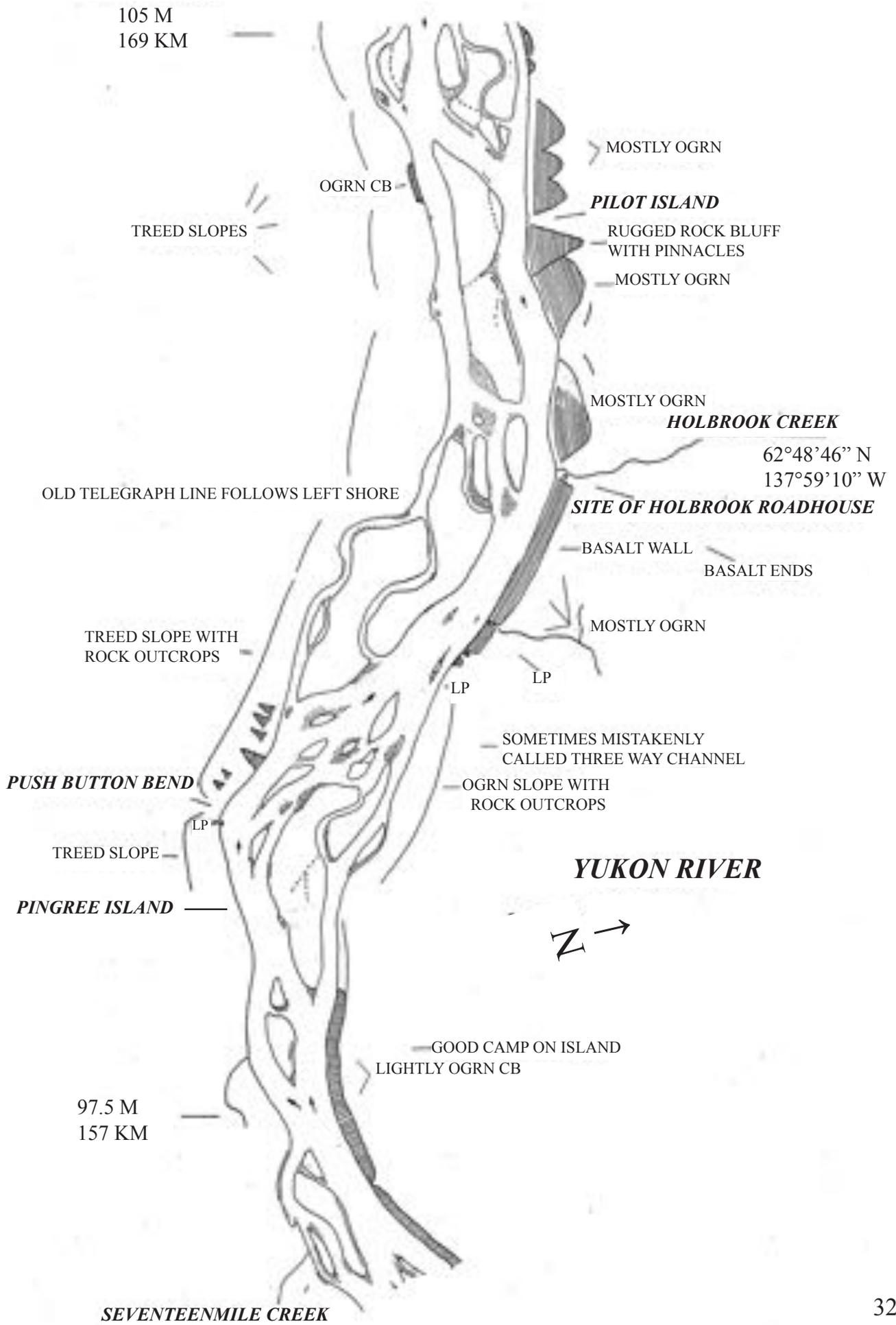
TREED SLOPES

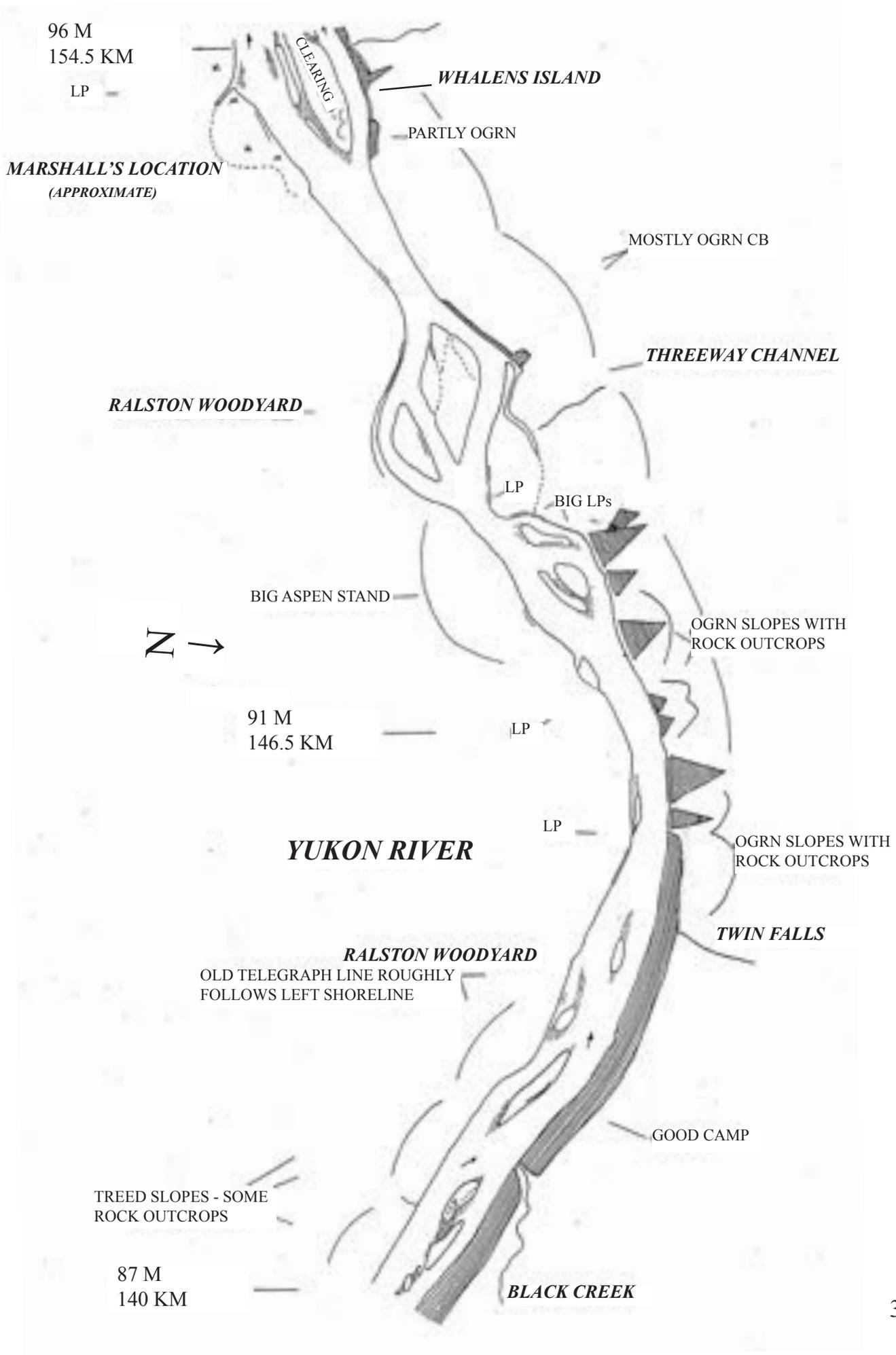
PARTLY OGRN CB

124 M  
199.5 KM









96 M  
154.5 KM  
LP

CLEARING

**WHALENS ISLAND**

PARTLY OGRN

MOSTLY OGRN CB

**MARSHALL'S LOCATION**  
(APPROXIMATE)

**THREWAY CHANNEL**

**RALSTON WOODYARD**

LP  
BIG LPs

BIG ASPEN STAND

**N** →

OGRN SLOPES WITH  
ROCK OUTCROPS

91 M  
146.5 KM

LP

**YUKON RIVER**

LP

OGRN SLOPES WITH  
ROCK OUTCROPS

**TWIN FALLS**

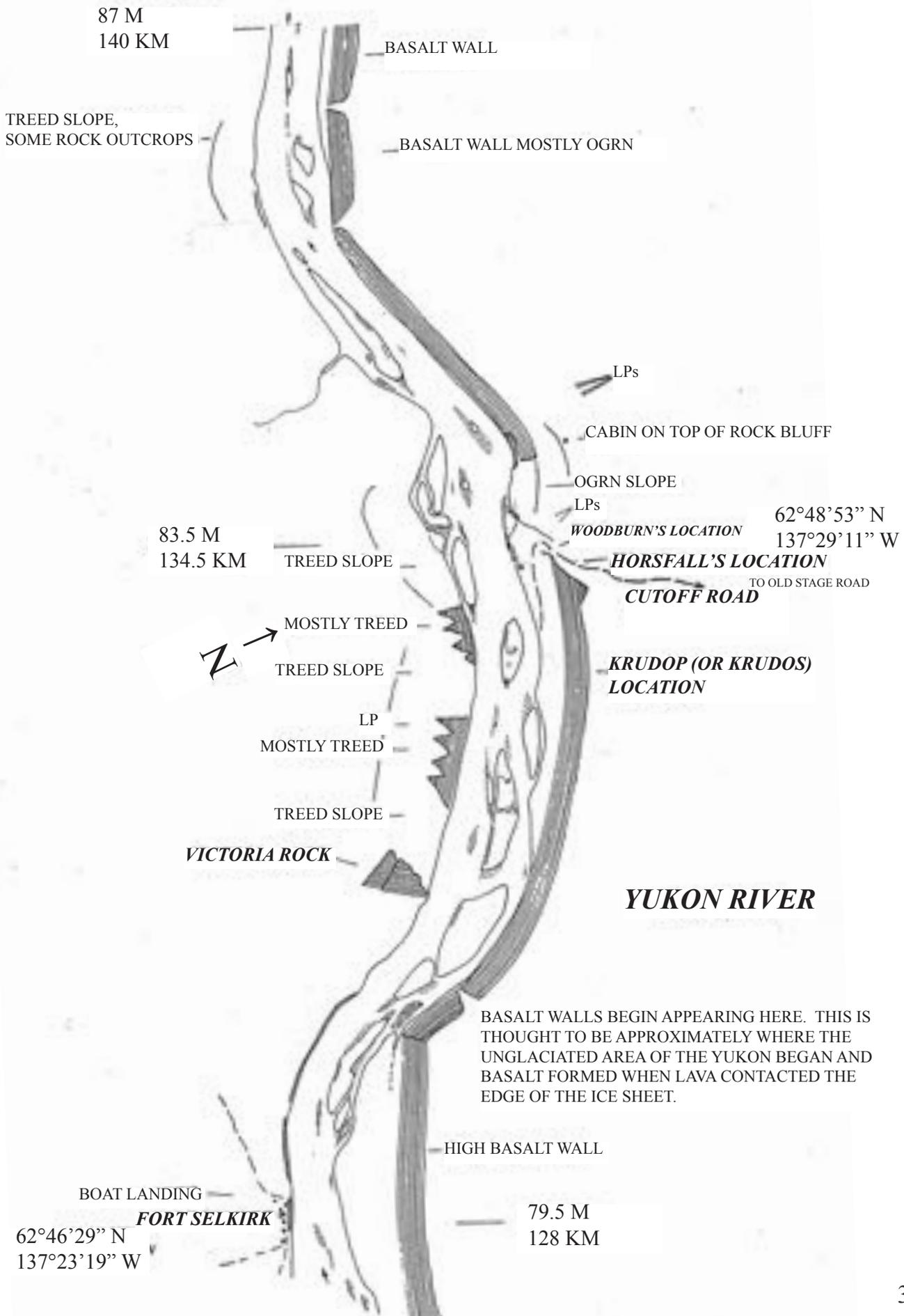
**RALSTON WOODYARD**  
OLD TELEGRAPH LINE ROUGHLY  
FOLLOWS LEFT SHORELINE

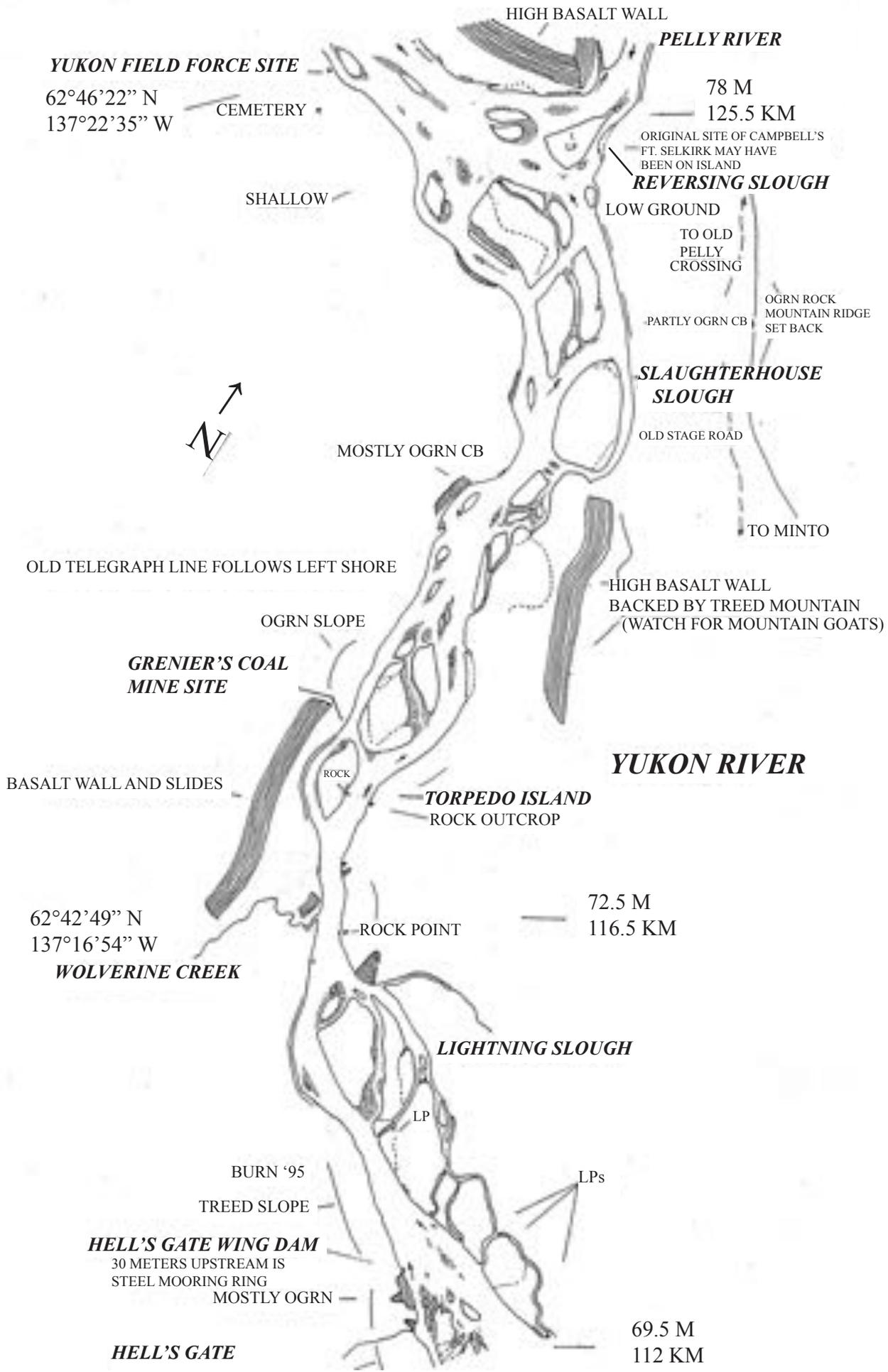
GOOD CAMP

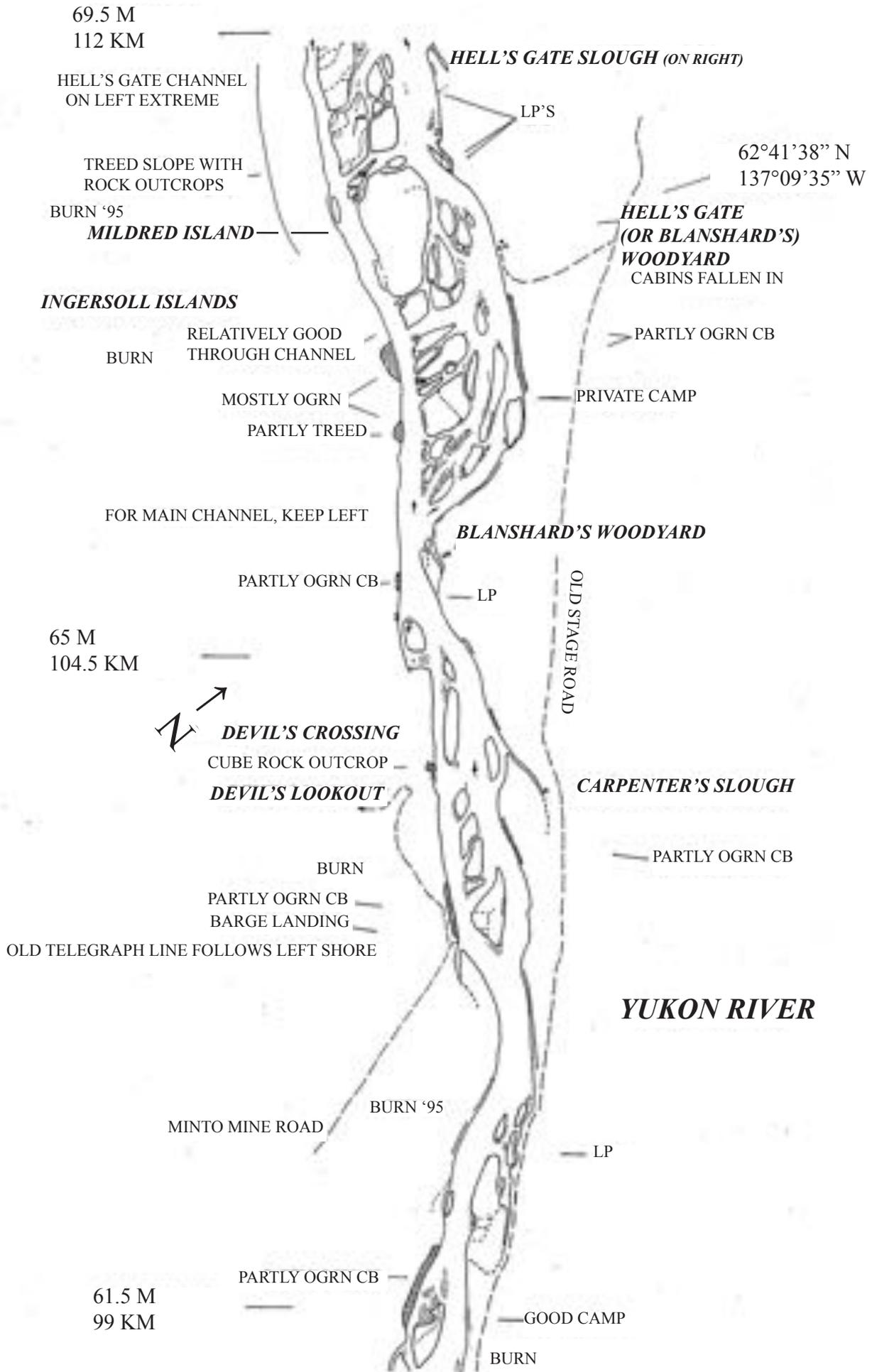
TREED SLOPES - SOME  
ROCK OUTCROPS

87 M  
140 KM

**BLACK CREEK**







60.5 M  
97.5 KM

**BIG CREEK**

BURN '95  
MARSHY  
LP  
FISHING BOUNDARY MARKERS

LP  
ROCK OUTCROPS, MOSTLY OGRN, CUT  
BY OLD STAGE ROAD  
HIGH, RUGGED ROCK BLUFF  
IMPRESSIVE ROCK FORMATION

**MINTO BLUFF**

**THOM'S LOCATION**  
CABIN/EXCELLENT CAMP

62°36'46" N  
136°56'44" W

OGRN SLOPE

**MINTO HILL**

PARTLY OGRN

**YUKON RIVER**

MINTO MINE ROAD

OLD OVERLAND STAGE ROAD

**VON WILCZEK CREEK**

BURN

N ↑

AIRFIELD

TO DAWSON

56 M  
90 KM

BARGE LANDING &  
CABLE CROSSING

**MINTO**  
OGRN CB

62°35'16" N  
136°52'16" W

CAMPGROUND

PRIVATE  
HOUSES

**KLONDIKE HIGHWAY**

OLD TELEGRAPH LINE FOLLOWS LEFT SHORE

OGRN CB

BURN

OLD STAGE ROAD FOLLOWS RIGHT SHORE

OGRN  
CB

SITE OF OLD MINTO

MICROWAVE TOWER

BURN

BURN '95

**RENTON ROCK**

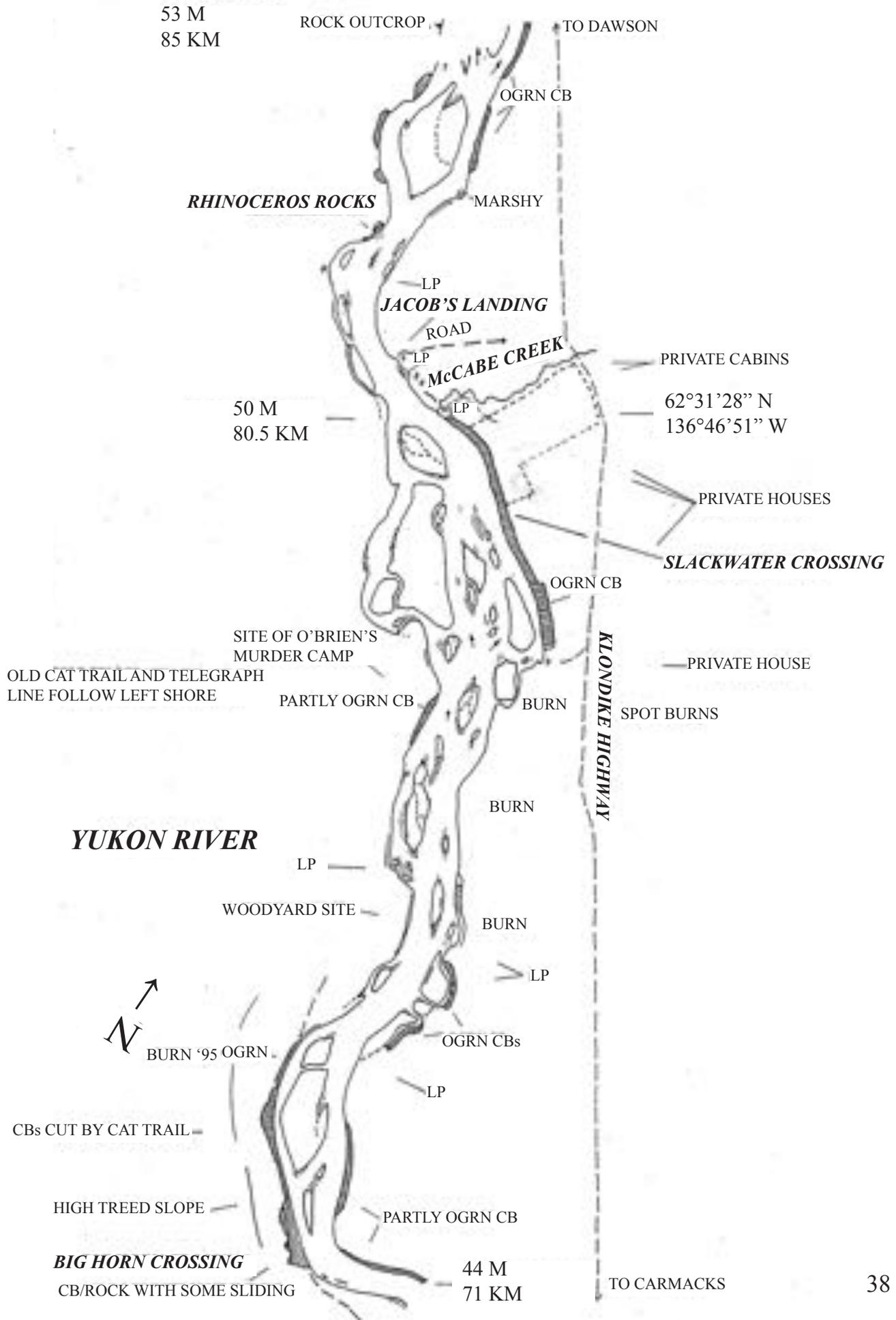
ROCK POINT

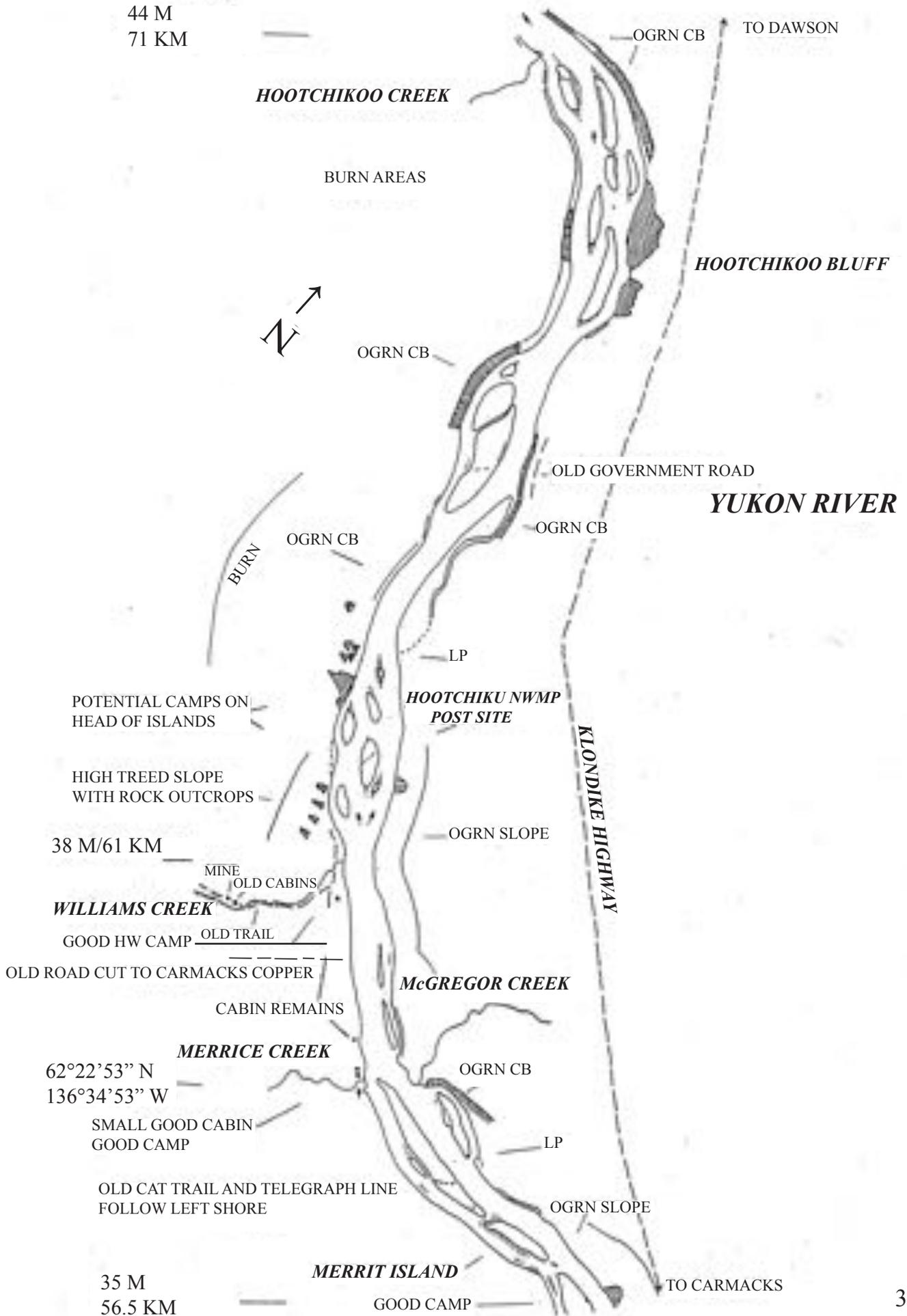
53 M  
85 KM

**MINTO BAR**

OGRN CB

PRIVATE HOUSES  
TO CARMACKS





35 M  
56.5 KM

TO DAWSON

OGRN SLOPE

OLD TELEGRAPH LINE FOLLOWS LEFT SHORE

CAT TRAIL

KLONDIKE HIGHWAY

**YUKON RIVER**

REMAINS OF CABLE TOWER OLD STAGE ROAD

PARTLY OGRN

31.5 M/50.5 KM

**YUKON CROSSING**

62°20'41" N

136°29'36" W

**CROSSING CREEK**

OGRN

OGRN ROLLING MOUNTAINS  
WITH MANY ROCK OUTCROPS

ROAD CUT

**SAM MCGEE'S  
ASHES**



GD HW CAMP

ROCK

OGRN SLOPES

OLD DAWSON-WHITEHORSE STAGE

**"CASCA" WRECK**

KLONDIKE HIGHWAY

26.5 M  
42.5 KM

OGRN SLOPE

**RINK RAPIDS**

ROCKS KEEP RIGHT

62°19'26" N

136°22'27" W

POTENTIAL CAMPS

PARTLY OGRN CB

TO CARMACKS

24.5 M  
39.5 KM

HIGH OGRN SLOPE WITH  
ROCK OUTCROPS SET BACK

24.5 M  
39.5 KM

HIGH OGRN SLOPE WITH  
ROCK OUTCROPS SET BACK

OGRN SLOPE  
FISHING BOUNDARIES

POTENTIAL SANDY CAMP ON ISLAND

*FIVE FINGERS  
POLICE  
LOCATION*

TO DAWSON

PARTLY OGRN CB

CHOPPY  
WATER

ROUGH  
WATER  
ROCKS

*TATCHUN CREEK*

SMALL ROCK POINT

21.5 M  
34.5 KM

HIGH OGRN SLOPE

ROCK CUT

*FIVE FINGER RAPIDS  
KEEP RIGHT*

62°16'10" N  
136°21'24" W

ROCKS

TREED SLOPE

*YUKON RIVER*

PROMINENT ROCK BLUFF  
(LOOKING BACK UPSTREAM)

*KELLYVILLE SITE*



HIGH OGRN CBS

POTENTIAL CAMP

RED ROCK

TREED SLOPE

RED ROCK

OGRN CB

*KLONDIKE HIGHWAY*

LP

SOME  
SLIDING

HOODOOS

HIGH OGRN SLOPE  
- SOME SLIDING

OGRN/TREED SLOPE

*FIVE FINGER COAL MINE*

62°12'24" N  
136°20'04" W

FAIR CAMP

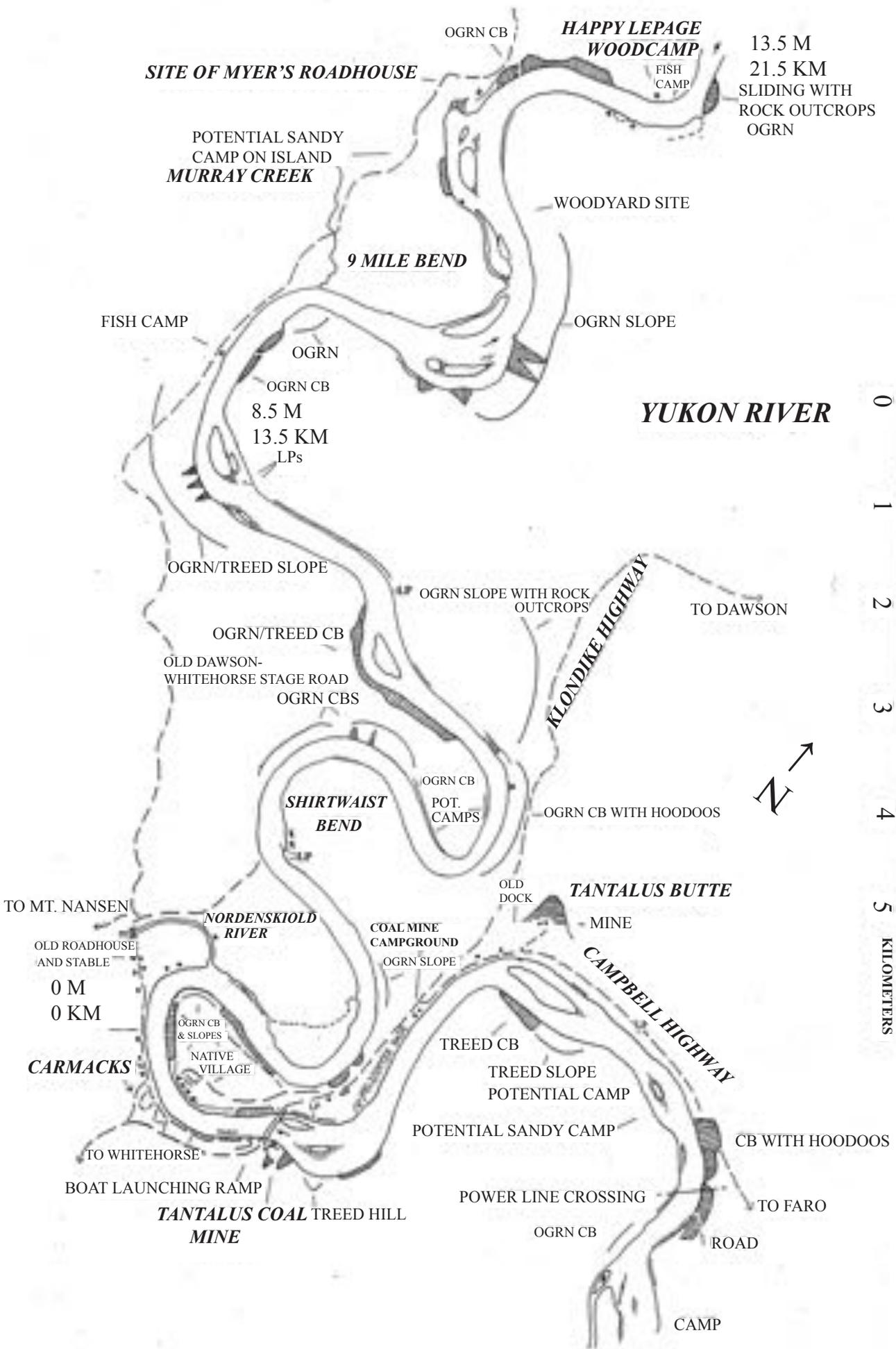
FISH CAMP

*LEPAGE'S WOODYARD* TO CARMACKS

13.5 M  
21.5 KM

POTENTIAL SANDY  
CAMP ON ISLAND

LP



APPROXIMATE SCALE:



## Appendix B

### Ritt Grant Food List

#### Calculations

Male:  $(15.3 \times \text{Body Weight}) + 679 = \text{Daily Resting Caloric Use}$

Female  $(14.7 \times \text{Body Weight}) + 496 = \text{Daily Resting Caloric Use}$

\*Body Weight is in Kilograms (LBS/2.2)

5 Hours of Whitewater Canoeing:

130lbs- 1474 calories 180lbs- 2041 calories

1.75-2 pounds per person per day (ppppd)= 3000-3500 calories

Total Food= # of People x # of days x ppppd

4 people x 22 days x 2lbs = 176 lbs of food

**This is food list based on a 2lb per person per day calculation, give or take a few ounces.**

It's also nut free because Alana is allergic and it's a simple precaution and willing sacrifice that the peanut-butter lovers of the group have all agreed upon.

#### Breakfast (32lbs)

Item	Weight (in lbs)	Price/lb	Total Price
Oatmeal	8	2.5	20
Bagels	6	4.79	28.74
Grape Nuts	6	3.75	22.50
Hash Browns	4	6.44	25.79
Granola	6	4.99	29.94
Quinoa	2	4.96	9.92
		<b>TOTAL</b>	<b>136.89</b>

#### Lunch (46lbs)

Nut-less trail mix	6	6.9	41.4
Tortillas	2	3.49	6.98
Hummus Mix	6	5.24	31.44
Dried Fruit	4	6.75	27
Beef Jerky	4	5.89	23.56
Sunflower Butter	8	5.98	47.84
Jelly	2	2.58	5.16
Cheese	7	7.89	55.23
Summer Sausage	3	9.4	28.2
Granola Bars	4	5.89	23.56
		<b>TOTAL</b>	<b>290.37</b>

**Dinner (50lbs)**

Lentils	8	1.86	14.88
Dehydrated Black beans	6	6.5	39
Dehydrated Pinto beans	6	6.74	40.44
Brown Rice	8	2.62	20.96
Pasta	10	2.55	25.5
Dried Soup Mix	4	5.42	21.68
Dried Vegetables	4	7.82	31.28
Dried Pasta Sauce	1	4.78	4.78
Summer Sausage	3	9.4	28.2
		<b>TOTAL</b>	<b>226.72</b>

**Fruits/Veggies (41lbs)**

Apples	6	1.59	9.54
Oranges	6	1.49	8.94
Peppers	6	2.99	17.94
Zucchini	6	1.89	11.34
Carrots	6	2.39	14.34
Onions	6	1.29	7.74
Garlic	1	1.5	1.5
Cucumber	4	1.49	5.96
		<b>TOTAL</b>	<b>77.3</b>

**Miscellaneous (16lbs)**

Powdered Milk	4	3.68	14.72
Tea	2	9.6	19.2
Cocoa	4	3.92	15.68
Drink mix	4	2.98	11.92
Honey	2	3.94	7.88
		<b>TOTAL</b>	<b>69.4</b>

**Extraneous items (to be brought from home)**

Oil

Spices

**TOTAL:** 185 lbs /\$800.68**PER PERSON:** 46.25lbs /\$200.17**PER PERSON PER DAY:** 2.1lbs /\$9.10 per person per day

## Appendix C

### GEAR LIST

#### Personal: per person

**\*we'll make sure to have camp wear and river wear to ensure a dry set of warm clothes at all times.**

Underwear  
Short sleeved shirt  
Long sleeve base layer  
Fleece  
Puffy jacket  
Rain coat  
Rain pants  
Long underwear  
Hiking/camp pants  
Fleece pants  
Camp shoes  
Hiking boots/shoes  
Wool socks  
Headlamp and spare batteries  
Chapstick  
Warm hat  
Sun hat  
Warm gloves  
Sleeping bag  
Sleeping pad  
Dry bag  
Sunglasses  
watch  
bug head net  
crazy creek  
water bottle  
passport  
emergency money

#### Cooking:

3 MSR stoves (whisperlite, dragonfly)  
8L of white gas kept in 8 1L bottles  
stove repair kit  
lighters and matches  
Pots and pans (large pot, small pot, frying pan)  
Cooking utensils (spatula, spoon, etc.)  
2 knives  
leatherman (can opener + pot grip+ other tools)  
biodegradable soap  
sponge  
dishwater strainer  
personal bowls and utensils  
mugs  
Spice kit  
Iodine tabs for 250+L of water  
Dromedary- 20L

#### Camping/Group:

2 2-person tents (four season)  
1 tarp with parachord  
2 large bottles of mosquito repellent

2 bottles of sunscreen  
fire pan  
trowel  
maps (waterproofed) multiple copies  
compass  
roll of rope  
duct tape  
Roll of heavy duty trash bag

**Boating gear:**

1 canoe  
3 canoe paddles (1 extra paddle)  
2 kayaks  
4 kayak paddles (1 extra paddle per boat)  
2 food barrels (60L & 30L)  
4 PFDs with whistles and river knives  
4 wetsuits/drysuits  
Neoprene gloves  
Booties/Neoprene socks  
3 Throw bags - one per boat  
2 Prussics  
Carabiners  
Pulleys  
bailer  
float bags  
bow and stern lines

**Safety gear/communication:**

Satellite phone  
GPS  
Signal Mirror  
3 cans of bear spray  
Bear Bangers

**First aid kit (kept in small dry bag)**

Personal Protective Equipment  
gloves (nitrile)  
CPR mask

Bandage materials

12 non-adherent sterile dressings  
30 adhesive bandages - variety of sizes  
2 trauma pads (bleeding)  
2 combine dressing pads

Blister/burn

1 small bottle Burn-Jel  
1 pack of moleskin

Fracture/sprain

1 elastic ACE bandage  
athletic tape-water proof  
2 triangle bandages  
2 tongue depressors  
SAM splint  
Steri strips

2 rolls vet wrap  
2 rolls roller gauze

Instruments

tweezers  
water syringe  
thermometer  
safety pins  
trauma shears  
SOAP notes  
first aid booklet  
space blanket  
pens  
signal mirror  
plastic bag (resealable)

Medication

personal medications  
1 small bottle ibuprofen  
20 tylenol (cold and flu)  
10 clairton  
10 benadryl  
10 aspirin  
12 Tums (antacid)  
1 small bottle imodium  
12 electrolyte stamina power pak  
1 tube hydrocortisone cream

Wound prep

1 tube neosporin  
10 iodine prep pads  
20 alcohol prep pads  
benzoin tincture with swab and capsules  
4 cotton tip applicators

## Appendix D

### Testin' our Limits on the Teslin

#### RKMF Budget

##### Transportation

960 Miles in US (gas is roughly \$3 a gallon predicted based on 3 year historical averages for May)

@20 MPG - \$144 (I get 23 MPG in an unloaded car, however, a fully loaded vehicle reduces the average MPG of a car.)

1586 Miles in Canada (gas is roughly \$5 a gallon predicted based on 3 year historical averages for May)

@ 20 MPG - \$396.5

Total one way \$540.5

\$1,081 - Two way

\$310- Shuttle to John's Crossing

\$436 for the Husky Bus back to Dawson City (\$109 per person)

\$225 to leave gear in Dawson (\$75 per boat)

**TOTAL: \$2052**

##### Food and Fuel

Food Total: \$800.68(detailed in food list)

Fuel Total: \$25.98 - 2 gallons of white gas (for 8 1L fuel bottles)

**TOTAL: \$826.66**

##### Maps and Books

\$42.20- 2 River North Guides & 1 Yukon Paddling Book

**TOTAL: \$42.20**

##### Communication Device Rental

\$360- 1 Satellite Phone- 2(\$150/ week ) + 2(\$30/day)= \$360 for 16 days

**TOTAL: \$360**

##### Permits/Fees

\$110- for campsites along the drive, there and back. 2(15+20+20)

**TOTAL: \$110**

##### Gear Rentals – From Kanoe People

\$990 - 2 Kayaks (includes 4 paddles, 2 skirts, Sponge, pump)

\$375 - 1 Canoe (includes 3 paddles, bailers, sponges, throw bag, bowline)

\$50- 2 60L Barrels

\$640- 2 Wetsuits-- 2(16(\$20/day))

**TOTAL: \$2055**

**TOTAL FUNDING REQUEST: \$5445.86/\$1361.47 per applicant**