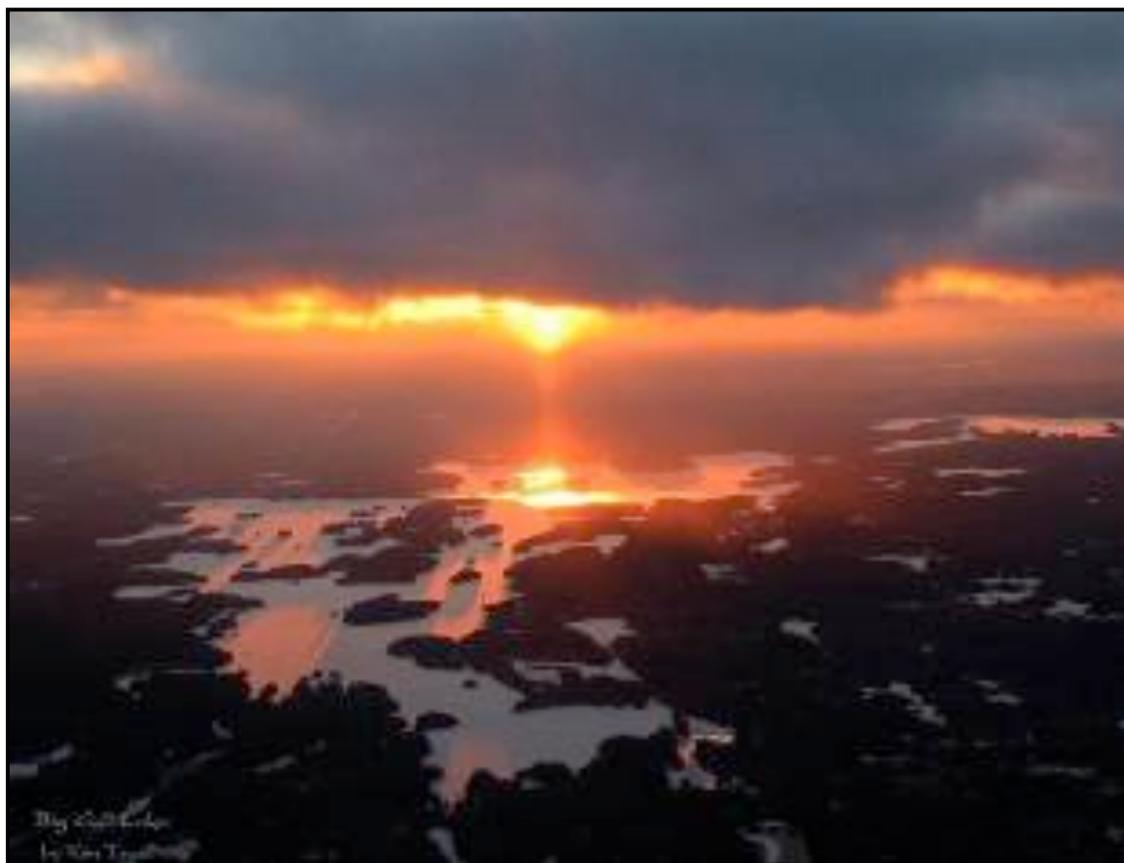


The Ontario Trio Paddles the Otokwin and Attawapiskat Rivers



Otokwin and Attawapiskat Rivers, Ontario, Canada
August 22 - September 27, 2011
Days in the wild: 25

Martha Brummitt, Annie Graeter, Anna Johnson

Table of Contents

I.	Expedition Summary and Objectives.....	3
	a. Objectives	
	b. Wilderness Character of Expedition	
II.	Participant Qualifications	4
	a. Expedition Member WFR Information	
	b. Plans to Solidify Technical Skills	
III.	Expedition Logistics, Gear, and Food	5
	a. Travel Arrangements	
	b. Route Summary, Itinerary, Maps	
	c. Food Inventory	
	d. Equipment List	
	e. First Aid Kit Contents	
	f. Leave No Trace Principles	
	g. Cultural Considerations	
IV.	Risk Management Plan	27
	a. Anticipated Hazards	
	b. Evacuation Procedures	
	c. Medical Histories	
	d. Emergency Resources	
V.	Itemized Budget and Cost-Saving Efforts	34
	a. Itemized Budget	
	b. Cost-Saving Efforts	
VI.	Paperwork.....	37
VII.	References	38
VIII.	Appendix.....	39
IX.	Attached Paperwork.....	40

Note: Yes or no questions asked in the Ritt Kellogg Memorial Fund Expedition Group Application are addressed with bold, bulleted sentences.

I. Expedition Summary and Objectives

a. Objectives

The primary goal of the Ontario Trio is to safely paddle 421 miles from the Otokwin River to the Attawapiskat First Nation village on the Attawapiskat River. Other objectives include:

- Build trust and confidence in ourselves and each other
- Solidify and continue to develop our expedition canoeing skills
- Further develop risk management assessment skills
- Leave minimum impact on the river and surrounding area
- Experience the beauty of the wilderness, paddling and close friendship
- Have fun and create life-long memories!

b. Wilderness character

No dams claim the Otokwin or Attawapiskat River. These rivers' whitewater flows untamed through undeveloped land and their lakes sit alone in the Ontario wilderness. Like many rivers of the area, the route we will paddle and portage was utilized by French fur traders as early as the 18th century. But with the introduction of float planes, barges, and ATVs, as well as the decline of the fur trade, the Attawapiskat River was abandoned and left to the use of a few First Nation tribes and, inevitably, to return to its wilderness solitude.

The remoteness of this river makes it a truly noteworthy expedition. Travel to the put-in is complex and travel from the take-out even more so. Yet this river is preserved as a provincial park, and for good reason. Wildlife is abundant, fishing spectacular, and the geology awe-inspiring. The run of the Otokwin and the Attawapiskat into the James Bay is said to have some of the finest continuous whitewater in all of northern Ontario, a feature that makes this river especially sought-after by expedition canoeists.

II. Participant Qualifications

a. Expedition Member Wilderness First Aid Information

Expedition Member	Date of Graduation	Expiration Date
Martha Brummitt, WFR	5/11	December 2012, WMI
Annie Graeter, WEMT	5/11	January 2012, WMI
Anna Johnson, WFR	5/11	January 2012, WMI

- **All proposed expedition members are experienced and trained enough to adequately meet our expedition objectives.**

b. Plans to solidify technical skills

In 2010, Martha and Annie canoed 460 miles of the Yukon River. Inspired by the journey, they decided that they must apply for a second Ritt Kellogg Memorial Fund Expedition in hopes of building on their acquired skills, expanding their knowledge and experience in wilderness expeditions, and enjoying many more honey high-pours and daily challenges (such as handstands and whittling). They recruited good friend and experienced whitewater canoeist Anna Johnson, and together the trio began a daily push-up regiment to begin preparing and inspiring themselves for an expedition to Ontario!

We put together a demanding yet pleasurable workout and technical skills plan. We will maintain healthy hearts by doing cardio exercises together, such as biking in Colorado Springs, running along Monument Creek, swimming in the CC pool, and continue to increase push and pull-ups repetitions. We will also attend yoga classes to clear and maintain stable minds. Finally, post-graduation we will paddle together on Lac La Belle in Wisconsin, perfecting our J-stroke, C-stroke, and draws in both tandem and solo canoes. We will then practice strokes, rescues, and communication skills on the swift waters of the Flambeau River, WI. Martha and Annie are no strangers to each others' canoeing styles, but it is important that all three of us practice together to perfect the flow and rhythm of working with each team member.

Additionally, Anna will be a counselor at Camp Bil-O-Wood in northern Ontario this summer and will lead two canoe trips, most likely averaging six nights each. This will be a great warm-up for our own expedition, as the terrain and challenges on these trips will very similar to ones we will face on the Attawapiskat River.

III. Expedition Logistics, Gear, and Food

a. Travel Arrangements (to the Otokwin River)

August 22, 2011: Annie drives from Cincinnati to Muskegon. Martha takes the Lake Express from Milwaukee, WI to Muskegon, MI. Together they stay at Annie's grandma's house in Grand Haven, MI.

August 23: Martha and Annie drive from Grand Haven to Camp Bil-O-Wood in Blind River, Ontario, Canada to pick up Anna. All stay overnight at Camp Bil-O-Wood.

August 24 & 25: All three drive to Sudbury, ON. Gather gear, rent canoes, and shop for food. Camp at Carol Campsite and RV Park in Greater Sudbury.

August 26: Take VIA Rail Canada from Sudbury Junction to Savant Lake. Camp at Whiskey Jack Lodge in Savant Lake.

August 27: Shuttle from Savant Lake to Pickle Lake / Otokwin put-in. Launch Canoes!

b. Travel Arrangements (From the Attawapiskat River)

Monday, September 21: Fly from Attawapiskat to Moosonee via Air Creebec. Ship canoes via Air Creebec cargo.

September 22: Camp in Tidewater Provincial Park.

September 23: Take Polar Bear Express Train from Moosonee to Cochrane. Ship canoes via PB Express. Arrive 10:20 pm. Stay at the Station Inn.

September 24: Store Canoes at Westway Motel, hub for Missinaibi Headwaters Outfitters. Take Ontario Northland Motor Coach from Cochrane to Sudbury. Camp at Carol Campsite and RV Park in Greater Sudbury.

September 25: Drive from Sudbury to Cochrane to retrieve canoes. Drive to Blind River and camp at Camp Bil-O-Wood.

September 26: Drive Martha to Lake Express ferry in Muskegon. Annie and Anna stay at Annie's grandma's house in Grand Haven.

September 27: Anna drives to Chicago. Annie Drives to Cincinnati.

2. Martha and Annie drive from **Grand Haven, MI to Camp Bil-O-Wood** (420 miles, about 7.5 hours)
 - a. Take I-96 E towards US-31 S/Gd. Rapids (22.2 mi).
 - b. Take exit 31 B to merge onto US-131 N towards Big Rapids/ Cadillac 157 mi).
 - c. Turn right at M-32 E (12.6 mi).
 - d. Turn left to merge onto I-75 N toward Mackinac Bridge (partial toll road) entering Canada (Ontario) (114 mi).
 - e. Continue onto Saulte Ste Marie International Bridge (Partial toll road)
 - f. Turn right at Huron St. and take slight left toward Bay St (2 mi).
 - g. Slight left at Pim St.
 - h. Turn right at Queen St E and then left at church St (follow signs for ON-17 N)
 - i. Take 1st right onto Wellington St E and take slight left at Trunk Rd (6 mi).
 - j. Continue onto ON-17B E/Trans-Canada Hwy (80.1 mi).
 - k. Turn right at Industrial Park Rd E
 - l. Turn right at White Rd

End: Camp Bil-O-Wood
1102 Granary Lake
Blind River, ON P0R 1B0, Canada

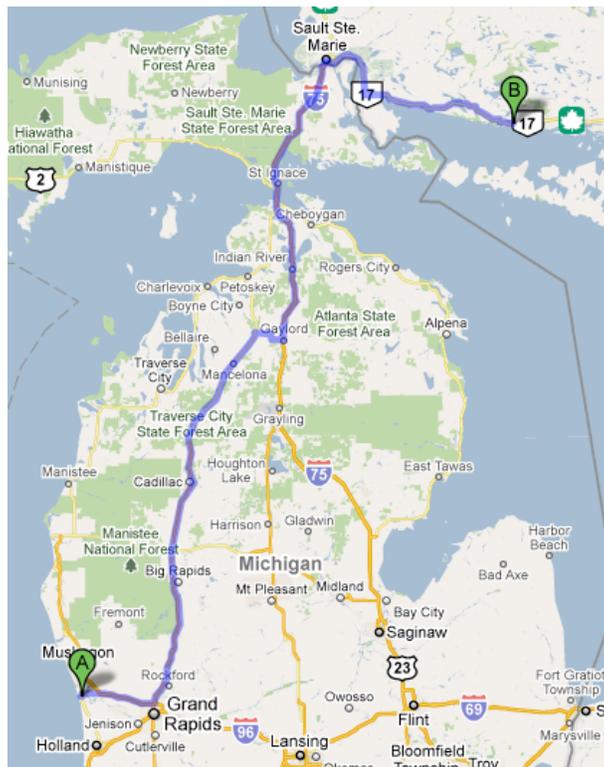


Figure 3: Driving route from Grand Haven to Camp Bil-O-Wood

3. Drive from **Camp Bil-O-Wood to Sudbury, ON** (101 miles, about 2 hours)
 - a. Take Trans-Canada Hwy/ON-17 (92.6 mi)
 - b. Take the Regional Road 55 E exit toward Sudbury (7.3 miles)

End: Sudbury, ON

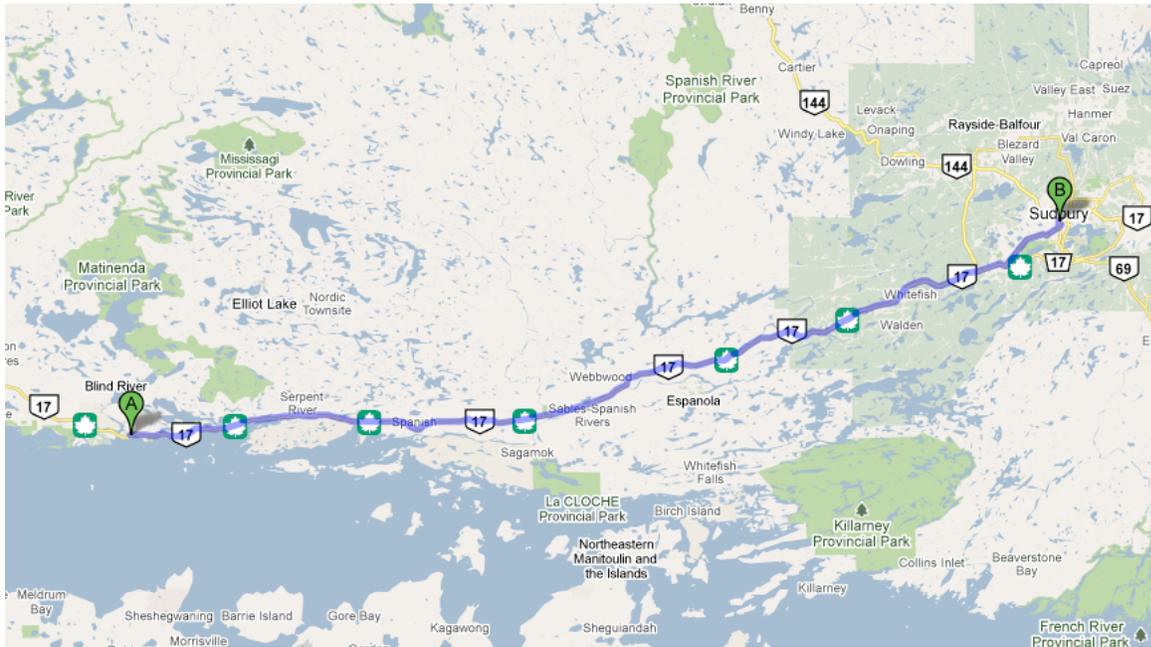


Figure 4: Driving route from Camp Bil-O-Wood to Sudbury.

4. Drive from **Sudbury to Cochrane** (247 miles, 5.5 hours)
 - a. Take Regional Road 35 (10.6 mi)
 - b. Continue on ON-144 N (157 mi)
 - c. Turn right at ON-101 E (towards Timmins) (15 mi)
 - d. Turn left at ON-655 N (towards Cochrane/Kapuskasing) (46.7 mi)
 - e. Turn right at Trans-Canada Hwy/ON-11 S (17.7 mi)
 - f. Turn left at 2 Ave/Hwy 579/ON-652 N

End: Cochrane, ON

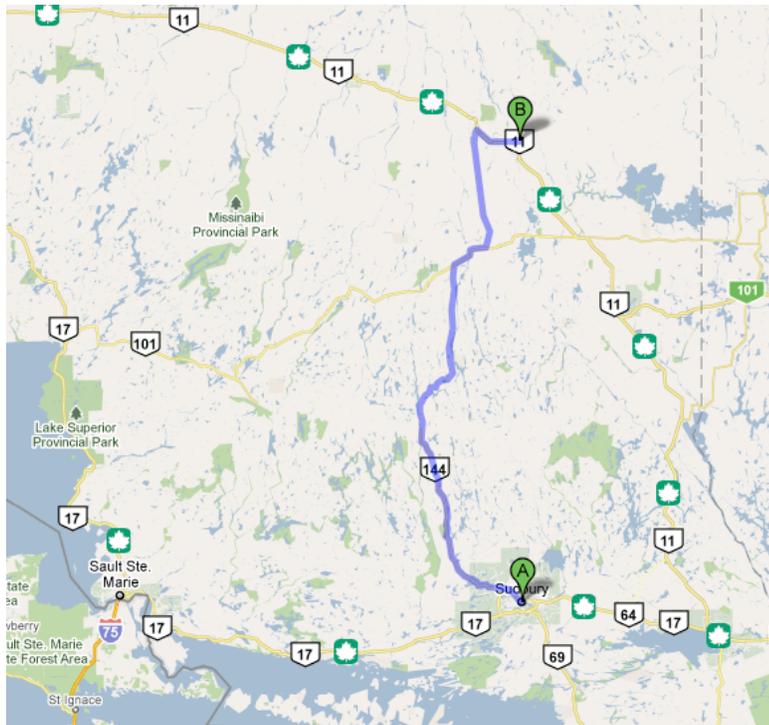


Figure 5: Driving route from Sudbury to Cochrane.

b. Route Summary, Itinerary, Maps

Note: Mileage is estimated using satellite imagery and the mapping program on Google Maps.

Itinerary:

Paddle Day (PD) 1, August 27: Shuttle to put-in. Begin paddling on the Otokwin River. Run Ozhuskans Rapids, camp about 8 miles from put-in. 7 possible portages.

Miles 8, total = 8

PD 2, August 28: Paddle about 40 flat, swift-water miles through Katagiwizida Lake and Ozhiski Lake. Camp at mouth of Ozhiski Lake. 3 possible portages.

Miles 40, total = 48

PD 3, August 29: Paddle Ozhiski Lake to the outlet of the Otokwin River, about 14 miles.

Miles 14, total = 62

PD 4, August 30: Run long stretch of Otokwin rapids to start of Kabania Lake, about 18 miles. 4 possible portages.

Miles 18, total = 80

PD 5, August 31: Paddle Kabania Lake to Attawapiskat Lake, about 20 miles. Camp at the portage between the two lakes.

Miles 20, total = 100

PD 6, September 1: Rest Day. Explore, hike and fish.

PD 7, September 2: Paddle Attawapiskat Lake to Lansdowne House, an old, abandoned First Nation Settlement, about 10 miles.

Miles 10, total = 110

PD 8, September 3: Paddle from Lansdowne House to the Attawapiskat River and start of the south channel, about 15 miles.

Miles 15, total = 125

PD 9, September 4: Paddle south channel to Nolin Island, about 12 miles. 4 Possible portages.

Miles 12, total = 137

PD 10, September 5: Paddle south channel to Beteau Lake, about 9 miles.

Miles 9, total = 146

PD 11, September 6: Rest and fishing Day.

PD 12, September 7: Paddle from Beteau Lake past confluence of the north and south channels to above Big Otter Rapids, about 22 miles. 1 possible portage.

Miles 22, total = 168

PD 13, September 8: Paddle to Pym Island, about 25 miles. Run Big Otter Rapids. 1 possible portage.

Miles 25, total = 193

PD 14, September 9: Fishing and fish-fry day!

PD 15, September 10: Paddle about 25 miles. 1 possible portage.
Miles 25, total = 218

PD 16, September 11: Paddle about 25 miles.
Miles 25, total = 243

PD 17, September 12: Paddle about 25 miles.
Miles 25, total = 268

PD 18, September 13: Paddle about 15 miles to the confluence of the Muketei and Attawapiskat River.
Miles 15, total = 283

PD 19, September 14: Paddle to big island past mouth of the Missia River, about 31 miles. Begin vibrant limestone karst towers.
Miles 31, total = 314

PD 20, September 15: Rest, fish and explore.

PD 21, September 16: Paddle about 35 miles
Miles 35, total = 349

PD 22, September 17: Whitewater day! Run rapids formed by the limestone karts. Camp below Eskotayow Falls, about 22 miles.
Miles 22, total = 371

PD 23, September 18: Whitewater day 2! 3 sets of rapids, 6 possible portages. Paddle to Monument Channel split, about 29 miles.
Miles 29, total = 400

PD 24, September 19: Paddle from Monument Channel split to Attawapiskat First Nation Village, about 21 miles.
Miles 21, total = 421

PD 25, September 20: Built in weather day.

Total Mileage Paddled: 421

Maps



Figure 6: The big picture, Ontario, Canada. Our route on the Otoskwin and Attawapiskat Rivers highlighted in purple with red dots. Significant cities on our journey underlined with red.

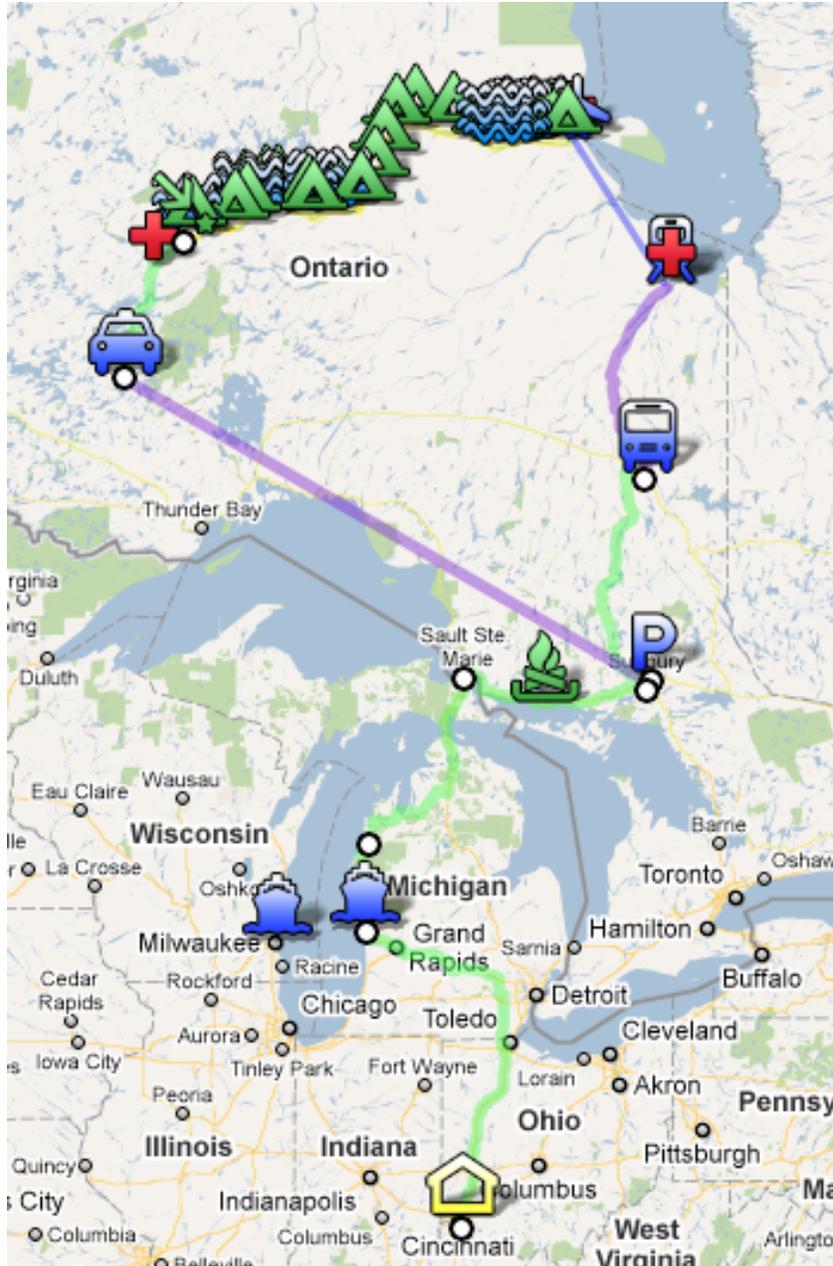


Figure 7: Route overview. Cincinnati → Muskegon → Camp Bil-O-Wood → Sudbury → Savant Lake → Otoskwin River → Attawapiskat River → Attawapiskat → Moosonee & Moose Factory → Cochrane → Sudbury → Cochrane → Camp Bil-O-Wood → Muskegon → Chicago & Cincinnati



Figure 8: Our route, part 1. Put-in at Otoskwin River to Kabania and Attawapiskat Lake. The arrow denotes our put in, blue wavy lines show areas of significant rapids, and the green triangles represent our expected camps.

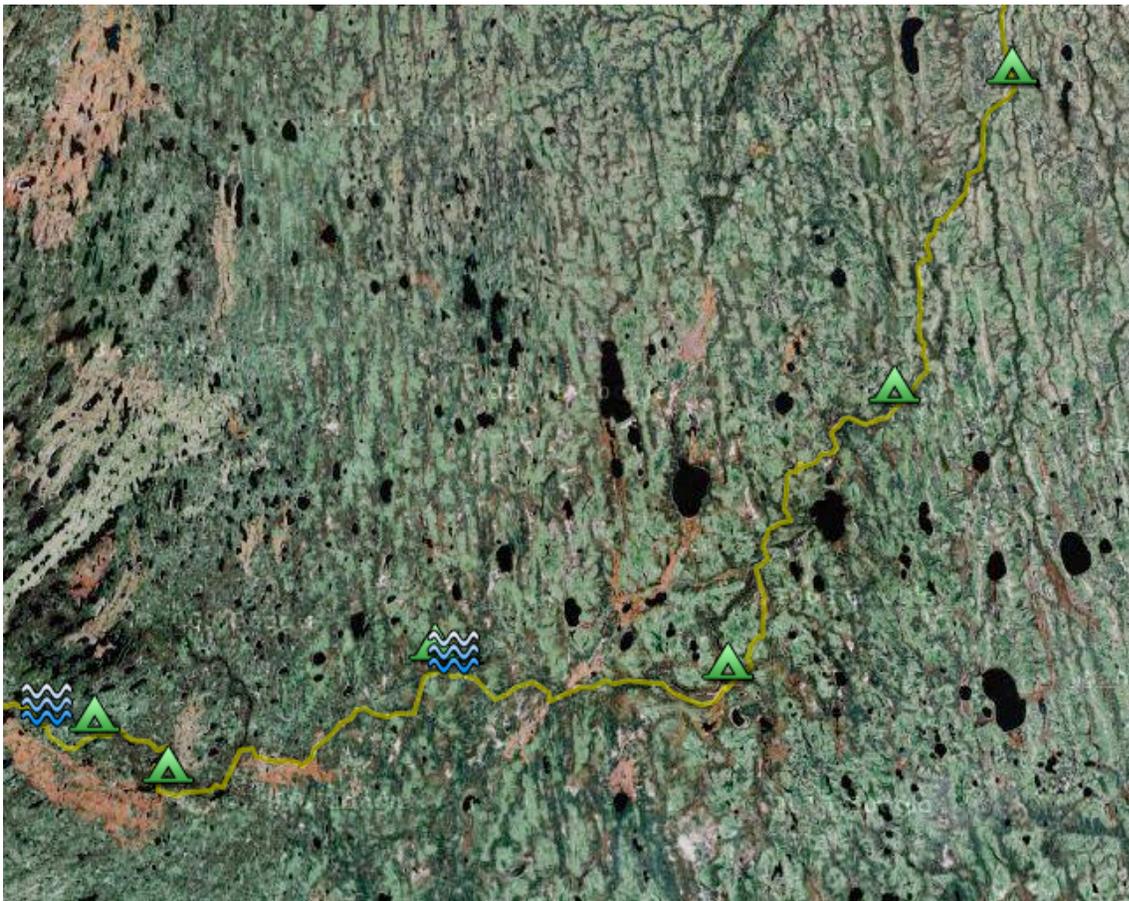


Figure 9: Route part 2. South Cannel to further downstream in the Attawapiskat River.



Figure 10: Route part 3. Attawapiskat River to Limestone Labyrinth Rapids.



Figure 11: Route part 4. Below Limestone Labyrinth Rapids to Attawapiskat.



Figure 12: Scale for figures 7-11. North is always ^.

Note: Figures 7-12 were created using Google “my” Maps. Anyone can access our interactive map (including mileage, figure labels, and notes) at this web address:

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=200930197824304545280.0004989195aacde87166a&z=5>



Figure 12: Section of a 1:50,000 topographic map, Ozhiski Lake to Kabania Lake to Attawapiskat Lake (53 D-04). Twenty-two 1:50,000 topographic maps are our main sources for navigation.

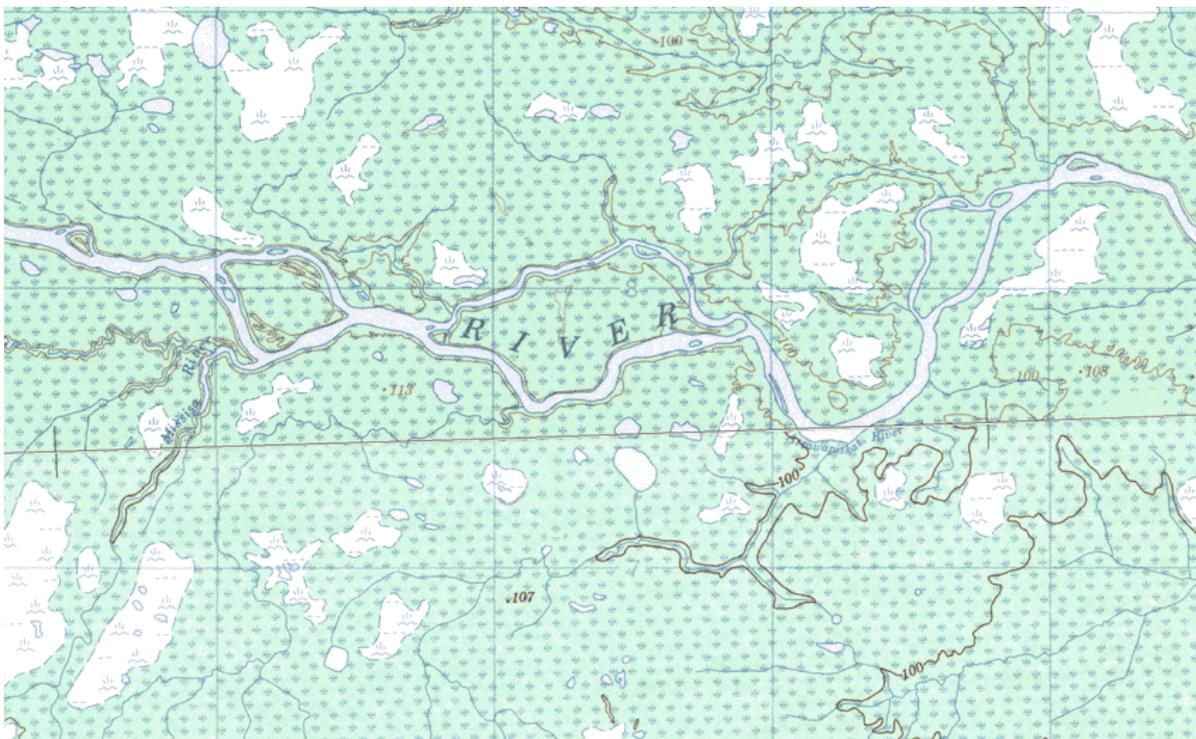


Figure 13: Detail of a 1:50,000 topographic map. Confluence of the Missia River with the Attawapiskat River (43 F-02).

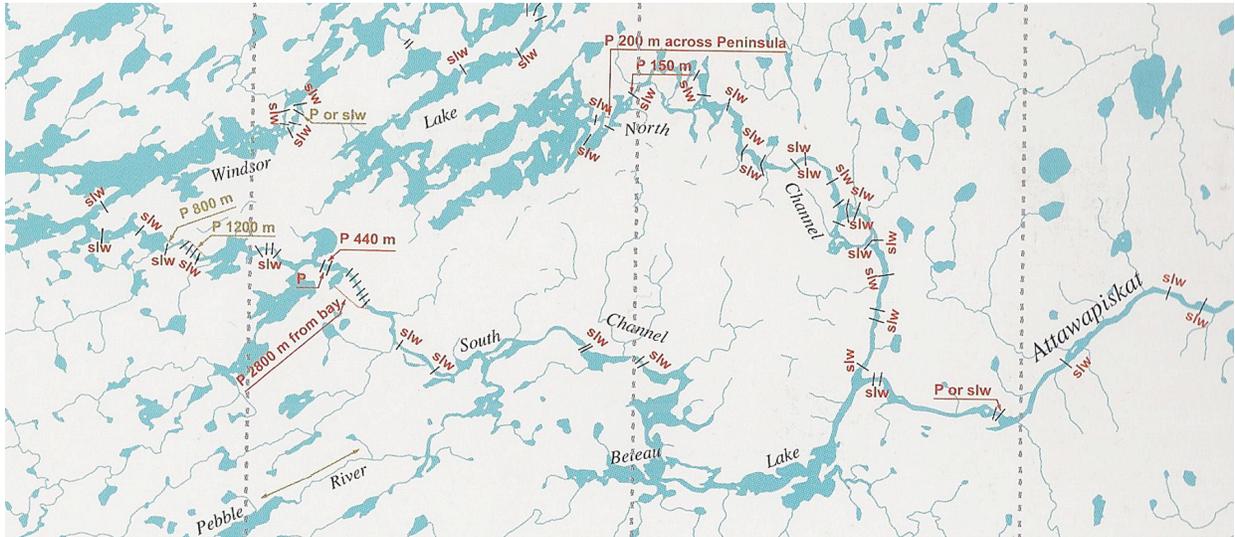


Figure 14: Detail of map (showing the north and south channels downstream of Attawapiskat Lake) taken from *Canoe Atlas of the Little North*, our main resource in planning for rapids, portages and campsites. Portages are indicated with a *P* and a number underlined in red (e.g. P 440 m means portage 440 meters). *Slw* stands for *shoot, line, lift or wade*, indicating that the rapids are mellow and are able to be run or waded through.

c. Food Inventory

- **We do not plan to re-ration during the expedition.**

Upon entering Canada, customs requires that non-Canadian citizens can carry no more than two days worth of food per person. Based on our experience from the Yukon River expedition and purchasing our food in bulk from NOLS, we have chosen to purchase food in bulk at a Canadian grocery store. There is no NOLS branch in Ontario, but buying in bulk from a Canadian grocery store, which have bulk purchase and pay-by-the-pound sections, can be nearly as cost effective. The following estimates are based on the NOLS cookery and our food consumed on the Canadian Voyageurs Yukon River expedition (2010).

We will eat 2 pounds per person per day (pppd) that equates to roughly 3,500 calories pppd. This is estimated to be appropriate for the amount of exercise and temperatures we will encounter on the river. Additionally, we will purchase multivitamins to help subsidize our mostly dehydrated diet.

All food will be stored in bear-proof food containers. Please see section IV: Risk Management Plan for additional information.

Meal:	PPPPD:	Total Poundage:
Breakfast	0.4	30
Trail Foods (lunch)	0.5	37.5
Dinner	0.5	37.5
Cheese & Fats	0.4	30
Baking	0.1	7.5
Drinks	0.1	7.5
Fresh Items	*	**
Total:	2	150

*Fresh items will be for the first few days only.

** Fresh items poundage only accounts for first few days and is not a part of the total poundage.

Item	USD Price/lb	Quantity (lb)	USD Price/item
Breakfast			
Oatmeal	1.49	5.5	8.20
Granola	4.89	5.5	26.90
Pancake mix	3.50	5	17.50
Muffin mix	3.79	4	15.16
Hashbrowns	6.44	5	32.20

Bagels	1.20	5	6.00
Total		30	105.95
Lunch			
Banana chips	4.80	1	4.80
Cashews	8.00	3	24.00
Chocolate chips	4.58	1.5	6.87
Ginger snaps	4.00	1	4.00
GORP mix	6.80	7	47.60
Peanuts	4.44	2	8.88
Pretzels	3.34	1	3.34
Chocolate almonds	8.90	1	8.90
Raisins	3.52	3	10.56
Sunflower seeds	4.24	2	8.48
Walnuts	4.35	2	8.70
Dried apricots	6.75	3	20.25
Animal crackers	4.76	1	4.76
Pecans	6.94	2	13.88
Almonds	8.38	2	16.76
Craisins	3.75	2	7.50
Beef jerky	5.89	3	17.67
Total		37.5	216.95
Dinner			
Lentils	1.86	6	11.16
Pinto bean flakes	6.74	4.5	30.33

Penne pasta	2.55	4.5	11.48
Elbow macaroni	2.55	5	12.75
Quinoa	4.96	6	29.76
Brown rice	2.62	6	15.72
Dried hummus	5.24	3	15.72
Dried veggies	7.82	0.25	1.96
Tortillas	3.49	2	6.98
Tomato powder	4.78	0.25	1.20
Total		37.5	137.05
Baking Supplies			
Brown sugar	1.24	1	1.24
Chocolate cake	2.70	1	2.70
Corn meal	1.48	2	2.96
Wheat flour	1.90	1	1.90
White flour	1.78	1	1.78
Spice kit	10.50	0.5	5.25
Soy sauce	3.79	0.5	1.90
Tobasco sauce	4.88	0.5	2.44
Total		7.5	20.17
Cheese & Fats			
Cheddar	4.29	4.5	19.31
Mozzarella	3.89	3.5	13.62
Cream cheese	3.89	1	3.89
Butter	3.64	1	3.64

Peanut butter	4.22	4	16.88
Summer sausage	9.40	3	28.20
Egg Powder	7.60	1	7.60
Candy bars	4.88	3	14.64
Granola bars	5.82	6	34.92
Fruit leather	6.10	3	18.30
Total		30	160.99
Drinks			
Hot cocoa	3.92	3	11.76
Tea	9.60	1.5	14.40
Powdered milk	3.68	2	7.36
Fruit crystals	2.78	1	2.78
Total		7.5	36.30
Fresh Items			
Carrots	2.39	4	9.56
Onions	1.29	3	3.87
Peppers	2.99	4	11.96
Apples	1.59	7	11.13
Oranges	1.49	6	8.94
Zucchini	1.89	3	5.67
Total		27	51.13
GRAND TOTAL			\$728.53
Total pppd			\$9.71

d. Equipment List

Group Canoe Gear

- 1 Tandem canoe, 17 ft.
- 1 Solo canoe, 14 ft.
- 3 PFDs
- 5 Paddles (1 per person + 1 extra per canoe)
- 2 Bailers (1 per canoe)
- 2 Whistles (1 per canoe)
- 1 Bilge pump
- 2 Sponges (1 per canoe)
- 4-5 Carabineers
- 2 Food boxes (60 L each)
- 2 Dry bags (60 L each)
- 3 Cans bear spray
- 1 Satellite phone
- 4 Ropes (2 per canoe)
- 2 Throw bags, 70' each
- 1 Compass
- 1 GPS
- 1 Satellite phone
- 2 First Aid Kits (see below for contents)
- 22 Maps: 1:50,000 topographic
 - 52: P-13, 14, 15
 - 53: A-1, 2
 - 43: B- 13, 14, 15, 16
 - C- 12, 13, 16
 - D- 1, 2, 3, 4, 8, 9
 - F- 4, 3, 2, 1

Camping Gear

- 1 Tent (3 person)
- 3 Sleeping bags (15° C or warmer)
- 3 Sleeping pads
- 1 Trowel
- 2 Tarps

Cooking

- 2 WhisperLite® stoves
- 2 30 oz fuel bottles, one per stove
- 2 4L containers of white gas
- 2 6L dromedaries
- 1 Water filter
- 4 Bottles Iodine tablets
- 4 Lighters
- Waterproof matches
- One *secret* stash of waterproof matches

- 2 Bottles hand sanitizer
- 1 Sponge
- 1 Mesh screen (aka “coarse particulate food matter catcher”)
- 1 Bottle biodegradable soap
- 1 Spatula
- 1 Spoon
- 2 Pots with lids
- 1 Frying pan
- 2 Pot grips
- 1 Leatherman

Individual Gear

- Waterproof canoe boots
- Dry camp shoes
- Wool socks
- Neoprene socks (optional)
- Polypropylene long underwear top and bottom
- Mid-weight top and bottom layers
- Heavy top layer (fleece or wool)
- Rain shell top and bottom
- Warm hat (fleece or wool)
- Gloves
- Paddling gloves
- Sun screen (spf 1,000,000)
- Bug spray (with Deet)
- Mosquito netting
- Personal toiletries (toothbrush, floss, feminine products, etc.)
- Day hike pack
- Sun glasses with strap
- Sun hat or visor
- Bandanna(s)
- Headlamp
- Batteries
- Digital camera (+ extra batteries)
- Emergency whistle
- Pocket knife
- Eating utensils (fork/spoon/spork, mug, plate/bowl with lid)
- Passport
- Flare (clothing article that is neon or leopard print, for example)

Repair Kits

- 1 Stove repair kit
- 1 Sewing kit
- 1 Thermarest patch kit
- Gore-tex patch material
- Seam seal
- Superglu

Duct tape
Epoxy Resin and Hardener (for repairing canoes)
Bubblicious (for repairing canoes)

Miscellaneous Items

Garbage bags
Ziploc bags
Fishing poles and tackle
3 Outdoors Cards and Fishing permits

e. First Aid Kit Contents

General Supplies	Quantity
Nitrile Gloves	3 pairs
12 cc irrigation syringe	1
Trauma shears	1
Tweezers	1
Biohazard bag	2
Pencil	1
SOAP notes	5
Medical History Information	(Tripees')
Face Shield	3
Thermometer	1
Safety Pins	2
WFR Book	1
Ziploc bag	1
Drugs/Meds	
Ibuprofen	30 pills
Diphenhydramine	20 pills
Pepto Bismol	20 pills
Acetaminophen	20 pills
Tincture of Benzoin	5 ampules
Iodine ointment	1 tube
Triple antibiotic ointment	1 tube
Antiseptic towelettes	15
Wound Care/Bandaging	
Wet Prep Soap Sponges	4
3'' conforming gauze roll	2
3 x 3 sterile gauze pads	5
2 x 3 non-adherent dressings	3
3 x 4 non-adherent dressing	2
Transparent Dressing	2
Closure strips	6
Elastic bandage	1

Triangular bandage	1
2 nd Skin pads	4
2 x 3 adhesive patches	2
Band aids	15
Butterfly bandages	5
Sterile Cotton Tipped Applicator	2
½” tape roll	1
1” Athletic tape roll	2
Moleskin 2 x 3	3
Pressure Wrap	1

f. Leave No Trace Principles

- **All expedition members are familiar with Leave No Trace principles.**

Over the course of our time spent outdoors and our lives in general, we believe that we are strong upholders of the Leave No Trace principles. The three of us have a passion for keeping the wilderness as pristine as, if not more pristine than we find it. We will follow the seven LNT principles according to www.lnt.org.

During our journey, we will camp on durable surfaces, such as sandy beaches, as much as possible. Should we find already established campsites, we will camp on those instead of creating our own. None of our trash will be left behind because not only will we be cautious of our trash as we produce it, but whenever we leave an area we will thoroughly sweep and check for any scraps we’ve let fall to the ground. We will wear clothing with lots of pockets so that we can store our trash and any we find.

We plan to explore as much as possible, and we will resist the temptation to take any found treasures home with us. In addition, we do not want to disturb wildlife and other critters (including humans) out of reasons of safety and respect.

After consuming adequate calories and maintaining proper hydration we will relieve ourselves in an LNT way. Using a trowel, we’ll dig 6x6 in holes for solid waste and urinate in locations that are at least 200 feet from water sources, trail, and campsites. Our food will be eaten from tupperware containers with lids so that any leftovers will be eaten later on rather than go to waste. Since we will have two whisperlite stoves, we will not make any campfires.

We are purchasing fishing licenses and bringing fishing poles, but we want to make sure that by engaging in this ancient art, we are not disturbing the balance of the ecosystem. In order to do this, we will review the recreational fishing regulations of 2011 for the areas we will be in, and follow the guidelines for releasing certain species and certain weights of fish.

In conclusion, we will respect the precious lands and waters just as past paddlers have done.

g. Cultural Considerations

- **There are cultural considerations for the expedition area.**

Although the Attawapiskat region is not developed in the modern sense, the area has been utilized by First Nation communities for nearly 3,000 years. Large areas of land are often managed, hunted and fished by a single family that returns to that area year after year. Rivers form the framework of travel between hunting grounds and communities, and thus these waterways are respected. It is because of this respect and maintenance by First Nation communities that we expect, in some cases, to find established and cleared portages. In return, we will respect the land and water, as well as anyone that we may come upon, realizing that we are only temporary visitors to the Attawapiskat.

Once on the river we expect to meet few others on our journey. At one time, a canoe outfitter launched canoeists onto the Otokwin and Attawapiskat from Pickle Lake, the start of our journey. But they have closed down, and expeditions on the Attawapiskat are now rare. However, some Ontario canoe camps and First Nation youth clubs do occasionally run the river. Part of the reason why we chose this location is because of its unique remoteness. Should we meet anyone, we will respect their wilderness experience as we hope they will respect ours.

IV. Risk Management Plan

a. Anticipated Hazards

Weather and Environmental Hazards

Cool days, rain and a wet river

The weather along the Attawapiskat River during the late summer season ranges from 40-60 degrees Fahrenheit during the day and as low as 20 degrees at night. Precipitation during August and September can vary from four inches of rain in August up to two inches of snow in September. Due to these average ranges and the known influence of the arctic air mass in the area, we will expect and be prepared for cold and wet days at any point by keeping rain gear, warm clothes and high-calorie food on hand. We will wear non-cotton and non-down layers to stay warm even if we get wet.

Cold Injuries

Hypothermia and trench foot are our main concerns with regards to the conditions we will encounter. Prevention is our best solution. We will wear non-cotton clothing and always have an extra set of dry clothing in our dry bag in case we get wet. Rain pants and jackets will be on hand and worn at first sign of bad weather. We will stay hydrated and well fed and anticipate foul weather to the best of our ability. We will not only take care of ourselves, but we will be mindful of each other's safety, too. If any of us show any signs of hypothermia, the group will promptly respond and take care of the patient in a safe and controlled environment by removing all wet layers, drying them off and slowly and gently warming the patient.

The waters of the Otokwin and the Attawapiskat are cold and we will avoid getting wet or submersion at all costs. Due to the nature of whitewater, however, getting wet is sometimes unavoidable. On the days that we shoot rapids, our socks and boots may get wet and remain damp the entire day. There are frequently times when navigating through moving water requires paddlers to exit the canoe and pull it through shallow water and muck. We are aware of the dangers of boot rot and we will change our wet socks as soon as possible when we arrive at the campsite every day. We will set aside "sacred socks" that stay clean and dry for the entire trip. If a member develops trench foot, we will treat them appropriately, according to Wilderness First Responder protocol.

Other water emergencies

Expedition members will wear pfd's at all times while on the water. The canoes will be equipped with two ropes each, one for the bow and one for the stern, and will travel within earshot of each other so that in the event of a canoe tipping, a rescue boat is nearby (see below for additional information). Finally, we will always paddle near shore so that we have a close escape to dry land.

Wind

High winds can create waves on lakes or rivers, so we will paddle along the windward shore to protect ourselves. If at anytime the water seems to become too rough to paddle, we will quickly seek safety on land that is vegetated and not exposed. Campsites will be strategically chosen to

avoid troubles with wind and we will use the canoes for protection against wind if necessary. We will specifically avoid standing dead trees. In case we have to pull ashore due to inclement weather or strong winds, we have budgeted certain days as shorter paddling and portaging days so that we can make up for lost mileage at any point on the trip.

Some days we will paddle larger lakes, including Ozhiski, Kabania and Attawapiskat Lakes, where wind may pose a higher risk than paddling on the river. On these days, we may decide to wake up at dawn in order to go as far as possible before the wind starts to pick up later in the day. If we encounter high wind that makes it difficult to paddle, but that does not require us to take shelter on shore, we will fashion a makeshift catamaran out of our two canoes by using bandanas to tie fallen branches to the thwarts, connecting the boats. This makes paddling much easier and ensures that our vessels stay close to each other. We will always be cautious of high winds during the entire trip, be it paddling on a stretch of river or a lake.

Lightning

Again, prevention is key for dealing with lightning. We will always paddle near shore, so that if a storm is approaching, we will have time to settle in a protected area (low and densely-wooded). Also, we will not climb trees nor hold metal tent poles high into the air. In times of bad lightning, we will insulate ourselves from the ground using packs or sleeping pads, stay warm/dry/hydrated/fed, and assume lightning position. Annie is an excellent singer, so she will sing lullabies to keep everyone calm. Martha is a talented joke-teller and will keep everyone distracted from the discomforts of lightning position. And Anna is a beatbox busker and will get us spittin' the rhymes. All of our talents will ensure our nerves stay calm while we wait out the storm.

Sun

Prevention for sun hazards = wear big flowery hats + apply and reapply sunscreen with an SPF of a bajillion + drink lots of H2O. We will play drinking games with water to stay safe and increase the amount of Fun in the Sun and decrease chances of heat exhaustion, heat stroke, and dehydration.

Avoiding and Managing Wildlife Encounters

The best approach with wildlife in general is to maintain an adequate distance. We will adhere to this principle throughout the trip.

Moose

Moose are the most dangerous wildlife we may encounter. Moose are not usually a hazard to humans; they tend to be aggressive only in areas where they are provoked or stressed by humans, pets, or traffic. Moose aggression will probably not be a problem for us, but will be paddling at the beginning of mating season, which starts in late September, and may cause the moose to be more aggressive. In order to avoid moose aggression, we will take the approach that we do with all wildlife: keep our distance. If a moose does charge, we will run away and not in a straight line. Moose cannot change directions quickly and tend not chase to great distances. If a moose charges someone, the attacked person will attempt to get behind an obstruction. If a moose is trampling someone, she will curl up in a ball and protect her head. Additionally, Anna's spirit

animal is a moose, so if worse comes to worse, she will invoke the moose's kindred spirit and will the moose away from the group.

Bears

Bears are the second most dangerous wildlife we may encounter. According to a staff member at Otonkwin/Attawapiskat Provincial Park and our local contact Eddie North, we will not be in polar bear country, and if we do encounter a bear, it will almost certainly be a black bear. We will follow the protocol of the Ontario Ministry of Natural Resources which says, "On EXTREMELY rare occasions, black bears have attacked humans," but we will not take any chances. As such, we will confine all food to the bear barrels and keep them at least 100 yards downwind from our tents when we camp. Moreover, we will avoid pitching our tent near berry patches - a food source for bears - and our tent will be at least 100 yards upwind from the kitchen. Our camp will remain tidy and no food scraps will be left on the ground.

We will be black bear aware; we will keep a lookout for fresh bear prints and bear scat and be especially careful and alert when crouching for extended periods of time. The good news is that in canoes, the dangers of bear encounters are lessened. Bears are not strong swimmers and it is much easier to scare off or avoid a bear in two large canoes than by oneself. To avoid surprise encounters on land, we will travel in groups and constantly make loud noises to warn the bears of our presence. Finally, bears are attracted to pleasant scents, so we will not bring any scented lotion and we will leave our perfume at home for this trip.

If anyone does encounter a black bear, we will follow the Ministry of Natural Resources protocol: face the bear, do not run away. If the bear is not threatening the person, she will slowly back away, making sure that the bear has an escape route. If the bear does not leave or if it approaches, the person will yell, make noise, wave her arms, try to appear bigger, and blow her emergency whistle. If a bear is huffing, beating the ground with its forepaws, or bluffs a charge, the bear is trying to communicate that the person is too close. In this case, the person should back off and make noise; if the bear continues to advance, she should continue to make noise and appear as large as possible and be ready to use bear spray.

Bear spray will always be accessible to each group member. We each have experience of having bear spray on hand and we know how to use it. Once bear spray is administered, the pepper can attract bears. So if we ever spray our bear spray, we will be sure to create some distance between us and the pepper cloud, and not stick around the pepper-covered area to wait for other bears to join.

Other wildlife

Squirrels, mice, and other fuzzy woodland creatures are also a threat to our safety. They can chew through just about anything and contaminate our food and gear. The precautions we take for bears should also suffice against the deceptively cute creatures.

General Health, Sanitation, Hygiene

To prevent sickness, we will have daily conversations about how we are feeling both physically and emotionally, take Flintstone multivitamins, and avoid reaching into food bags with dirty hands no matter how hungry we are. If a group member is seen reaching into a GORP bag, they will have to do dishes for the next five meals and immediately sing us an apology song. We will use our handy hand sanitizer before every meal, after every bathroom trip, and only pour food contents directly into hands or mouths.

We will diligently sterilize clean water using our water filter and also have iodine tablets as a backup, should the filter malfunction. Our dromedaries will also come in handy and serve as a way to store clean water.

Canoeing/Paddling

Proper Canoe Techniques

The trio is proficient in the four primary canoe strokes that allow us to maneuver a solo or tandem canoe through swift and flat waters (J, C, draw and pry). Combining these strokes with communication between the bow and stern paddlers is key to successful paddling.

Accidental Swim Techniques

In the unlikely circumstance that a member of the trio falls out of the canoe, the best way to stay safe is to float face up, legs crossed and pointing downstream, and to remain calm and collected. Using arms for balance and lifting the butt to avoid hitting rocks underneath will make the accidental swim go more smoothly. The life jacket will also help keep the head above water and allow the swimmer to relax. Once the swimmer reaches calmer waters, they may reposition to swim or walk to shore.

Following the above guidelines will prevent a swimmer from getting a leg or foot caught in a strainer. However, if this does happen, the swimmer must try to dislodge the limb in the direction and angle in which it is caught. If this is not possible, rescuers will use common sense and swift water rescue skills to help the victim. A throw bag will be thrown from an upstream shore, reach the swimmer, and help hoist the swimmer out of danger. In any rescue case, we will always consider the risk of the rescuers before any action is taken, so as to not increase the number of people in danger.

Shore Rescue

Because we will be paddling close to shore for the majority of our expedition, we will conduct a shore rescue if a canoe tips. Paddlers from the capsized boat will swim the canoe to shore, lift the bow or stern to empty the boat and roll it over in shallow water or onto dry land. The boat is now righted and ready to be paddled again.

Canoe-Over-Canoe Rescue

If a canoe tips and the other boat is closer than the shore, we can conduct a canoe-over-canoe rescue. Ideally we would do a shore rescue, because it involves less time in the water and thus reduces the chance of hypothermia, but sometimes a canoe-over-canoe rescue (also known as a t-rescue) can be completed just as fast as a shore rescue. To do this rescue, the upright canoe approaches perpendicular to the capsized boat. One person from the capsized canoe will swim to the far end of the canoe and push it underwater. This will lift the other end so that rescuers in the upright canoe can hoist it on top of their boat, emptying the water from the capsized canoe. Rescuer(s) must be careful not to tip too! At this point, the paddler(s) from the capsized canoe can swim to the rescue boat and hold on (see image below).



Next, the rescuer(s) in the dry boat will slide the upside down canoe across, roll it right side up and then slide it back into the water, keeping the two boats perpendicular until both canoes are right side up. The paddler(s) in the water can then reenter the boat. Once all paddlers have safely returned to their respective canoes, we will gather floating gear and take action to get warm and dry.

If both canoes tip, a canoe-over-canoe rescue can still be performed, but before that happens one canoe is righted by doing a deep-water rescue. To do this, the trio will swim underneath the solo (smaller) canoe where we can breathe and talk in the air pocket, tread water, and hoist the canoe up and over our heads, breaking the suction seal. This will empty the boat, allowing us to throw it to one side and right it. We will reenter this canoe and perform a canoe-over-canoe rescue.

Rapids

We will encounter rapids throughout the trip that range from class I-III. By carefully following our maps and listening to the sounds of the river, we will be able to pull ashore before any rapids and scout the best line. Based on our past experience scouting and shooting rapids, we feel confident we can decide as a group the risks of paddling rapids. In some cases, we will choose to portage around them, or if they are too shallow to paddle but safe enough to walk through, then we will do so. In some cases, for instance if there is no portage trail, we may decide to let-me-down, or line, a set of rapids. This technique involves allowing the canoe to run the rapid while two people control the canoe from shore using the ropes connected to the bow and stern. Should

a canoe flip when shooting a rapid, the above procedures will be carried out. Rescue priorities in rapids are as follows: retrieve people first, then boats, and gear last.

Portaging

When portaging, we will have two people each carrying a canoe and the third person will carry packs and be the “bridge.” Their job is to walk in between the two portagers so that if and when either of them needs to take a break, they are there to hold the bow while the stern rests on the ground and the portager takes a break. In the beginning of the trip when we have heavy food barrels, we will have to take two trips for each portage. However, one of our goals is to eventually have light enough packs that we can portage in just one trip!

b. Evacuation Procedures

In the case of a medical situation that requires an emergency evacuation, we will contact the Ontario Provincial Police (OPP) on the satellite phone. Using the GPS unit, we will tell them our coordinates. The OPP will then send out a search and rescue team that will take the group to the Attawapiskat Wing of James Bay General Hospital, which provides basic services (there are no doctors on site; a doctor visits the community monthly). The nurses assess whether the patient is treatable at the hospital. If not, a med-evac air ambulance delivers the patient to a hospital in Moose Factory (an island directly outside of Moosonee), Timmins, Sudbury, or Kingston, depending on their condition.

c. Medical Histories

We have reviewed each other’s medical histories and have no concerns with past or present injuries or conditions.

d. Emergency Resources

Note: The following numbers have been called to make sure they are valid.

911 Emergency
911

Ontario Provincial Police
(888) 310-1122

Royal Canadian Mounted Police, Thunder Bay Detachment
(807) 623-2791

Pickle Lake Medical Clinic: has doctors and nurses on call, but not during after hours
(807) 928-2047

Pickle Lake Ambulance: available at all hours to give emergency treatment and deliver a patient to the medical clinic, or if the condition of the patient requires it, the nearest hospital.
(807) 928-2255

James Bay General Hospital, Attawapiskat Wing:
(705) 997-2150

Weeneebayko General Hospital, Moose Factory, Ontario:
P.O. Box 34, Moose Factory, Ontario, P0L 1W0
Tel: (705) 658-4544
Fax: (705) 658-5877

Eddie North, located on Beteau Lake just down river from Attawapiskat Lake. Runs a fishing camp on the river, has access to internet and phone. His summer phone:
(647) 478-2919

Paul Ludwig, Camp Bil-O-Wood Director: Paul is a great resource and a great friend. The camp leads canoe trips to the James Bay every summer and he is extremely knowledgeable and well versed in everything related to sending out canoe trips in Ontario and bringing them back safely. We will be checking in with him when we depart and return on our journey.
P.O. Box 1090, Blind River, Ontario P0R 1B0
Tel: (705) 356-7113
Fax: (705) 356-7133

V. Itemized Budget and Cost-Saving Efforts

a. Itemized Budget

Exchange Rate (Jan. 2011):
1 CAD = 1.0098 USD

Item	Description	Price (USD)
Transportation and Fuel		
Drive: Cincinnati, OH to Muskegon, MI to Grand Haven, MI	370 miles, 25 mpg, \$3.15 USD/gal, 1 car	\$46.62
Lake Express Ferry	Milwaukee, WI to Muskegon, MI	\$85
Drive: Grand Haven to Blind River, ON, Canada	420 miles, 25 mpg, \$3.20 USD/gal, 1 car	\$53.76
Drive: Blind River, ON to Sudbury, ON	101 miles, 5.8 miles per liter (mpl), \$1.15 CAD/liter, 2 cars	\$40.44
Camp	Carol Campsite and RV Park: \$17 per tent x 1 tent x 2 nights	\$34.33
VIA Rail Canada: Sudbury, ON to Savant Lake, ON	Youth Economy Discounted tickets: \$161.00 + 13% HST x 3 people = \$545.79 CAD Canoe Cargo Shipping: \$50 + 13% HST x 2 canoes = \$113.00 CAD	\$665.25
Camping	Whiskey Jack Lodge, Savant Lake: \$12 CAD/person x 3 people	\$36.35
Shuttle: Savant Lake to Pickle Lake / Otokwin put-in	\$550 + 13% HST = \$621.50 CAD	\$627.59
Air Creebec flights: Attawapiskat, ON to Moosonee, ON	Passenger tickets: \$356 + 13% HST x 3 people = \$1206.84 CAD Canoe Cargo Shipping: \$325 + 13% HST x 2 canoes = \$734.50 CAD	\$1,960.37
Camp	Tidewater Provincial Park, Moosonee: \$17 CAD/tent x 1 tent	\$17.17
Polar Bear Express Train: Moosonee, ON to Cochrane, ON	Passenger tickets: \$52.45 + 13% HST x 3 people = \$177.81 CAD Canoe Cargo Shipping: \$61.02 + 13% HST x 2 canoes = \$137.91 CAD	\$318.81
Ontario Northland Motor Coach: Cochrane to Sudbury	\$80.50 CAD + 13% HST x 3 people = \$272.90 CAD	\$275.57
Drive: Sudbury to Cochrane and return	247 miles x 2 ways, 5.8 mpl, \$1.15 CAD/liter, 2 cars	\$197.82
Drive: Sudbury to Blind River	101 miles, 5.8 mpl, \$1.15 CAD/liter, 2 cars	\$40.44
Drive: Blind River to Muskegon to Cincinnati	933 miles, 25 mpg, \$3.15 USD/gal, 1 car	\$117.56

Lake Express Ferry	Muskegon to Milwaukee	\$85
Transportation Total		\$4,602.08
Food		
Expedition Food	\$9.71USD/person x 25 days x 3 people	\$728.53
Multivitamins	Nature Made Daily Multi \$12.53/bottle x 1 bottle	\$12.53
Travel food	\$7 pppd x 3 people x average of 10 travel days (each person has slightly different travel days, and days at Grandma's are free!)	\$70
Food Total		\$811.06
Maps/Books		
Canoe Atlas of the Little North	Jonathan Berger and Thomas Terry Boston Mills Press, 2007	\$68.44
Canadian Topographic Maps	22 1:50,000 maps x \$11.45 USD/map + \$17 shipping + 3% international transaction fee	\$276.97
Maps/Books Total		\$345.41
Communication Rental		
Satellite phone	Eddie North's Attawapiskat River Adventures- \$300 CAD	\$302.94
Communication Rental total		\$302.94
Permits/Fees		
Fishing License	(Fishing Outdoors Card, \$9.68 CAD + One-year Conservation Fishing License Tag, \$47.13) x 3 = \$170.43 CAD	\$172.10
Boating and Camping Fee	Otoskwin / Attawapiskat Provincial Park	Free!
Permits/Fees total		\$172.10
Gear Rental		
Canoe Rental	(\$175/week x 2 canoes x 5 weeks) + (3 days x \$35 day) + 13% HST (Widgawa Lodge)	\$1,118.25
1 bilge pump	(Camp Bil-O-Wood) \$15 CAD	\$15.15
2 Food barrels	(Camp Bil-O-Wood) \$20 CAD/barrel x 2 barrels	\$40.39
2 Dry Bags	(Camp Bil-O-Wood) Waterproof, 115 L \$20 CAD/bag x 2 bags	\$40.98
2 Bear spray cans*	UDAP #12, Purchase in U.S. for \$39.99 USD/can x 2 cans	\$79.98
Gear Rental Total		\$1,294.75
Total	\$2,509.45 per person	\$7,528.34
Total Funding Requested	\$1,500 per person	\$1,500.00

*We have one unused and unexpired bear spray can from the Yukon last year to give us a total of 3 cans.

b. Cost Saving Efforts

As a group, we have attempted to minimize costs as much as possible. By buying food in bulk, we will save not only money but packaging as well. We have utilized ties with friends and families along our route to minimize lodging fees as much as possible. Unfortunately, the route into and out of remote Ontario wilderness is not direct, and certainly not cheap. We have learned that due to hard economic times over the past few years, many outfitters in Northern Ontario have closed. Thus, we did not have many choices in who to rent from or how to get to the put-in or from the take-out. We did, however, have the choice of chartering a bush plane. We chose not to do this because the cost was very high (see calculations below).

Cost Saving Calculations:

To put-in

Bush plane (Otter) from Hearst, ON to the put-in = \$4,320

vs.

VIA Rail (\$665.25) + camp at Whiskey Jack Lodge (\$36.35) + shuttle (\$627.59)

= \$1,329.19

Save \$2,990.81

From take-out

Bush plane (Otter) from Attawapiskat to Hearst, ON = \$3,016

vs.

Air Creebec flight & canoe shipping (\$1,960.37) + camping at Tidewater (\$17.17) + Polar Bear Express tickets and canoe shipping (\$318.81) + ON Northland Motor Coach (\$275.57) + Driving to Cochrane from Sudbury and back to retrieve canoes (\$197.82)

= \$2,769.74

Save \$246.26

Total savings = \$3,237.07!

VI. Paperwork

From the three of us

The three of us have been roommates and long-time friends. We always have a fun time together, learn from each other, and laugh a lot. Anna's broad sense of humor and optimism is contagious. She is also very smart and level-headed, all qualities that are crucial for being a solid group member. Annie's enthusiasm for canoeing, cooking and planning plus her balanced sense of safety and assessing risk are key elements that she brings to the table. Martha is in her element when she is in the backcountry; her energy, enthusiasm, and appreciation for her surroundings and for a good adventure brings joy to those around her. When we are together, all of our qualities blend beautifully to create a fun, open, and levelheaded atmosphere.

We are grateful for the opportunity to apply for a Ritt Kellogg Memorial Fund expedition grant together, and we look forward to hearing from the RKMF Committee in a few months!

A personal statement from Anna

Anna personal statement: Every time a group of three or more of Anna's camp friends are gathered, we discuss doing a trip just like the Otokwin/Attawapiskat trip. Our eyes glaze as we foresee the incredible experiences we would have being in the backcountry together for a month, drool over the rapids we would shoot, and ooh and aah as we conjure the sight of the northern lights we would see. Each time, we declare we will make it happen; "Next summer!" we proclaim. "We're doin' it!!" we say. But so far, nobody has done it; nobody has the time or funds to plan and complete the trip. The Ritt Kellogg Fund has changed this lofty hope into a possibility. I could not be more excited about this opportunity; I have been fantasizing about doing a trip like this for years, and - not to be cheesy - but receiving this grant would make my dream come true.

Please see page 39 for copies of all paperwork.

VII. References

Berger, J and T Terry. Canoe Atlas of the Little North. 2007. Boston Mills Press. Ontario.

Ontario Ministry of Natural Resources. "Fact Sheet: Province Reminds Outdoor Enthusiasts to be Bear Aware." Released May 12, 2003. Online at http://www.ontarioparks.com/english/pdf/bear_facts2003.pdf. Accessed 4 January 2010.

Recreational Fishing Regulations 2011. Ontario Ministry of Natural Resources. <http://www.mnr.gov.on.ca/stdprodconsume/groups/lr/@mnr/@letsfish/documents/document/198220.pdf>. Accessed 4 January 2010.

VIII. Appendix

References

Lake Express, High-speed Michigan ferry

- Phone- 866-914-1010
- Summer schedule and hours to be announced

VIA Rail Canada Sudbury Junction Station

- 2750 Lasalle Boul. Est / Sudbury Jct, ON / P3A 4R7, Canada
- Phone- 888-842-7245 or 705-524-1591
- Sudbury to Savant Lake
 - Wed, Fri, Sun
 - Departs: 05:13 Arrives: 22:18 Duration: 18 hrs 5 mins

Lynn Cox/Northstar Air

- Phone- 807-928-2346

Air Creebec

- Phone- 819-825-8375
- Flight- Attawapiskat to Moosonee
 - Mon, Wed, Fri: depart 1:30pm arrive 2:50 pm
 - Tue, Thurs, Sun: depart 3:45pm arrive 4:55pm
 - Cargo: Mon, (Wed), Thurs arrives about 5pm

Polar Bear Express

- Phone- 800-265-2356 or 705-272-5338
- Mon-Fri: depart Moosonee 5pm, arrive in Cochrane 10:20 pm

Ontario Northland Motor Coach

- Phone- 800-461-8558
- All days: depart Cochrane 8:30 am, arrive in Sudbury 3:55 pm

Otoskwin-Attawapiskat River Provincial Park

- P.O. Box 970 / Nipigon, Ontario / P0T 2J0
- Phone- 807-825-3403

IX. Individual Paperwork

Individual paperwork

The following are included for each expedition member, Martha Brummitt, Andrea (Annie) Graeter, and Anna Johnson:

- Individual Questionnaire
- Individual Medical History
- Participant Acknowledgment and Assumption of Risks
& Release and Indemnity Agreement
- Outdoor Resume
- Letter of Recommendation
- Copies of Certifications and Passport

Group paperwork

Finally, we have included the Ritt Kellogg Memorial Fund Expedition Agreement.