

Registration Summary

RKMF Expedition Grant (GROUP APPLICATION)
2014/2015



**Ritt Kellogg Memorial Fund
Registration**

Registration No. QGY9-446RW
Submitted Jan 5, 2015 7:02pm

Registration

Oct 30, 2014-
Aug 31

Ritt Kellogg Memorial Fund
RKMF Expedition Grant GROUP APPLICATION

This is the group application for a RKMF Expedition Grant. If you have received approval, you may fill out this application as a group. In this application you will be asked to provide important details concerning your expedition.



Participant



I. Expedition Summary

Expedition Name

In The Passage: Sea Kayaking the Coast of British Columbia

Objectives

Our proposed expedition will have us traveling through the magnificent coastal waters of the storied Inside Passage. We have carefully devised a 28 day route that will take us from Bella Coola, British Columbia northwards 300 miles to Prince Rupert, BC.

Our primary goals are to:

- Safely and efficiently explore an expansive and infrequently traveled wilderness
- Further our wilderness, boating, and safety skills in preparation for this trip, and then apply these skills in the field
- Strengthen our long distance wilderness travel skills in a marine environment while practicing flawless Leave No Trace Ethics
- Connect with the coastal waters of the Inside Passage, letting it inspire and direct our lives after Colorado College
- Rediscover our love for the ocean, something we have been missing during our time in Colorado
- Respect and pay tribute to the rich cultures of the Indigenous communities that call this area home

Thoughts for the Expedition:

This trip offers the three of us a chance to connect with a landscape that is rugged, inspiring, alluring, and foreign to us. We aim to connect with the water, land, and wildlife in an intimate sensory experience by propelling ourselves forward at our own pace. Bearing witness to the natural beauty this area has to offer will provide inspiration, humility, and a sense of our character, as individuals and friends, as we move forward into the next phase of our life. Having spent four years building our friendship at Colorado College, it seems fitting that we share this experience together as we embark on our next journey.

We chose this region for the pure expansiveness and sheer isolation we will experience throughout our expedition. On the brink of graduation and transition into a life beyond Colorado College, we see direct parallels between our proposed trip and the immense post-college world that can seem overwhelming and alienating. However, through our exploration of the waters of the Central Coast we hope to solidify a bond of camaraderie that will prepare us to go forward and tackle the challenges life throws at us in this next chapter.

Location

The Inside Passage along the Pacific Coast of British Columbia, Canada. We will start our expedition in Bella Coola and end in Prince Rupert.

Departure Date

Jun 5, 2015 9:00am

Return Date

Jul 2, 2015 2:00pm

Days in the Field

28

Wilderness Character

The Inside Passage of British Columbia offers an astounding wilderness that is home to some of the most amazing wildlife, mountains, and coastline in all of North America. Rugged and rocky shorelines rise from the sea and slowly transition into dense old-growth forests rich with

plant and animal life. An astounding diversity of species have made this place their home: from pods of orca whales and massive populations of salmon, to Kermode bears, wolves, and bald eagles. This area of the world is known to be one of the premier locations for sea kayaking for the vastness and tranquility it inspires.

However, there are possible concerns about the wilderness character of our expedition and we feel it is best to be upfront about them so that the committee will understand how we intend to frame and approach our expedition to mitigate them. Due to the proposed length and duration of our expedition (roughly 300 miles and 28-30 days) it is inevitable that we will come into contact with commercial and recreational travelers. It would be simply idealistic and naive to say that we will not see civilization or travelers; however, to avoid contact with umbrellas of settlements, we have proposed a route that will maximize our time in wilderness and circumvent densely travelled channels. In order to minimize our contact with the development in this area, we have consulted numerous guidebooks and online trip reports to inform our decisions for travel and camp. We plan to avoid all developed campgrounds.

Specific to our route, we feel that during the section of travel from the re-ration in Klemtu on Day 13 until the approach to Prince Rupert on Days 27 and 28, we have devised a route that will minimize contact with other travelers. We look forward to isolation that this section offers.

What we are looking for on this expedition is experience of wilderness, physically and mentally. We hope to expand on the wilderness of mind through the physical pursuit of wilderness, and with this intention we seek to truly isolate ourselves. In addition, we seek to practice sitting silently on portions of this trip to truly let the sounds of wilderness resonate within us.

With these concerns identified, we feel confident that our expedition will provide us with some of the most serene, isolated, and rich areas of wilderness in North America. A trip of our duration in the British Columbia section of the Inside Passage is sure to encompass experiences of wilderness that will propel us to think deeply. From the dense networks of oceanic channels to the hundreds of islands to the towering mountains that overlook the numerous bodies of water, we are sure that this expedition will provide us with a true wilderness experience.

II. Participant Qualifications

Participants' Graduation Date

Thomas Crowe- May 2015
William Carson- May 2015
Michael Stevens- May 2015

Medical Certifications

Thomas Crowe- WFR expires January 2015. Taking re-certification course 1/14/15-1/16/15 with WMI.
William Carson- Will take WFR course 1/5/15-1/14/15 with WMI.
Michael Stevens- WFR expires June 2016.

Does your group have adequate experience?

Yes

Training Plan

The three of us have been on numerous trips together, ranging from backpacking through the desert, to day trips spelunking, to a highlight trip where we canoed down the Tongue River in Montana. Our experiences together in the wilderness have solidified and built upon a friendship

that we hope to continue to strengthen on this expedition. While the majority of our experience on the water comes from times before we met each other, we feel confident that our individual experience levels as well as our numerous trips together have prepared us to take this next step in our growth as a team. We will make a genuine commitment to continue to grow these skills together these coming months so that come June we are fully prepared for this expedition.

Cardio and Strength Regiment: multifaceted training plan that will not only put us in peak physical condition for the expedition, but will help us continue to develop and solidify our skills as safe, efficient and confident kayakers. For physical conditioning, we will continue to pursue cardiovascular activities such as biking, hiking, jogging and swimming 3 to 4 times per week. Additionally, we will continue to build our core and upper body strength through a variety of body weight exercises and resistance training.

Weekly Roll Sessions: practice and solidify our roll and recovery techniques. Specifically, we will master the team dynamic around our wet exits and T-Rescues, in addition to any assisted rolls and “hand of god” rescues. The time spent in the pool leading up to the expedition will be paramount in strengthening our team dynamic and skills.

Water rescue course in Salida, Colorado: We have spoken with the Rocky Mountain Outdoor Center, and we have been able to design a custom, sea kayaking specific course that will strengthen our rescue and boating skills in ocean conditions together. Specific skills that we will review as a team include “T-Rescues,” “Hand of God Rescues,” dry rolls, and wet exits. Additionally, we will review marine navigation skills and marine evacuation strategies.

Spring Break Trip: A six day, five night preparatory spring break training trip in Baja, Mexico, where we will be paddling in the San Felipe area on the Sea of Cortez. We are not going for killer distance here, rather we wish to stress that we want to develop the systems we will be employing on our expedition. The plan is to get some applied practice in our boats whereby we will further solidify our group dynamic and team chemistry. We hope to give ourselves plenty of time to practice multiple rescue scenarios.

Tooling Trip: Before Bella Coola, We will stop by Lopez Island in the San Juan Islands and go on a few day paddles with the paddling community there, who William grew up sea kayaking with. This will familiarize ourselves with the PNW waters and ensure that we are ready for our expedition in the Inside Passage.

III. Expedition Logistics, Gear and Food

Travel Plan

TRAVEL PLAN

Directions from Colorado College

(14 East Cache La Poudre Street, Colorado Springs, CO 80903) to National Outdoor Leadership School (20950 Bulson Road, Conway, WA 98238) to Anacortes Ferry Terminal to Glacier Creek Outfitting (Hagensborg, BC V0T 1H0, Canada) to Bella Coola port (Chilcotin-Bella Coola Hwy,

Central Coast E, BC V0T, Canada).

1. Head north on N Cascade Ave toward Wood Ave
2. Turn left onto W Uintah St
3. Turn right to merge onto I-25 N
4. Take exit 269B to merge onto CO-14 W/E Mulberry St toward Ft Collins
5. Slight right onto Riverside Ave
6. Continue onto Jefferson St
7. Turn right onto CO-14 W/US-287 N/N College Ave
8. Continue to follow CO-14 W/US-287 N
9. Take the ramp onto CO-14 W/US-287 N
10. Continue to follow US-287 N Entering Wyoming
11. Turn right to merge onto I-80 W toward Rawlins
12. Take exit 168 for I-84 W toward Ogden Continue onto I-84
13. Keep left at the fork to stay on I-84, follow signs for Boise
14. Take the Interstate 84 W/US 30 W exit on the left toward Twin Falls
15. Merge onto I-84/U.S. 30 W
16. Take exit 179 for I-82 W toward Umatilla/Kennewick
17. Continue onto I-82 W
18. Take the exit on the left onto I-90 W
19. Take exit 10 for Interstate 405 N
20. Continue onto I-405 N
21. Take the Interstate 5 N exit toward Vancouver BC
22. Merge onto I-5 N
23. Take exit 221 for WA-534 E toward Lake McMurray
24. Turn right onto WA-534 E
25. Destination will be on the left National Outdoor Leadership School 20950 Bulson Road, Conway, WA 98238
26. Head south on Bulson Rd toward WA-534 W
27. Take I-5 N, WA-536 W and WA-20 W to WA-20 Spur Win Anacortes
28. Anacortes Ferry Terminal is on your right

29. Get on I-5 N in Burlington from WA-20 Spur E and WA-20 E
30. Take exit 255 for WA-542 E/Sunset Dr toward Mt Baker
31. Turn right onto WA-542 E/E Sunset Dr
32. Continue to follow WA-542 E
33. Turn left onto Everson Goshen Rd Turn right onto WA-544
34. Turn right onto Kale St
35. Continue onto Everson Rd
36. Everson Rd turns right and becomes W Main St Continue onto W Columbia St
37. Turn left onto WA-9 N/Nooksack Rd
38. Turn right onto WA-9 N
39. Continue onto BC-11
40. Continue straight onto Sumas Way/BC-11 N
41. Take the Trans Canada Highway/BC-1 E ramp to Hope
42. Merge onto BC-1 E
43. Take exit 170 for BC-1 E/TransCanada Highway
44. Keep left, follow signs for Hope Town Centre/Cache Creek/Kamloops/University Of The Fraser Valley/Rte 1 East
45. Continue onto Trans-Canada Hwy/Water Ave/BC-1 E (signs for Hope Town Centre/Cache Creek/Kamloops/University Of The Fraser Valley/Rte 1 East)
46. Continue onto Cariboo Hwy/BC-97 N (signs for BC-99)
47. Turn left onto Chilcotin-Bella Coola Hwy/BC-20 W (signs for City Centre) and Glacier Creek Outfitting Hagensborg, BC V0T 1H0, Canada will be on the left.
48. Head west on Chilcotin-Bella Coola Hwy/BC-20 W toward Oskar Dr and destination will be on your left (Chilcotin-Bella Coola Hwy, Central Coast E, BC V0T, Canada).

Expedition Itinerary

See attached.

Maps/Topos/Charts

 (8MB)
Uploaded Jan 5 by Thomas Crowe

Re-Ration Plans

Due to the duration of our expedition and the carrying capacity of a kayak, we have made the decision to re-ration once in Klemtu, a small community of 500 people, which is approximately half way through the expedition. We will be shipping our food ahead to ourselves to the following address: Klemtu, British Columbia V0T 1L0. On the side of the package we will clearly mark that the package is for an Inside Passage kayaker, and that we will be picking it up on or

near June 18th, 2015. We will only go into town to grab our food, repack and push off. We are committed to the solitude we will find during this expedition and therefore we will make this trip to the post office as quick as possible.

Food Storage

Any discussion about food storage when sea kayaking necessitates a larger discussion of gear storage within kayaks. At certain points of the expedition, we will be carrying up to 14 days worth of food, so it is imperative to have a system in place and dialed to minimize time spent looking for food, but most importantly, to protect food from the elements and from animals. Since we will be buying our food in bulk, it will be necessary to break it down into smaller portions by which we can develop a system to make it accessible and easy to store.

To protect food from animals we will be executing standard bear hang procedures. Cooking and food storage will always occur at a reasonable distance from our tents and we will always maintain a clean and tidy campsite. When away from camp, we will make sure to “bomb-proof” our campsite and food supply. Well executed Leave No Trace strategies will minimize the attraction of wildlife to our campsites and gear-drop sites. With all food storage, planning and preparation is key, and for an expedition of this length we will be sure to spend plenty of time getting our systems in check.

Food List

We will be purchasing the majority of our food for the expedition at the National Outdoor Leadership School in Conway, WA. They will sell us bulk food from their ration center. We intend on bringing approximately 2lbs of food per person per day which equates to about 3,500 calories per person per day. 2 lbs of food per person per day for 28 days on the actual expedition plus 2 days of food for travel and 2 days extra in case something goes unexpectedly for three people is 192 lbs total.

Because of the nature of the expedition and that we will be paddling for most of the day for 6 days a week and burning many calories, we feel that 3,500 calories daily diet is an adequate. We have used a system described in *NOLS Cookery* for planning the type and amount of food that we will bring that will give us diverse and nutritious food supplying ample carbohydrates, proteins and fats. The system gives percentages for different categories of foods that allow you to calculate the amount of food you want to bring based on how many pounds per person per day of food is necessary, based on your activity. The following percentages were used in planning what and how much food we will bring on our expedition considering we will be bringing 2 pounds per person per day:

Breakfast:	20%
Lunch and snacks:	20%
Dinner:	22%
Flour and Baking	12%
Milk, margarine, cocoa:	10%
Cheese:	9%
Meat:	7%

In addition to the food that we will be carrying, we hope to supplement our diet with fish (and, especially salmon) and wild berries from the fertile BC Pacific Coast. Of course, we will

follow all laws and regulations in the area regarding fishing and foraging practices.

The following is a complete list of foods that we are planning on dividing up into 2 halves, one half that we will bring with us at the start of the expedition and the other half that we will pick up in Klemtu, BC at the Post Office (we'll ship it to ourselves from Bella Coola), 13 days into the expedition.

Item	Amount (lbs or # of)	Per Unit Price	Total Price
Almonds	3.5 lbs	\$10/lb	\$35.00
Annie's Mac and Cheese	6 boxes	\$3.59/box	\$21.54
Apples, dried	2 lbs	\$16.23/lb	32.46
Apples, fresh	15 apples	\$.50 each	\$7.50
Apricots, dried	2.5 lbs	\$16.23/lb	\$40.58
Bacon	4 lbs	\$6.11/lb	\$24.44
Banana chips	2.5 lbs	\$3.47/lb	\$25.28
Bagels	30 bagels	\$.50 each	\$15.00
Beans, Pinto, Instant	3 lbs	\$2.14/lb	\$6.42
Beans, Black, Instant	4 lbs	\$8.53/lb	\$34.12
Brownie Mix	3 lbs	\$3.14/lb	\$9.42
Brown Sugar	2 lbs	\$2.38/lb	\$4.76
Butter (Margarine)	5 lbs	\$3.50/lb	\$17.50
Carrots	4 lbs	\$6.65/lb	\$26.60
Cashews, Raw	3.5 lbs	\$13.86/lb	\$48.51
Cayenne Pepper	.5 oz	Already own-will bring	N/A
Chai Tea	1 box (20 bags)	\$3.50/ box	\$3.50
Cheesecake Mix	3 lbs	\$3.14/lb	\$9.42

Cheese, Cheddar	6 lbs	\$7.00/lb	\$42.00
Cheese, Cream	2.5 lbs	\$5.00/lb	\$15.00
Cheese, Parmesan	3 lbs	\$7.00/lb	\$21.00
Cheese, Pepper Jack	6 lbs	\$7.00/lb	42.00
Chili Powder	.5 oz	Already own-will bring	N/A
Chocolate Chips	2 lbs	\$4.97/lb	\$9.94
Clif Bars	20 Clif bars	\$1.50 each	\$30.00
Coffee	8 lbs	\$7.00/lb	\$56.00
Couscous	2 lbs	\$3.78/lb	\$7.56
Cornbread mix	3 lbs	\$2.10/lb	\$6.30
Cornmeal	1.5 lbs	\$2.10/lb	\$3.15
Cumin	.5 oz	Already own-will bring	N/A
Curry Powder	.5 oz	Already own-will bring	N/A
Eggs, Powdered	2 lbs	\$9.87/lb	\$19.74
Falafel, Instant	2 lbs	\$6.14/lb	\$12.28
Flour, White	6 lbs	\$1.94/lb	\$11.64
Flour, Wheat	2 lbs	\$1.94/lb	\$3.88
Garlic Powder	.5 oz	Already own-will bring	N/A
Granola	5 lbs	\$5.46/lb	\$27.30
Hashbrowns, dehydrated	8 lbs	4.80/lb	\$38.40
Honey	32 oz	\$4.38/16 oz	\$8.76
Hot Chocolate Mix	4 lbs	\$3.75/lb	\$15.00

Hot Sauce	64 oz	\$14.99/64 oz bottle	\$14.99
Hummus, Dehydrated	2 lbs	\$8.56/lb	\$17.12
Italian Seasoning	1 oz	Already own-will bring	N/A
Jelly	32 oz	\$6.91/32 oz	\$6.91
Jerky, Beef	4 lbs	\$10.14/pound	\$40.56
Lentils, Instant	2 lbs	\$2.59/lb	\$5.38
Mangos, Dried	2.5 lbs	\$15.63/lb	\$39.08
Mashed Potatoes, Instant	3 lbs	\$3.56/lb	\$10.68
Milk, Powdered	3 lbs	\$7.14/lb	\$21.42
Nutella	32 oz	\$8.45/ 32oz	\$8.45
Oatmeal	10 lbs	\$2.19/lb	\$21.90
Onions	10 onions	\$.49/onion	\$4.90
Oil, Vegetable	1 Liter	\$2.43/liter	\$2.43
Oranges, Fresh	10 oranges	\$.49/orange	\$4.90
Peppers, Fresh	12 peppers	.49/pepper	\$5.88
Potatoes, Raw	15 potatoes	.49/potato	\$5.88
Pancake Mix	9 lbs	\$4.11/lb	\$36.99
Pasta, Macaroni	2 lbs	\$1.10/lb	\$2.20
Pasta, Shells	2 lbs	\$1.12/lb	\$2.24
Pasta, Spaghetti	2 lbs	\$1.56/lb	\$3.12
Peanut Butter	4 lbs	\$3.80/lb	\$15.20
Peanuts	2 lbs	\$4.07/lb	\$8.14

Pepper, Black	1 oz	Already own-will bring	N/A
Pesto Sauce, Dehydrated	3 oz	\$.79/oz	\$2.37
Pineapple, Dried	2.5 lbs	\$5.19/lb	\$12.98
Popcorn	2 lbs	\$2.25/lb	\$4.50
Quinoa	3 lbs	\$9.16/lb	\$27.78
Raisins	2 lbs	\$3.24/lb	\$6.48
Rice, Instant	3 lbs	\$2.62/lb	\$7.86
Salt	2 oz	Already own-will bring	N/A
Soy Sauce	32 oz	\$4.35/ 32oz	\$4.35
Sugar	1.5 lbs	\$3.92/lb	\$5.88
Summer Sausage	4 lbs	\$3.98/lb	\$15.92
Sunflower Seeds	2 lbs	\$5.03/lb	\$10.06
Tea, Assorted	2 boxes (40 bags)	\$3.50/box	\$7.00
Tortillas	32 tortillas	\$4.83/ 16 tortillas	\$9.66
Tomato Powder	2.5 oz	\$7.64/lb	\$1.19
Tuna	5 lbs	\$6.14/lb	\$30.70

Total cost is \$1,157.10 which for 32 days (28 days on water + 2 travel days + 2 days extra food in case something goes unexpectedly) is \$12.05 per person per day.

Equipment List

Kayaking Gear (each member of the expedition brings 1 unless otherwise specified)

Kayak

Main paddle

Foldable spare paddle (1)

Laminated charts with dry erase marker and carrying case

Tide table
Cockpit cover
Spray skirt
Bilge pump
Wet suit
Spray top
PFD
Strobe light (attached to PFD)
Whistle (attached to PFD)
Rescue knife (attached to PFD)
Neoprene booties
Neoprene socks
Paddling gloves
Deck compass
Paddle float (1)
Sponge
Bow line
Deck Bag

Personal Gear (each member of the expedition brings 1 unless otherwise specified)

Sneakers
Camp shoes (sandals, crocs, etc.)
4 pair wool socks
2 pair synthetic underwear
Synthetic/wool t-shirt
Synthetic/wool long-sleeved shirt
Fleece Jacket
Down/Synthetic insulating Jacket
Rain Jacket
2 small dry bags for clothing
Synthetic/wool long underwear
Fleece pants

Wind jacket
Water containers (2 gallons per person)
30° or lower synthetic sleeping bag with dry bag
Sleeping pad
Crazy Creek (if space)
Watch
Neoprene gloves
Neck warmer
Mosquito net
Sunglasses
Baseball cap
Wool or fleece hat
Sunscreen
Lip balm
Lighter
Carabiner
Hand sanitizer
Aquamira/iodine
Flashpack
Camera with waterproof case
Camera battery charge
Toiletry kit (toothbrush, toothpaste, floss, unscented soap)
Headlamp
Extra batteries
Knife
Mess kit
Space blanket
Camp towel
Thermos/Mug
Journal
Pen
Leisure reading

Passport

Customs and Border Crossing Documents

Medical insurance card

Group Gear (expedition brings one unless otherwise specified)

3 person, 3 season tent

12x12 Tarp

Nylon guy lines

Whisperlite stove

Fuel bottle

9 L Fuel ($\frac{1}{3}$ L per day)

Pot

Pan

Spatula

Wooden spoon

Pot grips

Measuring cup

Reusable grocery bag

Canvas food bags

Unscented dish soap

Water filter

Dromedary

Trowel

Binoculars

GPS

VHF radio

Smart phone

Solar charger

Spot beacon

Signal mirror

Fog horn

Flares

30m cordelette (bear hangs)

Bear spray
Inside passage maps
Photocopy of guidebook
Map compass
Tripod for camera
Fishing gear and license

Repair Kit

Marine Goop
Tent repair kit
Duct Tape
Plastic Repair Kit
Extra bungee cord
Extra cordelette
Zip Ties

First Aid Kit

3 4"x4" Sterile gauze, Pkg./2
3 2"x2" Sterile gauze, Pkg./2
2 Conforming gauze, non-sterile bandage
6 Adhesive fabric bandage, 1"x3"
4 Adhesive fabric knuckle bandage
1 Tape, 1"x 10 yards
2 Cotton Tip Applicator, Pkg./2
1 Irrigation Syringe, 10cc, 18 gauge tip
1 Wound closure strips, ¼"x4", Pkg./10
1 Povidone-iodine, ¾ oz
6 Antiseptic Towelette
4 Triple Antibiotic Ointment, 1/32 oz
1 Pair Nitrile Gloves,
1 Trauma Shears
10 Antihistamine (25mg)
20 Ibuprofen (200mg)

20 Acetaminophen (500mg)
5 Aspirin (325mg)
30 Diamode (2mg)
10 Dramamine (50mg)
SAM splint
Soap Notes
1 Tweezers
1 Pencil
1 Thermometer
1 Wilderness Medicine Field Guide
Emergency Response Telephone Numbers

Leave No Trace

Yes.

Plan for Minimizing Impacts

We are well versed in the seven principles of LNT from extensive experience incorporating them in the backcountry.

Travel and Camp on Durable Surfaces → On water, we will do our best to be courteous to the lay of the current and will tread lightly with our paddles. On land, previously established trails and campsites will not always be present. In their absence, we will try our best to focus our activities on durable surfaces such as rock and inorganic soils. On site planning will be crucial and we will be certain to choose appropriate routes up ridges or across valleys for day hikes, avoiding fragile vegetation which can take years to recover from even one footstep. We will not mark our route, and we will leave campsites as we found them - or better in the event trash or other traces were left by previous visitors.

Dispose of Waste Properly → All waste except for bodily waste will be packed out. Solid bodily waste will be disposed of at least 200 feet from water sources, in a hole 6-8 inches deep, near vegetation, with maximum sunlight exposure. In situations where proper LNT disposal of human waste is not possible, we will use Wag Bags to pack it out in a sanitary way. We will constantly be on the lookout for microtrash and other traces left by previous visitors which we can take to help make the wilderness cleaner and more pristine for future visitors, and non-human inhabitants of the ecosystem. In addition we will be sure to prevent any food scraps from being introduced into the environment.

Leave What You Find → We will be encountering some historical sites which we will not disturb (covered in more detail in "Cultural Considerations"). Apart from prior human trace, we feel aspects of the natural world (interesting rocks, flowers, Glacier formations, etc.) which we find interesting should remain where nature has placed them.

Minimize Campfire Impacts → We are bringing a stove to use for cooking on this trip, but due to the nature of our trip, we do intend on making campfires where allowed. We will ensure to keep these very small, by using hand sized fuel that we gather from a distance of the campground and fire so not as to make the area look cleared and inviting for future guests. We will use rings to contain the fire to a reasonable size. We will make sure to entirely put the fire out and scatter the ashes and the rocks when finished, in addition to scattering all unused wood.

Respect Wildlife → All food will be properly stored off the ground in bear hangs. We will only observe wildlife from a distance, as to not disturb them. We will be wary of our company in choosing campsites, making sure to notice any signs that animals frequent the area. We will make sure to camp upwind of our cooking area, at least 300 feet, so as to detract any unwanted visitors. In general, we will respect wildlife and give any creature we see a wide berth. It is their habitat, not ours.

Be Considerate of Other Visitors → Although the area we are headed is relatively remote, we will most likely encounter some other travelers. We will be respectful and friendly to any other people we encounter, giving them a nod and plenty of space.

Cultural Concerns

During the Klondike Gold Rush of 1898 the term “Inside Passage” was first coined. These protected coastal were soon home to flocks of eager prospectors looking to strike it rich, yet this area had already been home to multitudes of native people for tens of thousands of years. The first people came to the Pacific Coast of North America from Asia as long as 50,000 years ago. Populations soared along the coast due to the bountiful marine food source and mild climate, which also allowed these civilizations to develop incredibly advanced forms of art, architecture, technology, storytelling, government, and culture. As we paddle north, we will encounter abandoned settlements as well as thriving and active native communities. At the beginning of our journey at Bella Coola, we will be traveling through Nuxalk Territory. One week into the trip, as we start to head north in Johnson Channel, we will moving into territory that is home to the Heiltsuk people. For the second half of our expedition, we will be paddling past communities of Tsimshian indigenous people. The Tsimshian First Nations land extends up past our final destination of Prince Rupert, as far north as the Nass River.

As we travel through these areas with rich cultural history, we will do our part to preserve the history of this place and treat it with the reverence it deserves. We will pay close attention to our surroundings and follow Leave No Trace Principles, making sure not to disturb any culturally significant items we may come across. Our curiosity for the native communities that live along this stretch of coastline will guide us to continue to learn more about their traditions, stories, and way of life. We recognize the fact that we are not the first people to be exploring this area, nor will we be the last; protecting the past while learning about the future for these communities will be a paramount component of our expedition.

IV. Risk Management

Hazard Mitigation Plan

Our hazard mitigation plan is founded in the 6W's of Open Water Safety (Weather, Waves, Water, Wind, Wildlife, Watercraft) as well as other potential risks that we have identified. Safety will remain a top priority throughout the expedition, and will override plans. We have created our itinerary in a way that we will never feel pressured to make a crossing when the conditions are not right.

1. Weather

- As Robert H. Miller describes in his *Sea Kayaking the Inside*, "Inside Passage weather follows a pattern that is quite predictable: a series of clear days with moderate headwind, followed by a few days of rain accompanied by a moderate tailwind. Diurnal micro-weather is also reassuringly dependable. Nights are calm and quiet, with fog or low clouds moving on shore. Mornings are God's gift to sailors. In the afternoon, moderate breezes pick up, dissipating the fog and clouds and creating a 1-3 foot chop, until evening when conditions calm again." We are paddling in June and July, so temperatures will be nearing their warmest. Nonetheless, we likely will encounter rain and temperatures varying from 40-80 degrees F. We will access weather reports daily (more frequently in the case of incoming storms or weather events) using our VHF radios. This is generally found on channel 6 or 21. We will never paddle during a 'small craft advisory.' We will likely encounter several delays throughout the trip due to weather, as we will not paddle in thunderstorms, fog, or severe wind and waves (addressed below).
- Temperatures will be cold enough that prolonged exposure, especially if wet, can easily lead to hypothermia within minutes. We will avoid being in the water, and in the case of a capsize will quickly and efficiently get the person out of the water. We then will allow them to warm up on the nearest beach before returning to the water. We likely be exposed to rain so we will do our best to avoid extended exposure to cold rain and ensure that we are properly dressed for the conditions to stay dry. We will keep rain gear accessible and all gear will be kept in dry bags in the hatches of kayaks to avoid wet sleeping bags. We will wear Gortex drytops with layers of fleece below, and will carry hats and gloves. When in camp, we will immediately change to warm and dry clothing. Fires are allowed on beaches and in fire rings, so we will likely have a fire most nights to dry our clothes by.
- Fog is of particular concern to small crafts such as kayaks. We may not be seen by larger vessels in fog and therefore are at risk for being hit. In addition, navigation becomes extremely difficult in fog. We will not paddle in fog at all unless a medical situation requires it. In the case of necessary fog paddling, we will follow the shoreline and stay in tight pod formation. We will also be carrying a fog horn to use in case of necessary paddling through fog. Often, fog clears up in the afternoon, and we will be able to paddle then.
- Sun requires sunscreen. Reflection off the water can intensify summer sun, so we will take care to wear sun protection such as hats, lip balm, and sunscreen.
- Lightning is a huge risk on open water. If we observe a thunderstorm (or hear reports of one via our VHF radio), we will paddle to the nearest beach and stay on shore, in lightning

position if necessary, until the storm passes. We will not return to the water until 30 minutes have passed since the last visible lightning. If we are caught in a storm during a crossing (extremely unlikely due to the short distances), we will lower paddles, raft up, and keep our heads down. This is a last-resort effort akin to being caught in a lightning storm above treeline. We do not anticipate this and will do everything in our power to avoid it.

2. Waves & surf can be common in these waters, especially in certain open areas, which we have crafted our itinerary to avoid. Fortunately, much of the Inside Passage is quite protected. We will always try to paddle at a 90° or 45° angle to the waves. Being broadsided by waves is a common cause of capsizing. We will avoid paddling in waves of 3 feet or more. Wave height can be estimated on the water by seeing where a wave crests on a kayaker. If a single kayak disappears in the trough of a wave, the waves are above 3 feet. Communication becomes difficult in waves with heights over three feet. Inability to communicate in these situations makes paddling extremely dangerous and unwise. In any case, we will time our paddles to coincide with slack tides and low wind speeds when possible. If we are ever caught in large waves or swells, we will make our way to the nearest beach and pull the boats out to wait.

3. Water in the Inside Passage is cold and salty. This poses two distinct issues: hypothermia, and dehydration.

- Hypothermia: Capsizing creates the possibility for hypothermia to set in. The best way to prevent capsizing is to stay off the water and on shore in inclement weather and rough seas. Our experience will help us make intelligent and calculated decisions that will keep us on shore and out of the water. If we do find ourselves in the water while kayaking, we will immediately attempt to flip the boat right side up with a dry roll. As the individual is attempting to right their kayak, the two kayakers in the group who did not flip will immediately communicate with each other and the nearest kayaker will paddle to the flipped kayak and assist in a rescue, either with the bow of the boat or with a paddle, aiding the submerged kayaker with getting upright through a "T-Rescue." If a dry roll or rescue is impossible and the flipped kayaker has to exit the cockpit, they will get out of the water and to land as soon as possible.

Entering the water is a serious concern due to the temperature of the water, which will be anywhere between 43-54.° However, because we plan on wearing wet suits and staying close to land as kayakers travel more efficiently near land, generally speaking (within a few hundred meters the majority of the expedition), reaching land quickly and safely should not be a problem. Upon reaching land, the kayaker will change out of wetsuit into warm and dry clothing, ensuring their body temperature does not drop to a critical level. Warming may also include building a fire, doing physical activity such as jumping jacks or push ups and or wrapping themselves up in a sleeping bag if need be. We will all practice and familiarize ourselves with wet exits, dry rolls, and dry rescues before departing on the expedition (see Training Plan for complete explanation of preparation).

- Dehydration is a real concern during long ocean expeditions. Freshwater is definitely present in the Inside Passage, but it is not as easy as walking to the nearest stream. Therefore, the best way to deal with dehydration is prevention. For the entire trip, we must plan daily on where to collect water. This means packing a minimum of 1/2 gallon per

person per day for the entire trip. The majority of campsites we have selected have access to fresh water streams.

4. Wind: is a common problem in sea kayaking expeditions. Headwinds of 10 nauts or more can be tiring, and above 20 nauts, forward progress becomes nearly impossible. Wind also creates waves and lowers the temperature via wind chill. We will take wind direction and strength into account in all of our crossings.

5. Wildlife: Hopefully our trip will bring us many wildlife sightings. However, many of the animals that we hope to see also can pose a significant threat to our safety. We will maintain a respectful distance of 100m, if possible, from all wildlife and will practice preventive methods to ensure that we do not have unwanted wildlife encounters.

- Whales are a treat to see in Inside Passage. We may have the opportunity to see Gray, Humpback, and especially, orca whales. We are most likely to see orcas near the seal or sea lion haulouts. When extremely close to a pod of whales we will team up and hold each others kayaks to prevent from capsizing in the rare situation they were to breach near our kayaks.
- Brown Bears will be our biggest concern. The best practice for avoiding problems with bears is doing everything possible to avoid an encounter with bears. When selecting campsites, we will make sure to look for signs of bear before choosing the site, and if we find fresh droppings, footprints, claw marks, etc., we will find a new campsite. Additionally, we will locate our camp upwind of our cooking site so that our tent does not smell like food. We will also make sure to make a bear hang from a high tree that contains all of our food, cooking gear and smelly items such as toothpaste and clothes that we cooked food in every night. We will travel together at all times when on land (as well as when on water) in order to create a larger presence that would be more likely to scare away a bear. Additionally, we will make sure to make a lot of noise whenever walking on land, talking to the bears and telling them to go away. Whenever on land one member of our expedition will carry a bear spray container on their belt, ready to use if need be. While using this spray will be a last resort, we are all trained in its use and will use it in a situation in which a bear shows signs of interest in us and or aggression. Moreover, we will not provoke bears in any respect and will avoid confrontation from bears whenever possible.
- Wolves are prevalent in the Inside Passage. The most important thing to remember with wolves is that we must maintain our distance if we are lucky enough to see them-- especially if pups are around. The guidebook suggests making the visit unpleasant for the wolves and scaring them off. We will never approach wolves and will report sightings to Ranger Stations.

6. Watercraft: large vessels may not see us on the water. Therefore, although we technically have the right of way, it is our responsibility to stay out of shipping channels and generally avoid large vessels. On their radar, sea kayaks show up as waves or logs, and frequently are hard to see with the naked eye. None of our crossings are significant enough to merit radioing in to ship captains.

Large vessels are part of what makes fog so dangerous to sea kayakers. We will avoid paddling in fog. In addition, our PFDs will have reflective tape and strobe lights on them, and our kayaks and clothes will be brightly colored. Tight group formation, especially during crossings, is imperative for our safety. All of our crossings-- the most dangerous time for sea kayakers-- have been plotted to be the shortest possible distance, even if this means increasing the total paddling distance for the day.

7. Injuries and Illnesses

- Hypothermia described above.
- Dehydration described above.
- Seasickness is another potential problem. However, we do not anticipate becoming seasick, as we have never experienced it before.
- Trench foot happens when feet remain wet or damp for too long. We will prevent this by allowing our feet to dry and warm completely at the end of each day before putting on our dry socks and camp shoes. In the water, we will wear booties or sandals that we will allow to dry while we are in camp.

8. Tides and reefs present potential hazards while sea kayaking. We will use marine charts specific to the Inside Passage to predict high and low tides throughout our route. Several of our campsites and crossings are only possible during certain tides, or are more enjoyable during certain times, so we will be sure to constantly cross-reference the itinerary with the tide charts. These charts also show currents, common locations of standing waves, whirlpools, and reefs. We will avoid each of these hazards unless they are necessary for an evacuation. The range of tides in this region can reach four meters and will be considered in all of our daily planning, travel times, and campsite locations.

9. Navigation will be done by the group. We will each have a copy of the tide charts, marine charts, as well as individual deck compasses, and a land compass. Each night and morning we will go over the upcoming route, listen to the weather report, and review tide tables. We are each confident in our abilities to navigate our way through wilderness settings, and our abilities in preventing hazards in navigation.

10. People: This is a land with a rich history and tradition, one that we are captivated by and look forward to continuing to learn more about it. That being said, it is important to respect the people that have lived here for many generations. Please see more in Cultural Concerns.

Conclusion: The expedition will necessitate careful risk/reward analysis throughout the day. From on the water, to making camp, to completing the proposed day hikes in our itinerary. This is a skill that we have all worked on as individuals and as a group and feel comfortable continuing to do so in this environment. Communication, preparing ahead and having clear and realistic goals and expectations for the trip will enable us to make good decisions regarding our safety. While we are humbled by the power and danger of the Central Coast of British Columbia, we are excited and confident to explore it safely and efficiently.

Evacuation Plan

Due to the duration and length of our trip, our evacuation plans are largely dependent on the location of the emergency. In sections of the trip, a town may only be a couple hours paddle away, whereas at others they may be many days away. That being said, our evacuation plans are primarily dependent on the urgency of the situation:

- If a situation is deemed non-urgent, we will paddle to the closest town where we will be able to catch one of the many ferries that frequent the areas.

- If the situation is urgent, but the person can paddle and life and limb are not in danger, we will use our WFR training to provide the initial care and if safe, transport the victim to the nearest town, whereby we would catch a ferry to transport the person to a care facility. We will also be able to use our VHF 2 way radio in these situations to expedite the time in which we can transport the victim to the closest facility, if that victim is truly unable to travel. The following is a list of towns that we have identified that will have the resources, or be able to transport us to a location with those resources:
 - Day 1 - Day 2: Bella Coola, BC
 - Day 3 - Day 6: Ocean Falls, BC
 - Day 7 - Day 10: Bella Bella, BC
 - Day 11 - Day 17: Klemtu, BC
 - Day 18 - Day 22: Hartley Bay, BC
 - Day 23 - Day 28: Prince Rupert BC

- If the situation is of extreme urgency (loss of life or limb at risk) or a self-evacuation is too dangerous, we will contact rescue services immediately with the SPOT locator beacon which will alert the nearby emergency response teams. In addition we would use our VHF radio and alert the Canadian Coast Guard on Channel 16 to expedite the evacuation. This section of the Inside Passage has a variety of emergency response methods (floatplanes, helicopter, and boat). Given these possibilities we will be sure to transport the victim to a location that is accessible for rescue - often on land where we will prepare the victim for evacuation.

Our WFR training will teach us how to provide initial medical care and make rational decisions regarding when evacuations are necessary and how urgent they are. We understand the serious implications of an attempted evacuation; therefore, we will manage risk 100% of the time through intelligent travel techniques.

Special Preparedness

N/A.

Emergency Resources

911 Emergency

- The number for 911 in Canada is the same as it is in the United States

Canadian Coast Guard

- Channel 16 on VHF radio
- Toll free: 1-800-567-5111
- 250-413-8933
- Non-emergency search and rescue contact: 250-480-2621

Emergency Resources near Bella Coola

- Bella Coola General Hospital: 250-799-5311
- Bella Coola RCMP: 250-799-5363
- Central Coast Regional District Emergency CCRD Coordinator – Stephen Waugh: 250-799-5291 or 250-982-2424
- Bella Coola Department of Oceans and Fisheries: 250-799-5345

Emergency Resources near Ocean Falls

- Unfortunately the town of Ocean Falls does not have a medical facility. However, we have identified this town because it was one of the only few where we could reach high-speed transportation if need be during the time period in which we are in that area.

Emergency Resources near Bella Bella

- R.W. Large Memorial Hospital: 250.957.2314
- Denny Island RCMP: 250-957-2388

Emergency Resources near Klemtu

- Klemtu Nursing Station: 250-839-1221
- RCMP (Stewart BC is closest) 250-636-2233

Emergency Resources near Hartley Bay

- Hartley Bay Walk-In Clinic: 250-841- 2556

Emergency Resources near Prince Rupert

- Prince Rupert Community Health: 250-622-6380
- Prince Rupert RCMP: 250-625-3400

- Marine Communications and Traffic Services: 250-627-3081
- MCTS Officer-in-Charge: 250-627-3077 or 778-884-1351 (cellular)

Emergency Communication

VHF 2 way radio
 SPOT Beacon
 Smart phone with solar charger

V. Budget

BUDGET

Transportation (Gas and Ferry)

Colorado Springs, CO to Lopez Island, WA to Bella Coola, BC is 2,135 miles. The vehicle that we plan on driving to Lopez Island gets on average 25mpg, which means that we would need 85.4 gallons of fuel. If fuel goes for, on average, \$3.00/ gallon (fuel is considerably more expensive in Canada than the US), that would total us **\$256.20**.

Ferry from Prince Rupert, BC to Bella Bella, BC is \$130.80/person including a small kayak surcharge. Ferry from Bella Bella to Bella Coola, BC is \$88.10. The total will be **\$656.50** for the three of us.

Bella Coola to Seattle is 688 miles, and at 25mpg at \$3.00/gallon will total **\$82.56**.

Equipment Rental

Glacier Creek Outfitters in Bella Coola, BC has given us the price of \$150/week/kayak. The expedition will take us 28 days (4 weeks) from Bella Coola to Prince Rupert and then a couple of days to get back down to Bella Coola, which would total 5 weeks of rental. For three people, renting kayaks for 5 weeks at \$150/kayak the total will be **\$2,250**. Kayaks come with PFD, bilge, spray skirt, deck bag, and foldable spare paddle.

We will be renting the majority of our gear that we do not own ourselves from The National Outdoor Leadership School in Conway, WA. Everything that they do not carry, we will be able to rent from Glacier Creek Outfitters, in Bella Coola, BC. NOLS has given us an incredible deal on gear rental (except for kayaks which they do not rent). The first two weeks of the gear will be free, and the next 3 weeks will be the following prices:

Item	Weekly Price	Total Price
Spray Top (3)	\$10	\$90

Strobe light (3)	\$4	\$36
Rescue Knife (3)	\$3	\$27
Neoprene Booties (3)	\$4	\$36
Paddling Gloves (3)	\$4	\$36
Deck Compass (3)	\$4	\$36
Small dry bag (3)	\$4	\$36
Large dry bag (3)	\$5	\$45
Mosquito Head Net (3)	\$2	\$18
VHF Radio (1)	\$8	\$24
SPOT/EPIRB (1)	\$20	\$100
Fog Horn (1)	\$3	\$9
Fishing Gear (1)	\$10	\$30
Bear Spray (1)	\$1.50	\$4.50
Marine Repair Kit (1)	\$4	\$12
Signal Mirror (1)	\$3	\$9
Flares (1)	\$4	\$12
Total Price		\$560.50

Food and Fuel

The total cost of food will be **\$1,157.10**. (See Food Costs for complete explanation).

Books, Maps, and Charts

Kayaking the Inside Passage by Robert H. Miller **\$18.29**

Alone in the Passage by Denis Dwyer **\$16.41**

Marine Atlas Volume II- Port Hardy To Skagway **\$44.52**

Summary

Transportation (Gas and Ferry): **\$995.26**

Kayak Rental: **\$2,250**

Other Equipment Rental: **\$560.50**

Food: **\$1,157.10**

Books, Maps and Charts: **\$79.22**

Total: **\$5,042.08**

Total Requested: **\$4,500**. We are willing to cover the difference between how much the expedition will cost and the amount we have requested.

Transportation

\$995.26

Food and Fuel

\$1157.10

Maps and Books

\$79.22

Communication Device Rental

\$124.00

Permits/Fees

\$0.00

Gear Rentals

\$2810.50

Total Funding Request

\$4500.00

Cost Minimization Measures

- Driving to and from Bella Coola instead of flying.
- Renting the majority of our gear that we do not own from NOLS. Because Tom is a NOLS alumni, we can rent gear from the Pacific Northwest branch in Conway, WA for a significantly reduced price. The first two weeks of gear rental will be free for all members of the expedition, and the following three weeks will be heavily discounted.
- Taking the ferry from Prince Rupert to Bella Coola instead of flying.
- Printed charts from the Maine Registry of Nautical Charts at the University of Maine at Orono for free instead of purchasing them. This saves us hundreds.
- Own a majority of the personal gear, and don't have to rent it.
- Will make our own maps in GIS lab at CC.

EXPEDITION ITINERARY

For complete and interactive itinerary visit <http://caltopo.com/map?id=340A>.

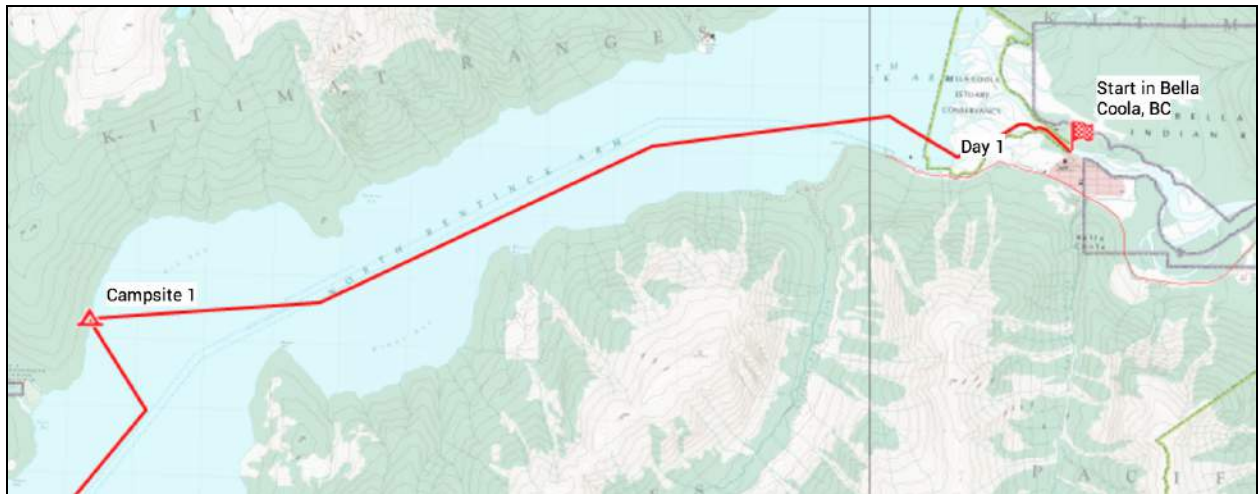
The following itinerary represents a realistic and accurate route that we are prepared to follow throughout the expedition, weather permitting. The itinerary was largely developed using two books: 1) Robert H. Miller's *Kayaking the Inside Passage: A Paddler's Guide from Olympia, Washington to Muir Glacier, AK* and 2) Denis Dwyer's *Alone in the Passage*, resources that proved invaluable in choosing our route and associated campsites. Maximizing our time in wilderness was one of our main considerations in choosing to paddle this portion of the Inside Passage. Many areas of the Inside Passage are populated with year round residents, maritime workers, and summer tourists. From our research, we have determined that our route in British Columbia's Central and Northern Coasts will provide us with the isolation and wilderness experience we seek. In addition, we have made the decision to pursue the "passage less travelled" whenever possible, in the hope that we will be maximizing our connection with the natural landscape and minimizing our contact with civilization.

We feel that this route will give us adequate time to explore the area, while still keeping a relatively brisk pace. We initially thought of doing a much longer expedition, paddling upwards of 600 miles, all the way to Petersburg, AK from Bella Coola, BC. While this would undoubtedly be an amazing trip, we refocused, and considered why we are doing this expedition. For us, it isn't about conquering this area and covering a maximum amount of ocean in a minimum amount of time; rather, it's about connecting with this oceanscape, observing it, learning from it, and taking in all that has to offer and integrating it back into our lives and our relationships and interactions with our communities.

Additionally, the red lines and the campsites in the maps below do not represent *exactly* where we will be in the channels, bays and passages that you see below. Rather, they serve as a rough guideline that simply show what route we will be taking and where more or less we will be sleeping. A number of factors will play into where *exactly* we will be in the Passage: tides, currents, wind, eddies, distance from land, boat lanes, chop, etc., all variables that we cannot fully take into account until we are actually there, paddling the Passage.

Day 1: Bella Coola to Campsite #1 near Nooseseck Indian Reserve

- Depart from Bella Coola
- Paddle west in North Bentinck Arm
- Camp on shore, northeast of Nooseseck Indian Reserve: Campsite #1
- Daily mileage: 9.6
- Total mileage: 9.6



Day 2: Campsite #1 near Nooseseck Indian Reserve to Labouchere Channel

- Paddle west through the Burke Channel
- Turn north to head up through the Labouchere Channel
- Make camp on the eastern shore of the Labouchere Channel: Campsite #2
- Daily mileage: 19.6
- Total mileage: 29.2



Day 3: Labouchere Channel to McKay Bay

- Head west through Dean Channel
- Make camp on protected shore of McKay Bay: Campsite #3
- Daily mileage: 11.7
- Total mileage: 40.9



Day 4: McKay Bay to King Island

- Head southwest in Dean Channel from McKay Bay
- Pass by Sir Alexander MacKenzie Park and Elcho Harbour
- Camp in small inlet on the northern bank of King Island: Campsite #4
- Daily mileage: 9.4
- Total mileage: 50.3



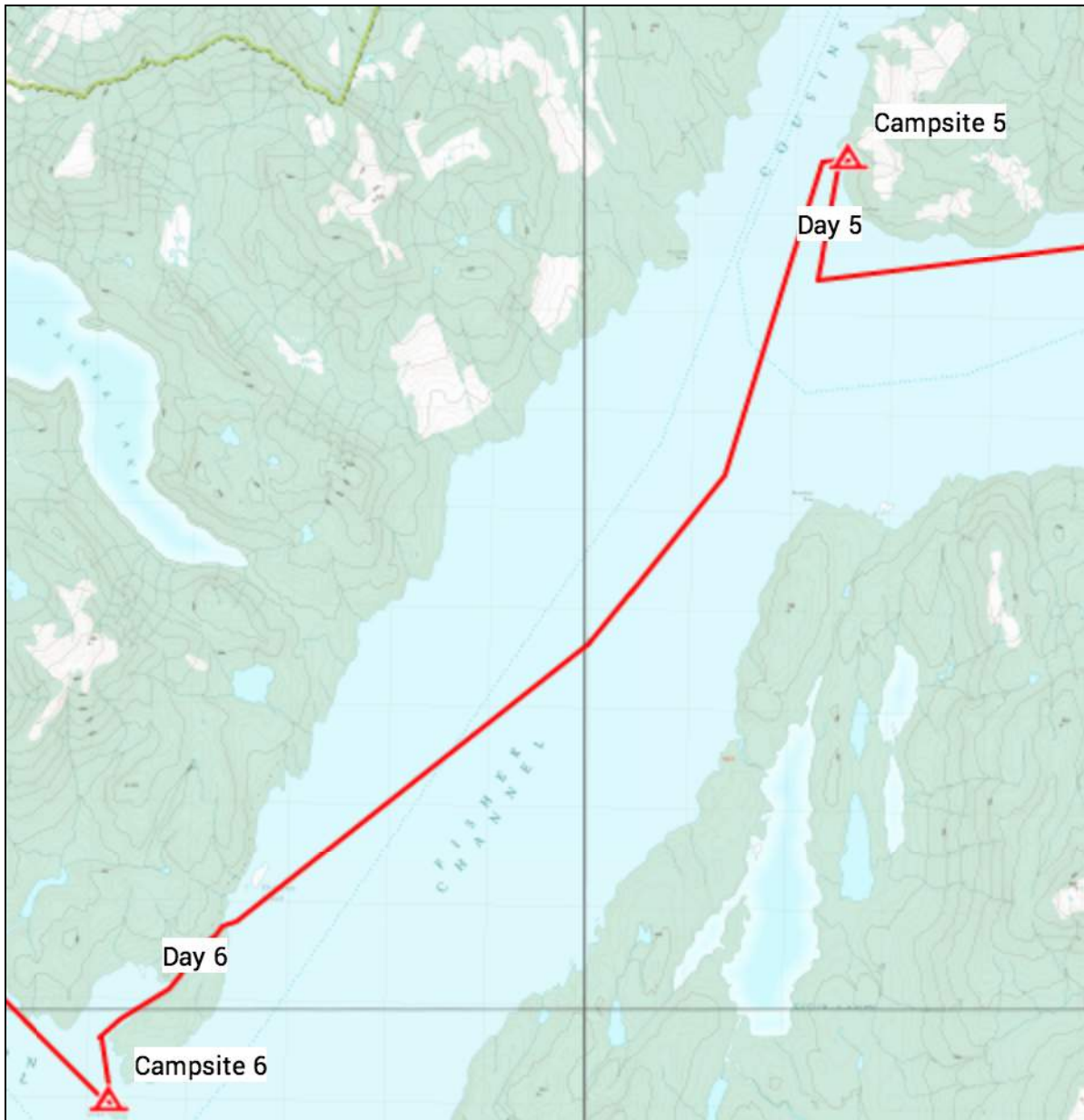
Day 5: King Island to Barba Point

- Depart from King Island and continue to paddle west on Dean Channel
- Make camp just north of Barba Point, on eastern shore of Cousins Inlet: Campsite #5
- Daily mileage: 10.6
- Total mileage: 60.9



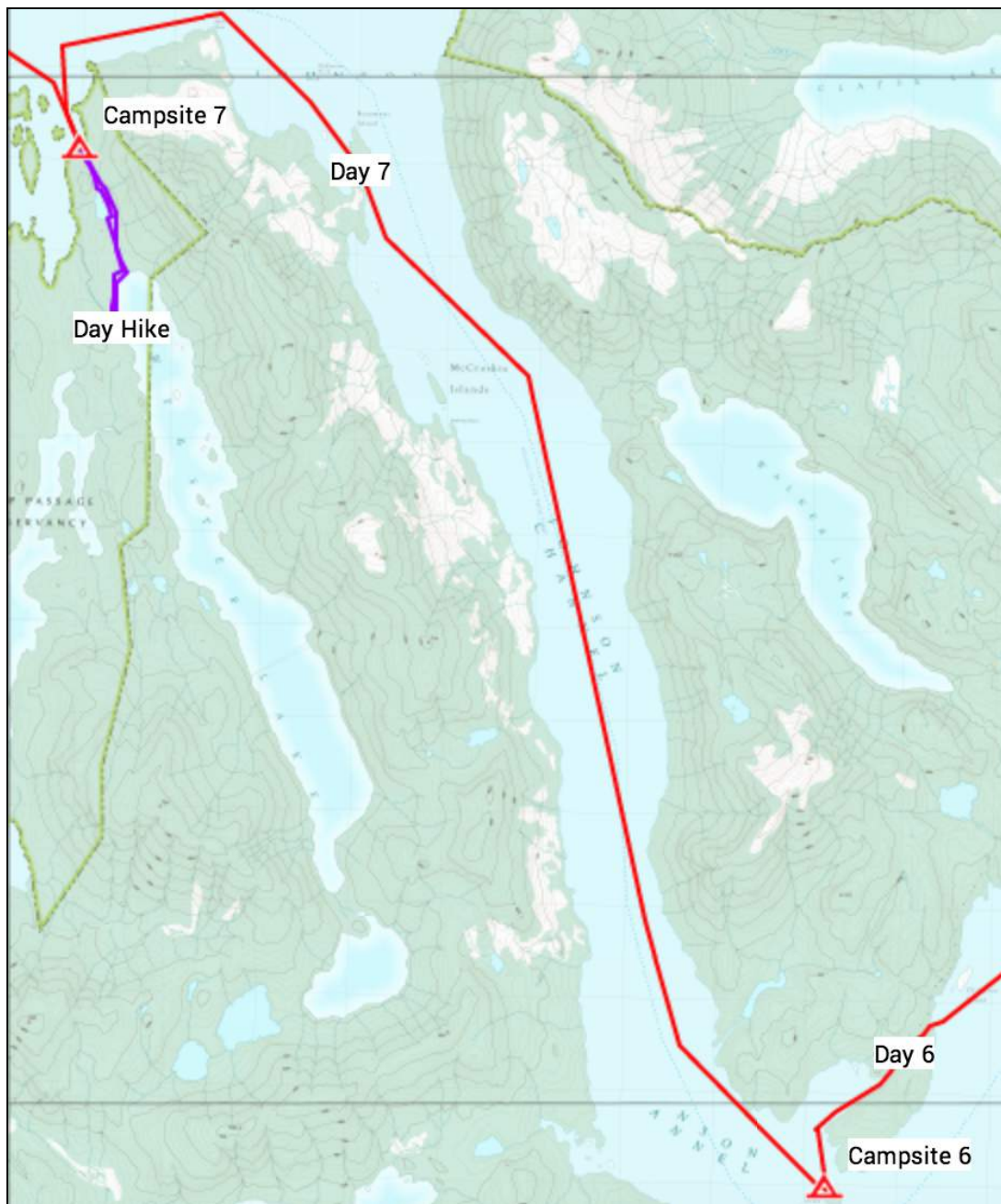
Day 6: Barba Point to Dean Island

- Head southwest from Barba Point through Fisher Channel, between Stokes Island and the mainland
- Make camp on the shores of Dean Island: Campsite #6
- Daily mileage: 8.0
- Total mileage: 68.9



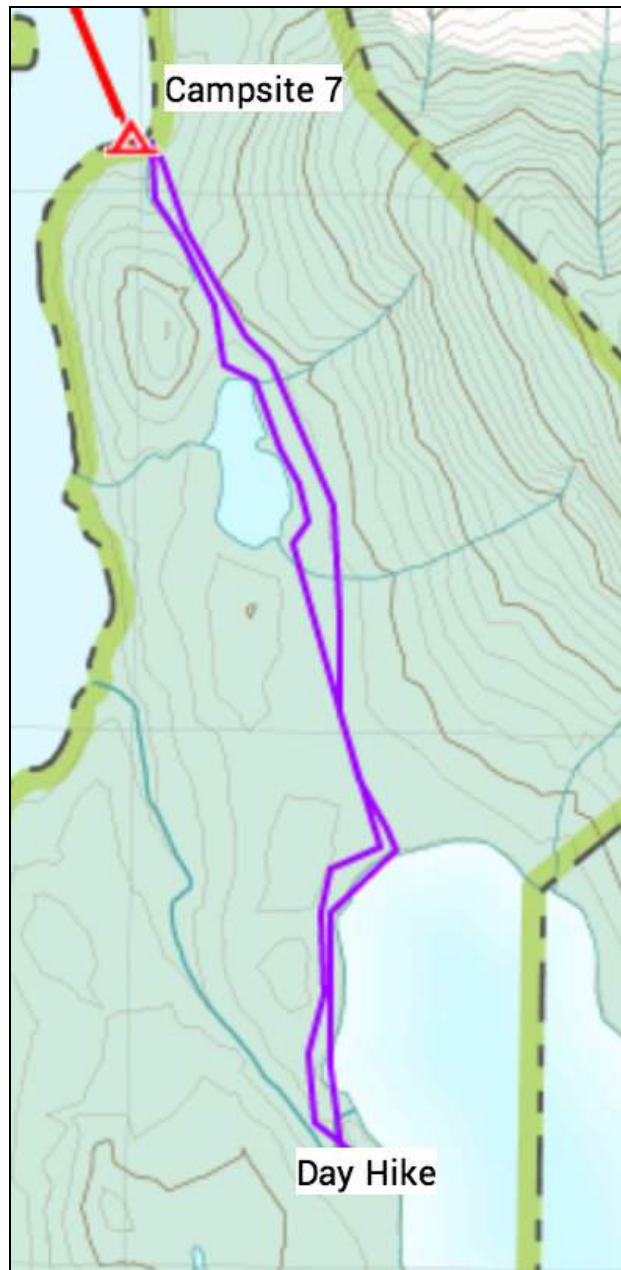
Day 7: Dean Island to Troupe Passage Conservancy

- Depart Dean Island and head north in Johnson Channel
- Paddle by the McCroskie Islands and Beaumont Island
- Head west around Jagers Point into Return Channel
- Make camp at the Troup Passage Conservancy on the northern end of Cunningham Island: Campsite #7
- Daily mileage: 11.1
- Total mileage: 80.0



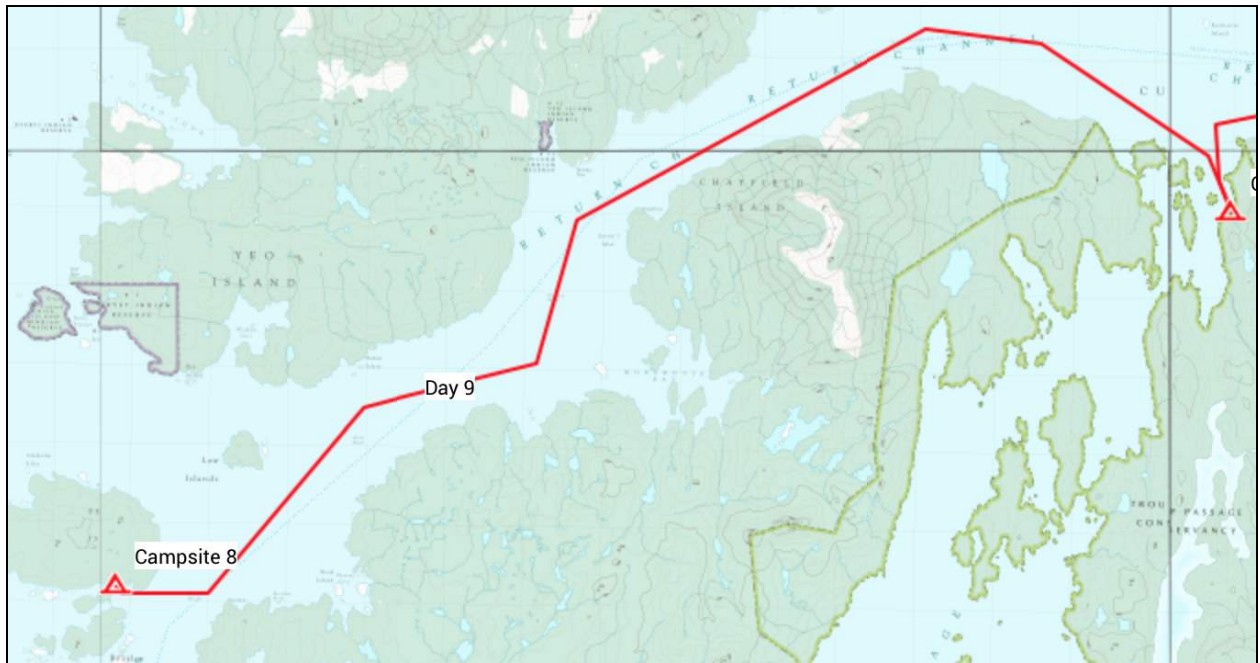
Day 8: Rest Day

- We will spend our rest day exploring the coastline of the Troup Passage Conservancy
- The conservancy is renowned for its marine life, specifically massive anemone beds along the rocky shoreline
- Other than exploring the intertidal zone, we will potentially be taking a day hike to Webster Lake, making sure to be cautious regarding bears
- Day hike to Webster Lake: 2.7 miles round trip



Day 9: Troup Passage Conservancy to Dearth Island

- Following Return Channel, paddle around Chatfield Island and south of Law Islands
- Camp on the shore of Dearth Island: Campsite #8
- Daily mileage: 11.4
- Total mileage: 91.4



Day 10: Dearth Island to Lady Douglas Island

- From Dearth Island, follow Seaforth Channel west
- Head north through Balagny Passage, between Watch Island and the Lady Douglas-Don Peninsula Conservancy
- Take Reid Passage north, between Cecilia Island and the Lady Douglas-Don Peninsula Conservancy
- Paddle around Promise Point and head northwest to Lady Douglas Island
- Camp in unnamed bay on northeast corner of Lady Douglas Island: Campsite #9
- Daily mileage: 14.7
- Total mileage: 106.1



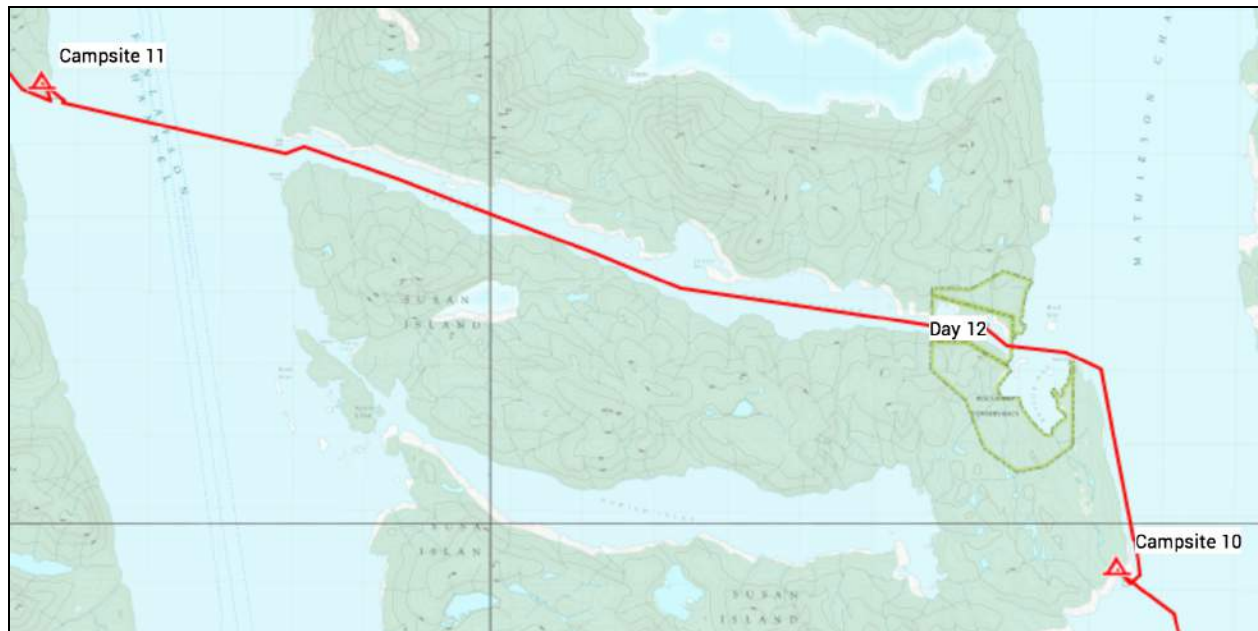
Day 11: Lady Douglas Island to Susan Island

- Head northeast from Lady Douglas Island, following Mathieson Channel
- Cross Oscar Passage, which marks the transition from Regional District of Central Coast into the Regional District of Kitimat-Stikine
- Make camp near Miall Point on Susan Island: Campsite #10
- Daily mileage: 12.5
- Total mileage: 118.6



Day 12: Susan Island to Cone Island

- Leave Susan Island and head north in Mathieson Channel
- At this point there are three potential routes that we can take, in order to reach the Graham Reach Princess Royal Channel
- The route we have chosen is the Jackson Passage to Finlayson Channel
 - Finlayson Channel provides access to the town of Klemtu, a small community that has a post office where we can pick up our re-ration for the remainder of the trip
- Take Jackson Passage west, between Susan Island and Roderick Island
- Cross Finlayson Channel to Cone Island
- Make camp near Freeman Point on Cone Island: Campsite #11
- Daily Mileage: 11.6
- Total Mileage: 130.2



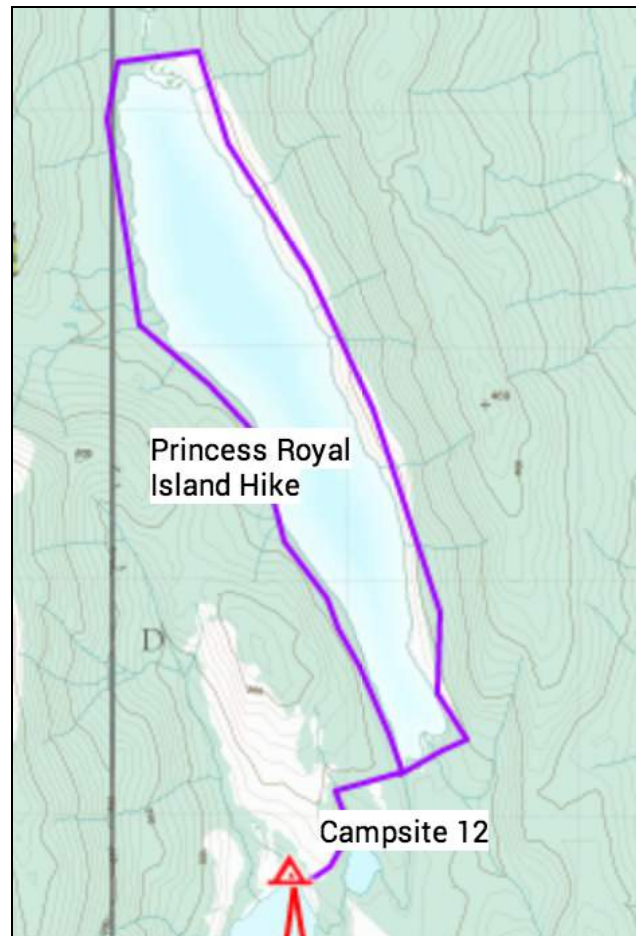
Day 13: Cone Island to Klemtu to Princess Royal Island

- Leave Cone Island and follow Klemtu Passage north to Klemtu
- Pick up re-ration at Klemtu Post Office
- Continue north in Klemtu Passage to Tolmie Channel
- Camp in Cougar Bay on Princess Royal Island: Campsite #12
- Daily mileage: 15.0
- Total mileage: 145.2



Day 14: Rest Day

- Rest day on Princess Royal Island
- Princess Royal Island is a large island (fourth largest in BC), which is best known for the Kitasoo Spirit Bear Conservancy
- The conservancy is renowned for a rich diversity of environments and landforms, including fjords, wetlands, lakes, pocket beaches, mountains, and old-growth rainforests
- Princess Royal Island and the Kitasoo Spirit Bear Conservancy are also home to the legendary Spirit Bear, also known as Kermode Bear, which is a beautiful white bear (it's actually a black bear but due to a recessive gene that only occurs in 1/10th of the population appears white) that can only be found on British Columbia's North Coast
- Although we will not be camping directly in the Kitasoo Spirit Bear Conservancy, we will make sure to follow our bear protocol, be attentive to our surroundings, and respect these animals from a distance
- Day hike to unnamed lake and circumnavigation round trip: 5 miles



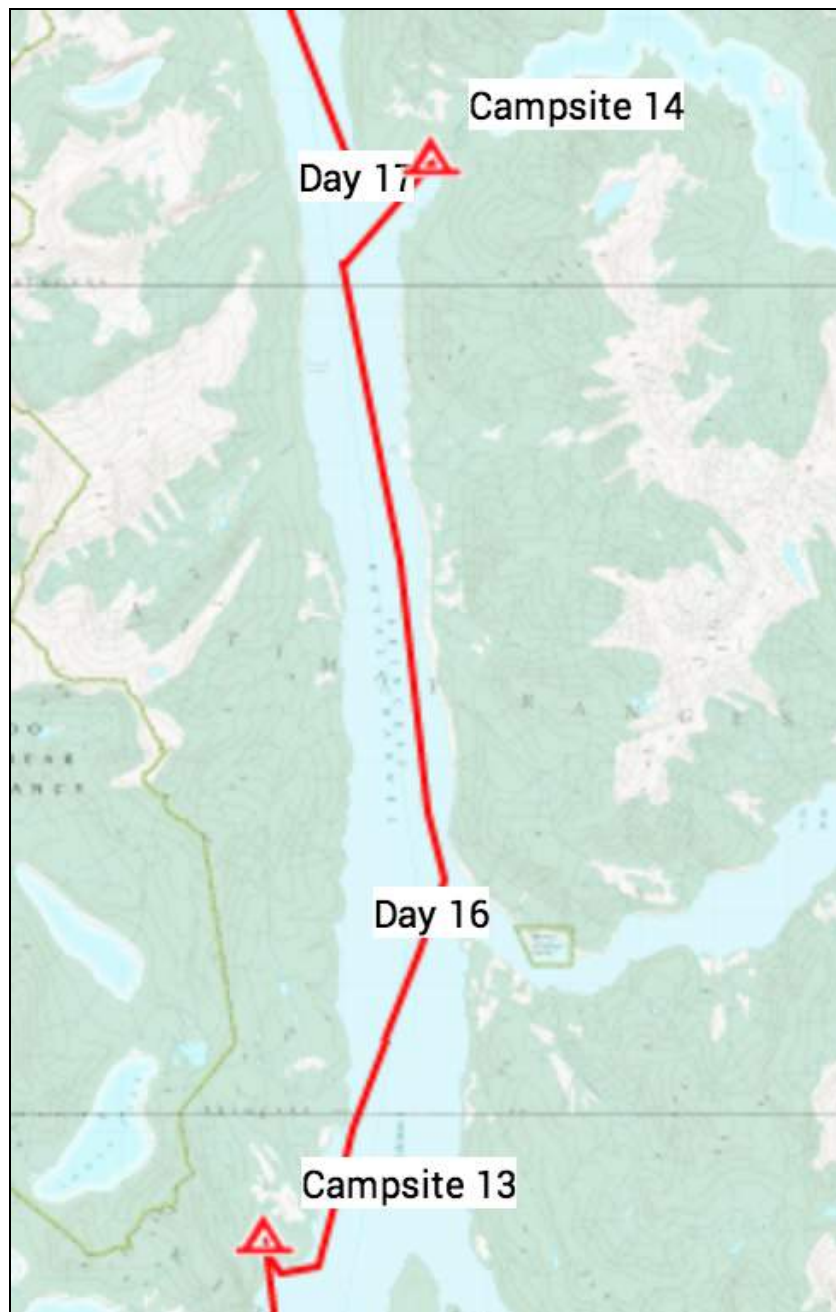
Day 15: Princess Royal Island to Tolmie Point

- Leave Cougar Bay and paddle north on Tolmie Channel
- Paddle to Tolmie point
- Camp in small cove just west of Tolmie Point: Campsite #13
- Daily mileage 12.8
- Total mileage: 158.0



Day 16: Tolmie Point to Swanson Bay

- Paddle out of unnamed cove near Tolmie Point
- Continue north on Tolmie Channel
- Join Princess Royal Channel and continue north
- Turn northeast into Swanson Bay
- Make camp on the shores of Swanson Bay: Campsite #14
- Daily mileage: 10.4
- Total mileage: 168.4



Day 17: Swanson Bay to Campsite #15 near Klekane Island

- Leave Swanson Bay and continue north on Princess Royal Channel
- Pass Khutze Inlet and Aaltanhash Inlet
- Make camp just north of Klekane Island on mainland: Campsite #15
- Daily mileage: 13.2
- Total Mileage: 181.6



Day 18: Campsite #15 near Klekane Island to Princess Royal Island

- Head north around Work Island in Malcolm Passage
- Rejoin Princess Royal Channel heading northwest
- Camp on eastern shore of Princess Royal Island: Campsite #16
- Daily mileage: 12.3
- Total mileage: 193.9



Day 19: Princess Royal Island to Gribbell Island

- Continue north in Princess Royal Channel
- Paddle around the northern side of Princess Royal Island
- Continue west in Princess Royal Channel to the southwest coast of Gribbell Island
- Make camp on southern coast of Gribbell Island, near Cumming Point: Campsite #17
- Daily mileage: 11.8
- Total mileage: 205.7



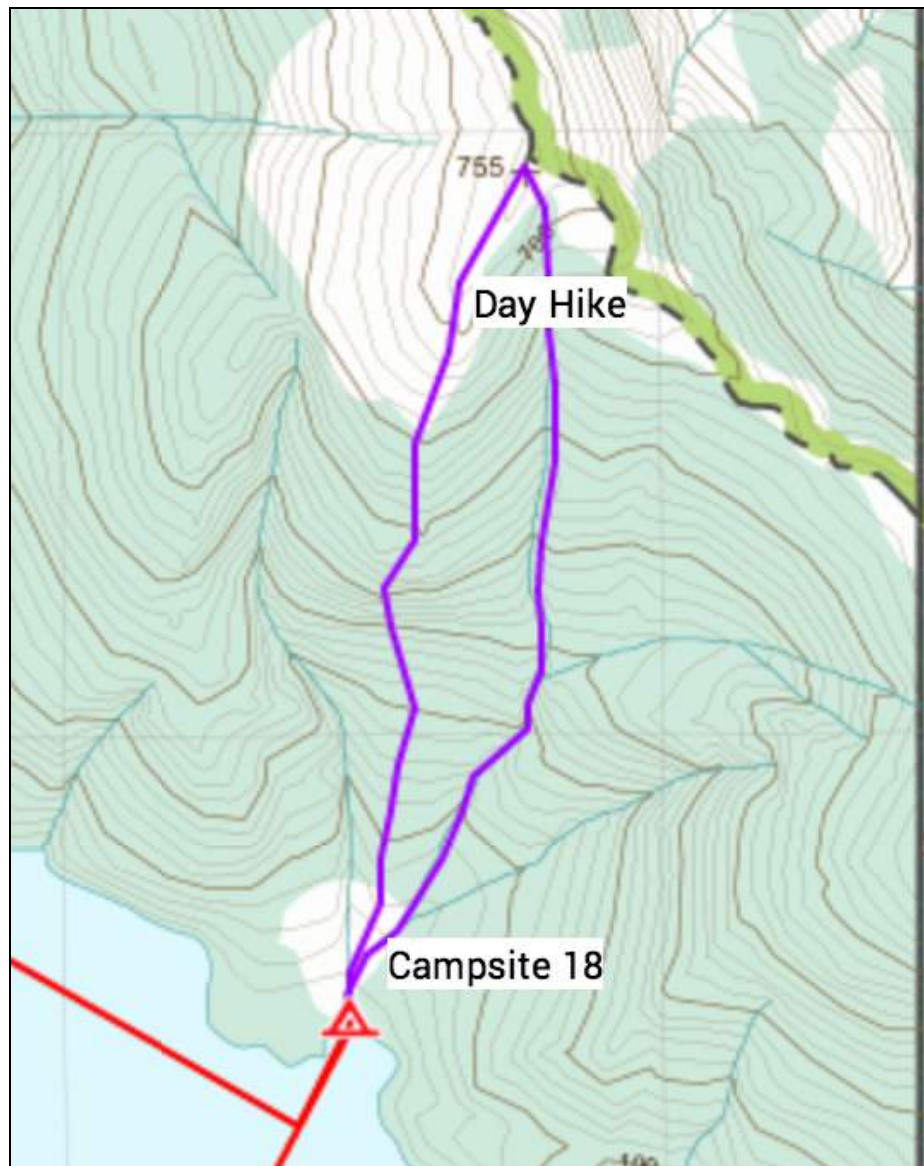
Day 20: Gribbell Island to Campsite #18 along eastern shore of Grenville Channel

- Head northwest across Wright Sound
 - Wright Sound is the junction of seven separate channels and the influx of fresh water is so extensive at times that, in the aggregate, they all cancel each other out and are not of concern
 - Subject to extreme winds, so we will cross early to avoid inclement weather
 - Potential to stay another night at campsite 17 if needed
- Cross Wright Sound and head northwest into Grenville Channel
- Camp along eastern shore of Grenville Channel: Campsite #18
- Daily mileage: 15.9
- Total mileage: 221.6



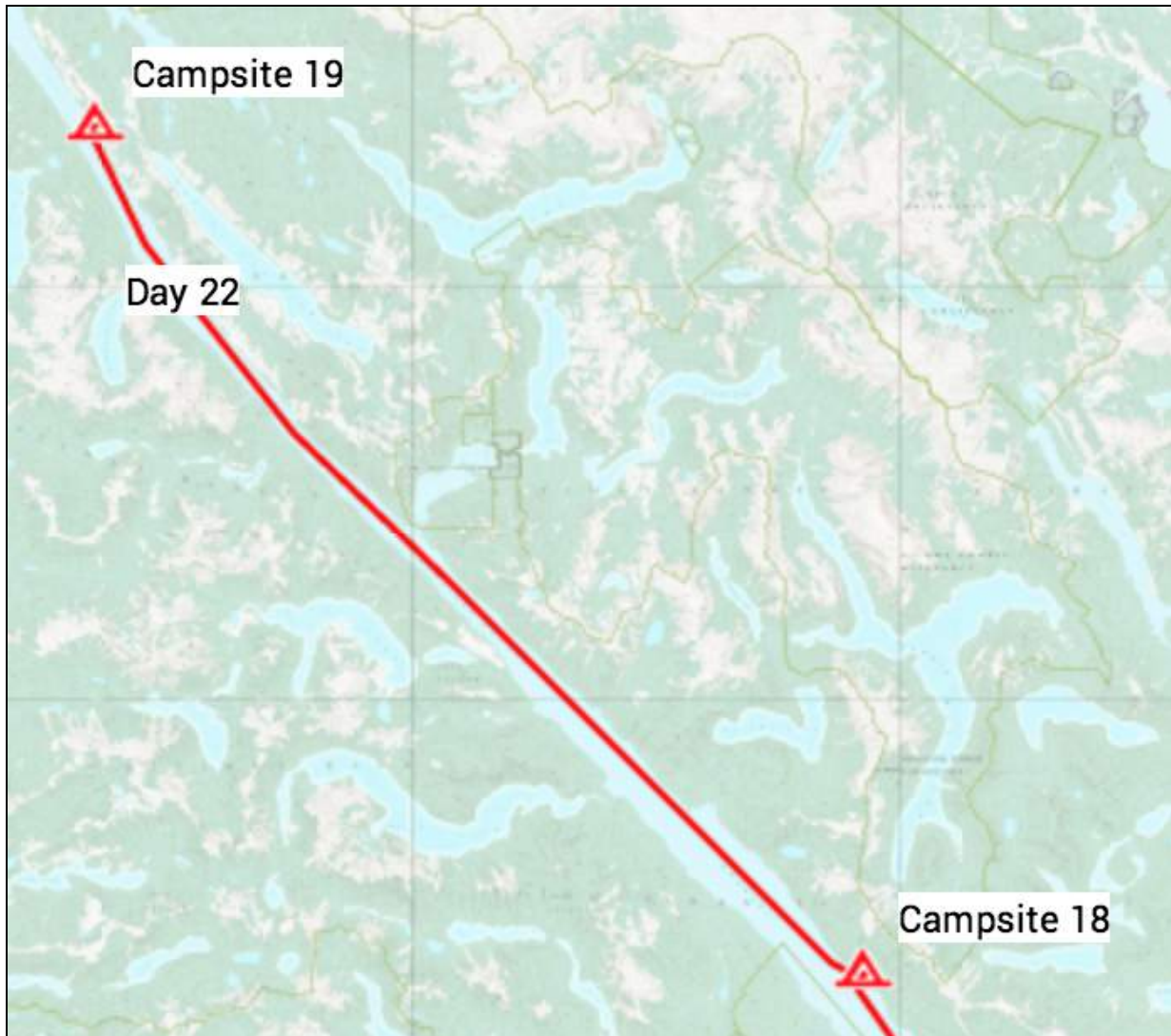
Day 21: Rest day

- We will be camping just west of the K'mooda/Lowe-Gamble Conservancy, which is a relatively new conservancy that was created in 2006 to protect fish and wildlife habitats
- The conservancy encompasses many lakes, rivers, wetlands, and forests in the Hecate Lowlands Ecosystem
- The K'mooda/Lowe-Gamble Conservancy has no facilities and receives very few visitors due to its remote nature
- Potential day hike up unnamed mountain near campsite #18
- Total of 2 miles



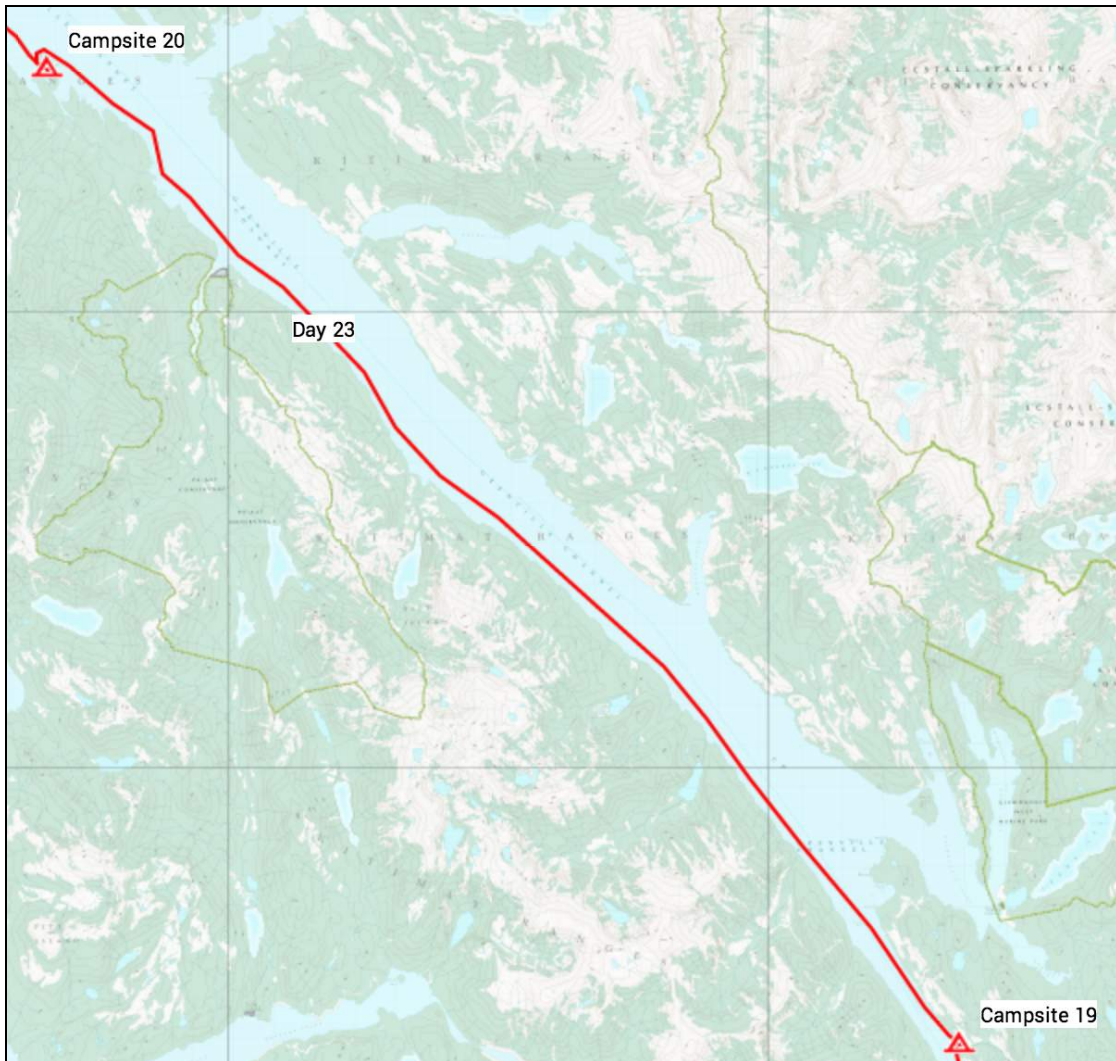
Day 22: Campsite #18 to Campsite #19 on eastern Shore of Grenville Channel

- Leave Campsite #18 and continue paddling up Grenville Channel
- Camp on eastern shore of Grenville Channel: Campsite #19
- Daily mileage: 19.8
- Total mileage: 241.4



Day 23: Campsite #19 on eastern Shore of Grenville Channel to Bonwick Point

- Depart from Campsite #19 and continue northwest up Grenville Channel
- Camp in cove on Bonwick Point: Campsite #20
- Daily mileage: 21.2
- Total mileage: 262.6



Day 24: Bonwick Point to Gibson Island

- Leave campsite #20 and continue up Grenville Channel
- Exit Grenville channel and cross to Gibson Group
- Make camp on southern shore of Gibson Island, near Gunboat Harbor: Campsite #21
- Daily mileage: 6.0
- Total mileage: 268.6



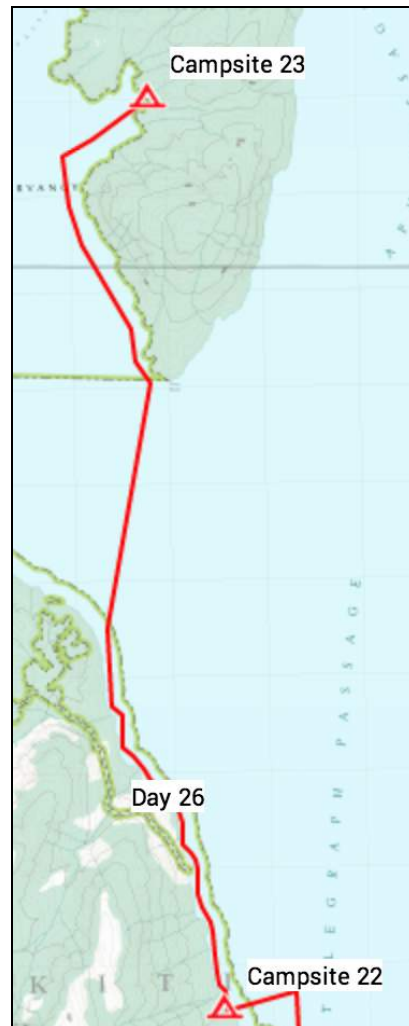
Day 25: Gibson Island to Kennedy Island

- Head north on the east side of Group Island in Telegraph Passage
- Pass to the east of Marrack Island
- Reach Kennedy Island and camp on eastern shore in unnamed cove with stream:
Campsite #22
- Daily mileage: 8.7
- Total mileage: 277.3



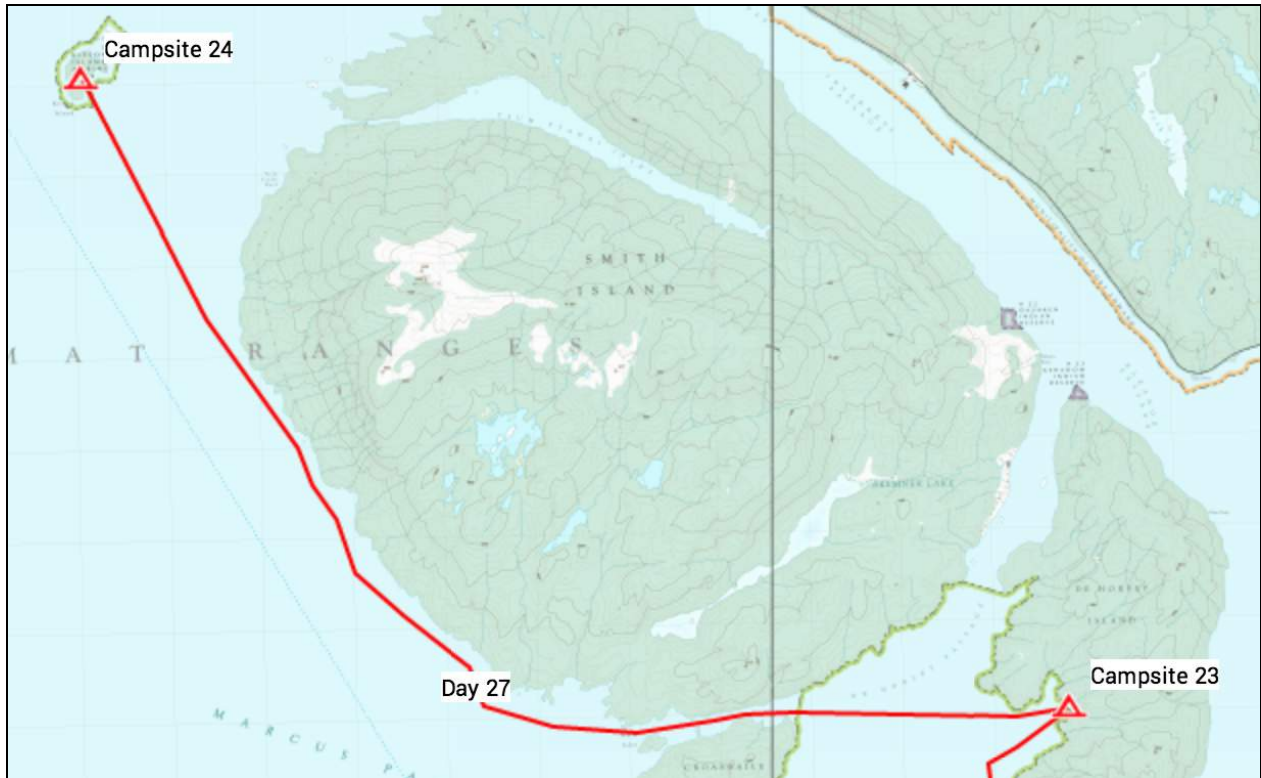
Day 26: Kennedy Island to De Horsey Island

- Paddle north in Telegraph passage following the eastern shore of Kennedy Island
- Cross the Marcus Passage to De Horsey Island
- Camp in unnamed cove on western Shore of De Horsey Island: Campsite #23
- This campsite borders the Skeena Bank Conservancy, which is home to several rare species of waterfowl, including the blue-listed trumpeter swan and the red-listed western grebe
 - We will be sure not to disturb any of these threatened species
- Daily mileage: 6.6
- Total mileage: 283.9



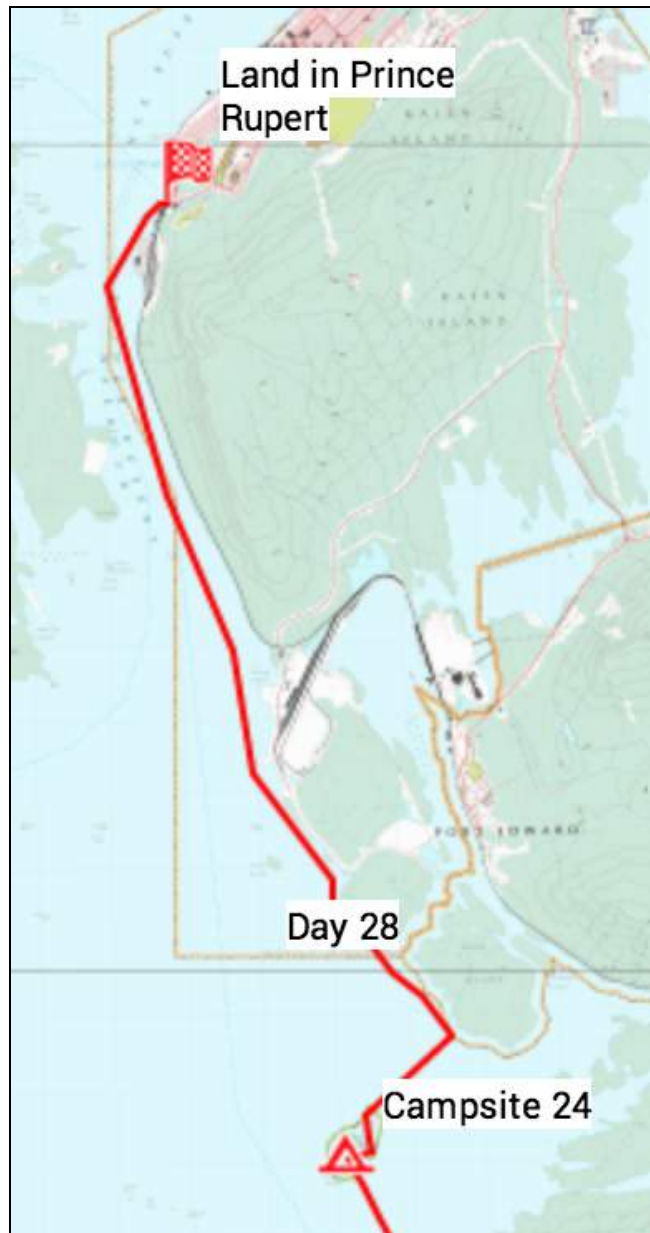
Day 27: De Horsey Island to Kitson Island

- Leave De Horsey Island and paddle west across the De Horsey Passage
- Head along the coast of Smith Island
- Camp on Kitson Island, off the northwestern shore of Smith Island: Campsite #24
- Note: This campsite avoids Port Edwards to the northeast
- Daily mileage: 9.1
- Total Mileage: 293.0



Day 28: Kitson Island to final destination: Prince Rupert

- Cross Lelu Bay and reach southern shore of Lelu Island
- Head northwest along Lelu Island towards Prince Rupert
- Reach Kaien Island and head north along western shore
- Arrive in Prince Rupert
- Unpack kayaks and catch ferry back to Bella Coola
- Daily mileage: 9.5
- Total milage: 302.5



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PORTLAND INLET
AND
EYE PASSAGE

SOUNDINGS IN METERS



TABLE

Color	Meaning
Blue	Water
Green	Shallow water
Yellow	Very shallow water
Red	Very shallow water
Black	Rock, sand, or mud
White	Shoals, flats, or mudflats
Grey	Very shallow water
Light Blue	Water
Light Green	Shallow water
Light Yellow	Very shallow water
Light Red	Very shallow water
Light Black	Rock, sand, or mud
Light White	Shoals, flats, or mudflats
Light Grey	Very shallow water

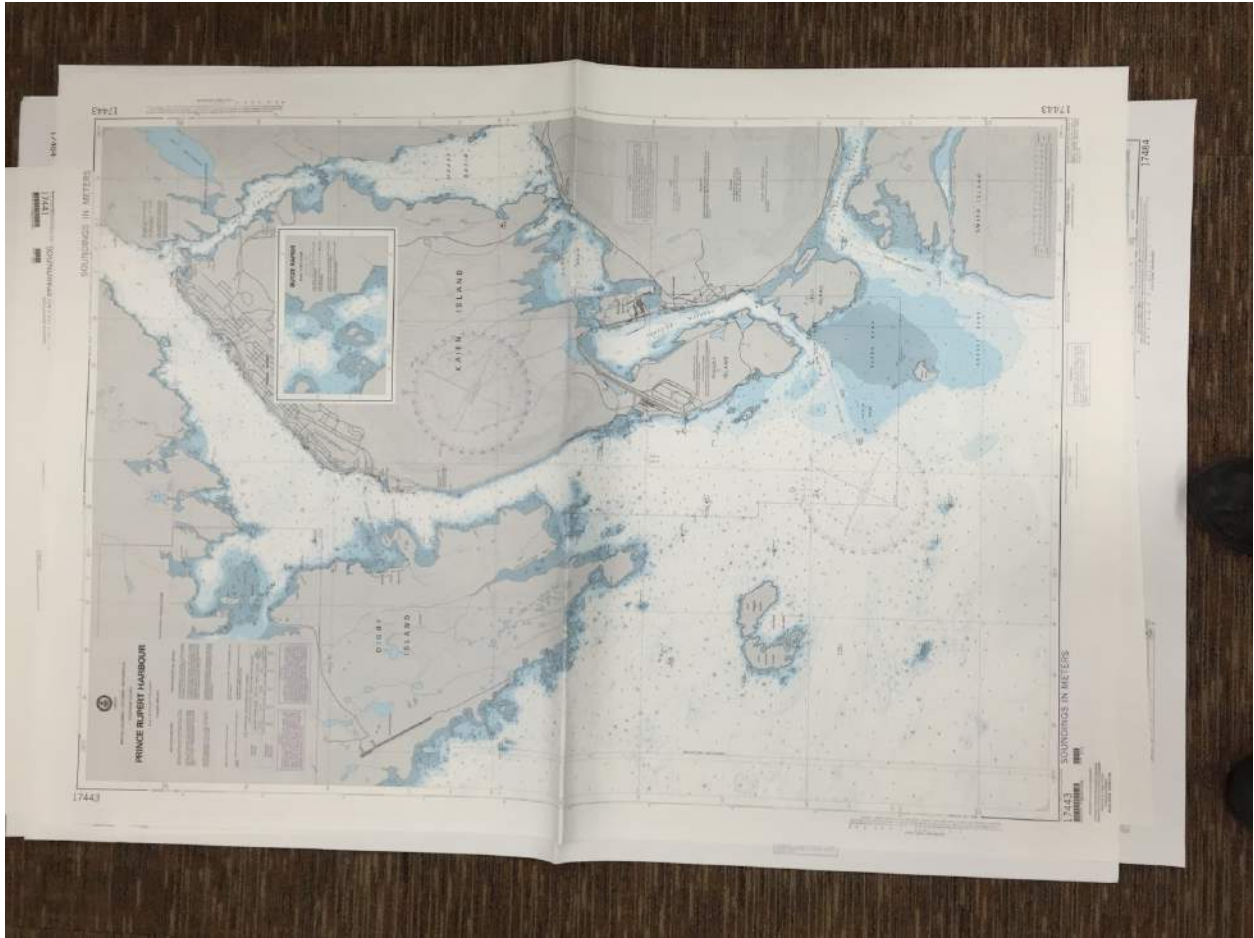
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SOUNDINGS IN METERS

PROVISIONAL CHART
 This chart is a preliminary
 edition of the official
 Hydrographic Survey
 of the Department
 of the Marine
 and Fisheries
 of the Dominion
 of Canada
 and is not to be
 relied upon for
 navigation.

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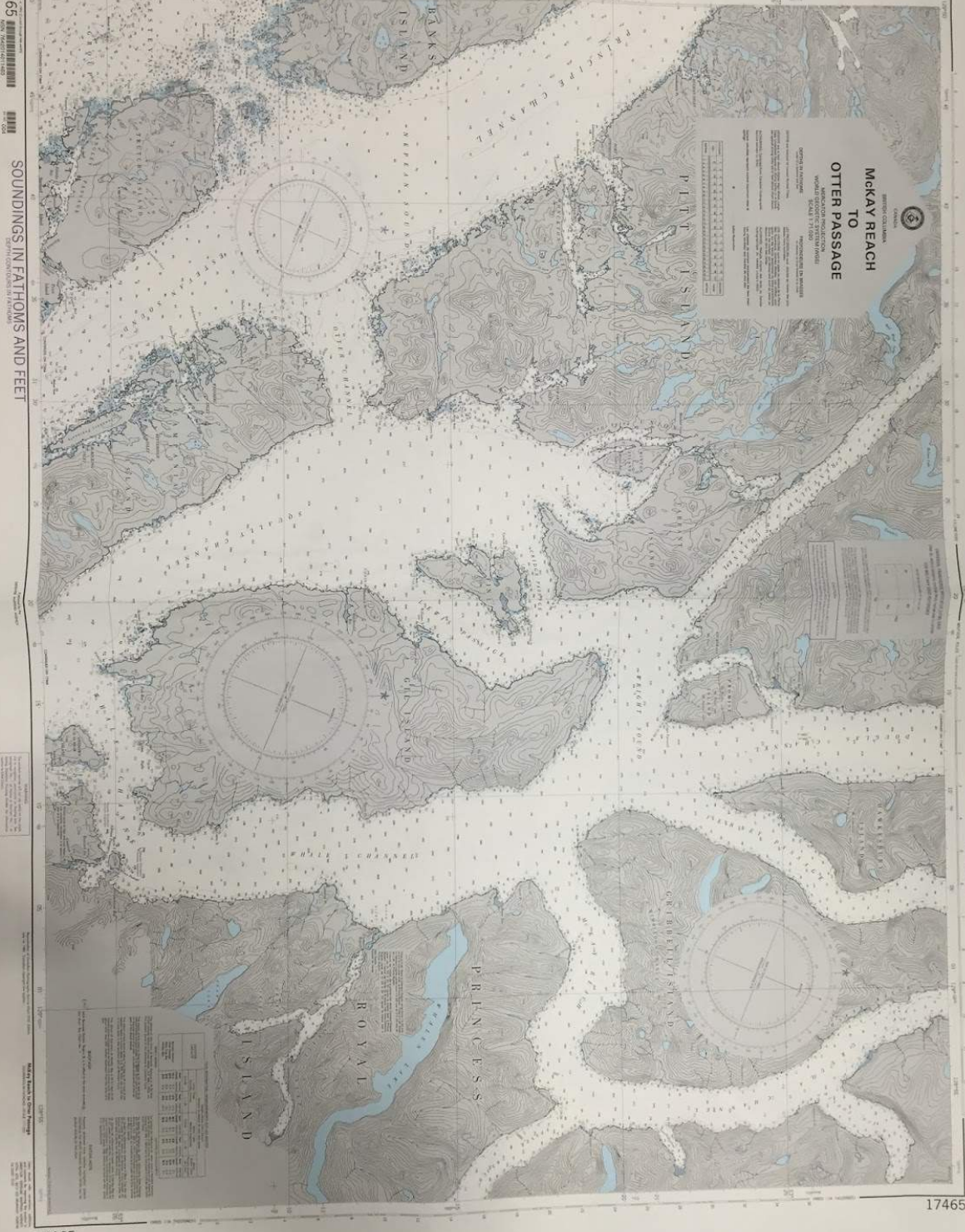
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SOUNDINGS IN FATHOMS AND FEET

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