



AN URGENT Appeal For JUMBO !!!!! From the Jumbo Creek Conservation Society

"Section 15 of Bill 11 allows for the Cabinet to unilaterally decide on the future of the Jumbo valley. The development could go ahead through the designation of a resort region which removes the decision-making from the Regional District"

Campbell Liberals attempt end-run around local government: Jumbo MEDIA RELEASE

Norm Macdonald MLA, Columbia River Revelstoke, **March 16, 2007**

Presented in the innocuously named Community Services Statutes Amendment Act, 2007 (Bill 11), the provincial government is breaking a promise it made to the residents of the Kootenays. "Premier Campbell promised in October 2004 that the Regional District of East Kootenay would have the final say on the approval of the Jumbo Glacier Resort," said the MLA for Columbia River – Revelstoke Norm Macdonald. "The proposal for this project has been very contentious, with the majority of residents stating opposition to the development."

Section 15 of Bill 11 allows for the Cabinet to unilaterally decide on the future of the Jumbo valley. The development

could go ahead through the designation of a resort region which removes the decision-making from the Regional District.

"Campbell must be held to his word. People in the Kootenays trusted this government to allow them to play the largest part in the decision on this development which will dramatically affect their area." The Opposition is in support of the majority of this Bill, but section 15 must not be allowed to go ahead unchallenged. "There are important amendments in this bill which local governments have asked for, but section 15 is absolutely contrary to that spirit. The Regional District of East Kootenay voted 13 – 2 to retain control of the decision for Jumbo. This government is showing complete contempt for the wishes of this local government." Macdonald is calling on the provincial government to remove this offensive section. "This Ministry is set up to support the work of local government, not hinder it. I'm concerned that Minister Chong is allowing this legislation to be used to subvert a local process to please a few individuals."

KMCers, Please Call, Email and Fax - Voice your opposition to Section 15 of Bill 11

* Honourable Gordon Campbell, Premier of British Columbia; Phone: **1-800-663-7867** (Enquiry BC) and ask for the Premier; Or **250 387- 1715**, Email: premier@gov.bc.ca, Fax: **250 387-0087**

* Honourable Ida Chong; Phone: **1-800-663-7867** (Enquiry BC) and ask for Minister Chong Or **250 387-2283**, Email: Ida.Chong.GHOffice@leg.bc.ca, Fax: **250-472-6163**

* Honourable Norm Macdonald; Phone: **1-866-870-4188** or **250 344-4816**, Email: norm.macdonald.mla@leg.bc.ca; Fax: **250 387-4680**

For more information contact www.jumbowild.com Jim Galloway Phone: 250-346-3370

BC Bill Creates Jumbo Loophole: New Legislation Smacks Of Underhandedness

Tucked in the middle of what is otherwise a highly regarded piece of provincial legislation is a small section of a proposed Bill which is drawing immediate and intense opposition. Section 15 of Bill 11 allows the provincial cabinet to designate "resort regions" which must be attached to existing municipalities. The term resort region is not clearly defined. Section 15 also states that a resort region can be established by the provincial cabinet alone.

The proposal is drawing the most heated criticism from Columbia Valley residents. They are concerned that this section of the legislation could impact their right to approve or deny the creation of a Jumbo Glacier resort development. "The provincial government promised residents of the area that they would have the ultimate say on this issue. If the provincial government

decided they wanted to create a resort region for Jumbo, it would unequivocally fly in the face of what they've previously promised," said Wildsight Spokesperson Jim Galloway.

The Bill, which contains the unacceptable loophole, was to receive second reading on Thursday, March 15 but, after a filibuster by the opposition, approval was delayed. However it is expected to pass when the legislature resumes after Monday, March 26.

"This is a cynical attempt to circumvent the local decision making process on the Jumbo issue and it's very important people let the government know they are unhappy about it," said Galloway.

Concerned citizens can go to www.jumbowild.com for more information and messages can be sent directly to Premier Gordon Campbell and Columbia River-Revelstoke MLA Norm MacDonald.

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The KMC and Kootenay Recreation Tenures

This is a story about something old that is new again. Back in the old days, when Hamish was young, the KMC was routinely notified whenever an application for a backcountry recreation tenure in the Kootenays was filed. In recent years, however, the government has been giving us the cold shoulder. After the KMC joined the FMCBC in 2006, we asked if they could arrange for the KMC to once again be listed as a referrer, which means we are officially asked for comment on new tenure applications. In 2006, the Cranbrook office Ministry of Tourism, Sports, and the Arts agreed to list us as a referrer, but requested we map out our main areas of interest. My contacts at MoTSA in Cranbrook have been Sue Cairns and Harry Mitchell, and they have been great to work with.

In November 2006 I was made chair of a committee charged with mapping the KMC's "areas of interest". The committee finally met on February of 2007, and in short order, mapped out the areas that club

members use for backcountry recreation as well as key access routes. These maps have been sent to MoTSA, and our indicated areas will be entered into the ministry's geographic database, so our interest will be automatically flagged by computer when new tenure applications are lodged (pun intended).

Images of the maps sent to MoTSA can be found on the KMC Web site at: <http://www.kootenaymountaineering.bc.ca/tenuremaps.html>

I would like to thank those members who helped out on the committee: Bill Sones, Paul Allen, Ken Holmes, Kim Kratky, Marlene & Joe Johnston, Sandra McGuinness.

Doug Brown.

B.C. government starves B.C. Parks despite huge budget

According to a recent (February 8) press release from the Western Canada Wilderness committee – "Provincial government documents recently obtained through a Freedom of Information (FOI) request submitted by the Wilderness Committee show that a 2005 British Columbia government promise to hire up to 50 park rangers has resulted in the addition of just 11 full-time equivalent (FTE) ranger positions.

- FOI documents show that in 2007 BC had 37% fewer provincial park rangers than in 2001. In 2001 there were 101 full-time equivalent ranger positions, however, in 2007 there were just 64 ranger positions despite a BC government promise in a 2005 news release to hire "up to 50 more park rangers."

· FOI documents also reveal that there are currently only 10 permanent rangers in BC, a decline of 62% from 2001, when 27 permanent full-time rangers were employed. Currently, there is just one permanent full-time ranger responsible for every 1,300,000 hectares of protected areas in the province, or, conversely one permanent ranger for every 85 parks.

· Government documents also show that staffing for BC Parks is 50% lower than a decade ago. In 1996, when the park system was smaller (8,266,000 hectares protected), there were 356 FTE employees. Currently, there are just 175 FTE BC Parks employees responsible for 13,000,000 hectares.

"In 2005 the BC government promised to reinvigorate our park system, which included hiring up to 50 new park rangers. However, their own documents show they have broken that promise," commented Gwen Barlee, policy director with the Wilderness Committee. "The fact is, in 2007, we have far fewer rangers and staff with BC Parks than we had in 2001."

The provincial government has been under increasing pressure to restore funding to the park system in BC. After dramatically cutting parks staff and budget in their first term, the Campbell government has repeatedly pledged to commit more funding to parks citing public concern and the booming provincial economy.

"We have one of the finest park systems in North America, one which provides \$10 in visitor expenditures for every \$1 of government funding, and yet our government is starving it of funding," said Barlee. "On a per-hectare and per visitor basis, we are now one of the worst-funded park systems in North America. I can't for the life of me understand why our Minister of the Environment, who used to be a BC park ranger, won't stand up for our park system."

Further information can be obtained from Gwen Barlee, WCWC policy director, at 604-220322 © or 604-683-8220(w).

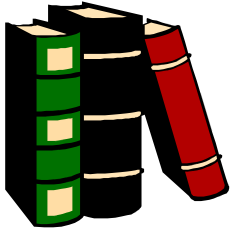
For additional information on the economic benefits of BC Parks visit:

www.env.gov.bc.ca/bcparks/planning/research/economic_benefits_bcparks_sept_2001_report.pdf.

From the B.C. Mountaineering Club Newsletter, March 2007

"The summit is just the halfway point"

Ed Visturs



April Library News: All About Maps

Although not frequent loan items, the KMC does have a selection of maps in the library. Two of the most useful are probably a large 1:25,000 scale map of the Bonnington Traverse done by Selkirk College, and our most recent acquisition, a 1:30,000 scale map of the trails of the Rossland Range produced by the Kootenay Columbia Trails Society. If you have difficulty reading maps, you could always borrow one or more of the books available on navigation with map and compass. *Staying Found: The Complete Map and Compass Guidebook*, and *Be Expert With Map and Compass* are both good choices.

New in the library this month are:

- 📖 *The Best Hiking Trails of BC* by Bob Harris. Thank you to Peter Macek who found this on a shelf at home.
- 📖 *Trails of the Rossland Range*.

April Mountain School Tech Tips: Handrails, Backstops and Tick Off Features

By Sandra McGuinness

If you are like me, you might feel as if you spent most of this winter nosing about in a complete fog. Certainly, I had my share of challenging trips this winter trying to navigate through high mountain terrain in various degrees of white-outs ranging from can't see your hand in front of your face to if I squint a real lot I can just barely (I think) see the ridgeline over there. After a couple of particularly spectacular days out when we barely knew where we were all day, I reverted to some serious pre-trip planning using some old-fashioned, but still highly effective navigational techniques to avoid further embarrassment. Of course, I'm referring to handrails, backstops and tick-off features.

Handrails are clear terrain features running parallel to your desired route that you can easily follow. Some examples are ridgelines, creeks, or cliff bands. A handrail can be followed to a backstop – a perpendicular terrain feature that signals a change in course or the start of the next leg of your journey. A backstop might be a ridgeline, a creek or an old roadbed. Along the way, you'll also likely make use of tick-off features, easily recognizable terrain features that indicate you are on route, such as a creek crossing, climbing a short steep hill or passing a lake.

If you've worked your route out ahead of time, traveling from one handrail to another, using backstops and tick-off features to stay on route, it makes mountain travel much easier, safer and faster. There's not much worse than standing about in a

blinding snowstorm in gale force winds on the top of a ridge somewhere with the entire 1:50,000 topographical map flapping about in the breeze trying to work out where you are or what your next handrail should be.

Breaking the journey into legs also helps. On our March chicks ski trip, our group had our route to the top of White Queen broken down into a series of clear legs each with distinctive handrails, backstops and check-off points. Our first leg involved weaving a route through the cross-country ski trails to the jumping off point for Hummingbird Pass. The cross country trails are the obvious tick-off features here, and we also had the terminus of the cross-country trails for a backstop. Traveling through forest above Hummingbird Pass we were able to use Hummingbird Pass itself as a handrail, and the old mine site is a clear tick-off feature and indicator that it is time to change direction. The small creek that drains the valley between White Queen and Mount Beattie was a handrail to reach our next backstop, - the ridgeline between White Queen and Mount Beattie - and the marsh we passed along the way was a good tick-off feature which confirmed we were on route. Our backstop, became the handrail of our next leg of the journey as we used the north ridge of White Queen as a handrail to reach the summit.

You can get more navigational tips from these books which are available in the KMC library:

- 📖 *Technical Handbook for Mountain Guides*
- 📖 *Staying Found: The Complete Map and Compass Handbook*
- 📖 *Be Expert With Map and Compass*.

Skaha Bluffs The popular Skaha Bluffs will be open to climbers this year. The Land Conservancy has reached an agreement for temporary access to the bluff south of Penticton for the 2007 climbing season. They are also launching a fund raising campaign to purchase an adjacent property, which should resolve the access issues for

good. TLC has secured an option to buy 750 acres of private land. While the deal is a generous donation from the current landowners, the Land Conservancy must still raise a million dollars to complete the deal. Donations, which are tax deductible, can be made online at www.conservancy.bc.ca.

Jon Ferebee - Standard Radio News

Endangered Rivers

The Flathead River has been named B.C.'s most endangered river for 2007 by the Outdoor Recreation Council of B.C (ORC). A proposed open pit coal mine in the river's headwaters would harm water quality and wilderness values.

The Province, March 13, 2007

Gas your car in an environmentally and socially responsible fashion.

From the B.C. Mountaineering Club Newsletter, March 2007

Today virtually all BC Mountaineering Club trips involve the use of cars to access the mountains. Cars burn gas, which, of course, contributes to global warming. We can decide on ethical grounds not to drive cars, but if we wish to go on most BCMC or other mountaineering trips, then we will have to use a car. We don't have to abandon all environmental concerns by using cars, however. By using high fuel efficiency cars and maximizing their occupancy we can minimize emissions per person. We can also be selective of the gasoline we use.

The U.S. Sierra Club has recently extensively researched the activities of the 8 largest U.S. oil companies and ranked them according to their environmental record. A full discussion of this ranking, together with reasons, can be found at www.sierraclub.org/sierra/pickyouri2ois/on/index.asp. A summary of this

ranking, which you should consider, follows.

Top of the barrel = BP and Sunoco.

Both of these companies have some minuses, but some impressive pluses as well. Both companies have had oil spills, but both have undertaken several green initiatives. BP is investing large amounts into alternative energy sources. Neither company operates in B.C., although both can be found south of the border.

Middle of the barrel = Shell, Chevron, Valero Energy, and Citgo.

These companies, the first 2 of which operate in B.C., have more minuses and fewer pluses than those in the 'top of the barrel' group.

Bottom of the barrel = Exxon Mobil and Conoco Phillips

These companies, particularly Exxon Mobil, have few pluses. Exxon Mobil still refuses to pay punitive damages over the Exxon Valdez oil spill in Alaska, is the 6th worst polluter in the U.S. in 2002, is associated with human rights abuses in Indonesia and Africa, and is seeking to drill for oil in Alaska's Arctic

National Wildlife Refuge, amongst other black marks.

Conoco Phillips sells gas under the brands 76, Conoco, and Phillips 66. It was ranked the 3rd worst polluter in the U.S. in 2002, and has been fined numerous times by the U.S. EPA, as has been Exxon Mobil.

A Sustainability Message: Let People Know They Are Not Alone.

Surveys show that most Canadians say they and their friends care about sustainability- but that others don't. This sense of isolation discourages action. Research shows that people are more likely to change their behaviours if they think they are working in a community of like-minded individuals-if they think, "that's what people like us do." So don't scold others. Don't say, "Stop walking on the grass" like everyone else). Say, "Thanks for joining us on the path." We get the best results, one way or the other, working together.

By Jim Hoggan, president of Hoggan & Associates. In The Vancouver Sun, Feb., 2007

What have you learned about taking kids on the trail?

- ▶ I've learned that I have to take any time estimate and multiply it by 3 or 4.
- ▶ I've learned that I have to feed them at very regular intervals or their engines stall.
- ▶ Even when they're not hungry, I have to make them eat something... even if it's just a bite of chocolate. Feed them often. Those little bodies burn calories like nobody's business and their moods respond instantly to refueling.
- ▶ I've learned to take 3 times as many socks and clothes as I think I will need because if there is a way to get wet, my boys will find it. Remember that their bodies are small: they can't generate or retain heat the way an adult body can. They need more clothes much sooner than you do.
- ▶ I've learned that I have to completely deconstruct expectations and have very different goals. I need to slow down and be there to experience nature from my children's perspective. This is a completely different experience from when I go without them. Never underestimate kids: Ease the loads and pace, keep them amused and they can accomplish the most amazing things.
- ▶ I've learned that there are many destinations along a trail and the summit may not be on the list today. The boulder field is a playground. The stream is a water park. The snow slope is a toboggan run. We mustn't rush through on our way to somewhere else. We're already somewhere.
- ▶ I've learned that frequent breaks pay for themselves in happier kids and more time on the trail. They are also great opportunities to reconnect and talk. Keep them talking: find games to keep them occupied like trying to name a tree for every letter in the alphabet or the place name game (one person names a place and the next person has to name another place that starts with the last letter of the previously named place).
- ▶ I've learned that I can still get away with holding my 9 year old's hand as we hike long after the tricky part he needed help with is over. Handholding works wonders for a kid hitting a low point.
- ▶ I've learned that you have to make kids do things they don't want to do even when it would be easier to just give in because that is what being a parent is all about and it's worth it.

Had a great day with my kids today. Only accomplished about half of the miles we set out to do but had more laughs and smiles than usual so we still came out ahead.

From the Clubtread.com website

Banff Mountain Photography Competition

Entry deadline: May 1, 2007

Entry forms available at

www.banffmountainfestivals.ca/photo

1.800.298.1229 403-762-6347
1.800.298.1230

banffmountainphotos@banffcentre.ca

CLIMB MT. KILIMANJARO ON NEW YEARS 2008

Celebrate on the rooftop of Africa!

Dec. 26, 2007 to Jan. 9, 2008

After the climb join us in an African wildlife safari to Serengi and Ngorongoro Crater.

For more information refer to our website below, or call 250 352 9133 or email: trek@peakfreaks.com



Recycling of used empty LP fuel canisters

Peter Rothermel informed the FMCBC that the Vancouver and Victoria Mountain Equipment Co-op stores will recycle these canisters. They will gladly accept any brand of canister that they sell and will even take the odd one that they don't sell, as long as not too many rogue canisters are in your return bag. MEC has to pay a pound rate cost to do this service. However, the canisters must be completely empty for MEC to accept them.

Karen Asp informed the FMCBC that the BC Product Care program for household hazardous waste takes back "camp fuels" along with other products marked as "flammable", so if you have some LP fuel left over, locate a HHW/Product Care depot near you. For more information contact www.productcare.org?Bcaccept.html; From the B.C. Mountaineering Club Newsletter, March 2007

Stewardship Practices For Outdoor Recreation

A new province wide initiative will provide recreation enthusiasts with information about the value of outdoor recreation that looks after the environment. The BC Wilderness Tourism Association, Tourism Action Society (TASK) in the Kootenays, ABC Snowmobile Clubs, Outdoor Recreation Council of British Columbia, and the Stewardship Centre for British Columbia have signed on to the idea of working together to collect credible information and develop stewardship practices for outdoor recreation.

During 2007, Stewardship Practices for Outdoor Recreation will develop and deliver information for snowmobiling in Mountain Caribou habitat, boating in sensitive wetlands, and engage new partners interested in biking and ATViing in grasslands. Many organizations have contributed financially to the development of this initiative including the Real Estate Foundation of British Columbia, Columbia Basin Trust, Habitat Conservation Trust Fund, and provincial and federal government agencies. TASK March 2007 Newsletter, www.taskbc.bc.ca

Wildsight works locally, regionally and globally to protect biodiversity and encourage sustainable communities in Canada's Columbia and Southern Rocky Mountain region. This area is internationally recognized as a keystone to conservation in western North America. Wildsight received the 2005 Canadian Environmental Award for Conservation in recognition of its successful work to protect the region's wildlife and wildlands. Visit www.wildsight.ca.

"Mountains have a way of dealing with overconfidence" Hermann Buhl

Trip Reports

Remember that our reports, however brief, do help record our "footprint" in these areas. This goes a long way in establishing a record of non-commercial non-motorized backcountry use and helping preserve our favored areas for the future.

Entertainment on Erie Mountain, February 11

We had a 7.30 am meeting time at the hitching post on the Ymir Road, plenty early for a Sunday, especially a rather wet dreary weather Sunday. However, everyone was keen so off we went to Salmo and turned onto Highway 3, just west of Erie, heading up to Bombi Summit. In 1.6 km, Derosa Road exits north (right) and about 150 metres up Derosa Road there is a small plowed pull-out. We parked here and the snowshoers started hiking, the skiers skiing at about 8.40 am. We had an energetic crew and it took us no time to reach the spur road at about 1280 metres which heads east towards Erie Mountain. At the end of this spur road, we hiked up to the north ridge of Erie Mountain, which we followed to the top arriving just before lunchtime at about 11.50 am. Unfortunately, the views (Erie Mountain is quite open on top) were totally obscured by fog and light snow. Nevertheless we had a good lunch, and I dug a small snowpit to check on snow conditions.

On the way down, we took a slight detour and became momentarily displaced, which resulted in us having to regain the ridge again. Once back on the right track, the skiers descended very quickly, the snowshoers somewhat slower, but we were all back at the cars before 4 pm.

A great trip with great company.
Doug Brown, Vicki Hart, Murray Lashmar, P'nina Shames, and Coordinator Sandra McGuinness.

Ripple Mountain, February 11

This was originally planned to be Ripple Mountain "the easy way down", by going up to the summit from Kootenay Pass via Lightning Strike and then coasting 4000 vertical feet along the west ridge down to Hwy. 3. A reconnaissance earlier in the week found moderately thick bush, barely suppressed by a couple of feet of wet cement like slush at the bottom 600 feet of this ridge. While this was skiable after a fashion, it could not be easily described as being fun or even character building.

Nevertheless, it was offered as an option to the 11 of us that gathered at the Salmo Esso at 7.30 am. Since it did not find any strong supporter, Option A was duly canned and off we went up the pass to do Option B. Leaving the parking lot around 8.30, we went along Ripple Ridge to Lightning Strike in light snow, skied down into Monk Creek on unbreakable crust dressed with an inch or two of snow at the top, followed by good snow lower down. Then up to the col on the south ridge of Ripple Mtn. and so to the

summit, arriving around 12.30. The unbreakable crust with its light snow cover on this ridge did not auger well for the descent, but surprisingly, as we angled left down the SW slope, conditions rapidly improved giving some great skiing through open glades.

After lunch, we put an up track back up to the col where the continued snow fall gave us yet more good turns down to Monk Creek. A final grind up Lightning Strike and a fast ski down from Ripple Ridge put us back at the parking lot by about 4.00 pm., all together and all in one piece, leaving the west ridge of Ripple still undescended on skis.

We were (on tele) Graham Jamin, and on AT, Joel Beckman, Micha Forestell, Ken Holmes, Dave Jack, Stephen Langley, Danièle Montendon, Dominique and Jocelyne Preney, Matt ? and Maurice de St. Jorre.

Up Mitchener Creek to Grizzly and Porky Cabins, Feb 17

We parked at the summit of the Paulson at the weather station, carried our skis along the highway west past the cliffs, climbed over the high snow bank to put our skis on to ski west along the ditch. At the new forested area we turned north skiing through small trees and a patch of forest until we came out onto the logging road. We skied west across the bridge over Mitchener Creek, then north through the swamps to Grizzly at the north end. We skied north to the road and while some tied on skins, others took off their skis to walk, while most just climbed up the long hill. At the top we watched for the green ribbon tied on a tree to mark a short route to the comfortable Porky cabin. After building a good fire, we enjoyed the company of old friends (and one of John Forest's poems) over our lunches. The "flying mile" caused a few minor tumbles but we bounced well and we were safely in Castlegar by two o'clock.

We were Renate Belczyk, Ed & Hazel Beynon, Della Fenkner, Hanspeter Korn, Bobbie Maras, Irme Mende, Bess Schuurman, Sylvia Smith and coordinators John & Muriel Walton.

Blizzards on the Bonnington, February 26 to 29

A continuous series of Pacific storms throughout February 2007 made it difficult to pick a date for the annual KMC ski traverse of the Bonnington Range, but eventually I decided on February 26 to March 1. The weather forecast was not too good, but not too bad either. Kind of middle of the road, with some probability of precipitation each day but no major storms forecast until Friday, by which time we should all be back home. I made myself some extensive navigation notes before leaving as I was concerned that we would be engaging in a lot of white-out navigation. While route finding across the Bonnington is not all that difficult, a lot of the route is actually in the trees and thus definitive landmarks are somewhat scarce.

Doug and I met up with Stephen and Danièle at the Porto Rico Road on Monday February 26, where we left our pick-up truck and carried onto Bombi Summit where Nicole was waiting as a chauffeur for Dave Jack. Munson FSR, out of Bombi Summit is still plowed so we drove to km 4, where we parked one vehicle in a good pull-out spot and let Nicole go back to Trail. The rest of us started skiing at about 10 am following the powerline road for another two kilometres to the start of the summer ATV track up to the south ridge of Grassy Mountain. After a short distance we left the ATV track and switchbacked up to the ridge above the cabin,

a short but sweet run down in very good snow got us to the cabin at about 1 pm. We settled in, shoveling out the outhouse and packing a trail to the pee tree, before going out to ski a couple of runs in the afternoon. It snowed lightly all day, and visibility was about 100 metres.

We awoke to socked in weather and more snow on Tuesday, but set off for Steed Cabin at around 8.30 am. The foggy weather caused us some delay in finding the right north ridge to ski down, but eventually we were above it and we had a nice run (for the three of us who took our skins off) down to the flat ridge below. With skins back on, we headed north, crossing a main logging road in the pass south of "Twin Peaks" (my name for the two peaks north of Grassy Mountain) and then skinning up the south side of Twin Peaks to the ridge between the two. On SE and S facing slopes we had some ominous whumpfs giving us some clues as to the stability (or instability) of the snowpack on those aspects. We actually got a break in visibility on Twin Peaks and caught a glimpse of the col on the S ridge of Siwash Mountain that leads to the Steed Cabin, but it soon socked in again and resumed snowing lightly. We skied north down the ridge, then turned east and had a good run down the lower part of an avalanche path to the logging road at the head of Granite Creek.

A bit of a plod on the logging road and then we were climbing up the last 300 metres of the day to the 2000 metre col on the S ridge of Siwash Mountain. We found a good route up the valley and were on the ridge above the cabin just after 3.00 pm. A quick run down and we were at the cabin. The snowpack around the Steed Cabin is well over 2 metres, so digging out the outhouse and cabin was a major chore as we had to move the snow up in stages.

Another 10 or 15 cm of snow fell overnight and on Wednesday morning it was snowing heavily with poor visibility. We gamely headed off for the Copper Cabin, finding the trail breaking heavy and the sluffs on downhill sections extensive. Our route took us over the two east ridges of Siwash Mountain and into the head of Rush Creek where we began to have concerns about the wisdom of carrying on with the traverse. Trail breaking was heavy and getting worse, and we knew from previous trips that the descent from Empire Peak to Barrett Lake is down a large SE facing avalanche slope.

It was a pretty unanimous decision to exit a day early via the Rover-Snowwater road system. Although there is another exit route down the Copper Mountain FSR (49 Creek Road), this road is difficult to get to when snow stability is poor as you have to traverse a large SE facing avalanche slope and we judged that route too hazardous given the recent snow-loading. After having a snack while huddled under trees attempting to shelter from the continuous snow, we picked a careful route up to the pass at the NE end of Siwash Mountain. There is an old mining road that switchbacks up S slopes and ends at the pass but we avoided this route as it crosses large open slopes and finishes right up the middle of a terrain trap.

From the pass, we followed a maze of confusing logging roads and cat-tracks north to Snowwater Lodge, and then took the main (but newly re-routed) Rover-Snowwater Road out to the Kootenay Canal. Luckily, just as we reached the start of the Rover-Snowwater Road a sledder drove up and lent us his cell 'phone which Dave used to call Nicole to come and pick us up.

Participants: Doug Brown, Dave Jack, Stephen Langley, Danièle Montandon, and coordinator Sandra McGuinness.

'Chicks on Sticks': Ski Touring on White Queen

Take seven women, no men, one tele-skier and add some fresh snow and you have a great day out. On Saturday **March 3, 2007**, the women's only ski trip left the parking area on the Whitewater Ski Hill Road around 8.30 am and headed up to the old mine site on the far (north) side of Hummingbird Pass. After a snack break, we broke trail east up the valley that leads to the White Queen-Beattie col, before turning north and winding our way up to the top of White Queen where we encountered some slackcountry tourers (aka, knuckle draggers) who'd come over from the ski hill. Although we saw plenty of evidence of a previous avalanche cycle (probably on Wednesday) in the form of multiple soft slabs and old stress fractures from convex terrain features, we noted no current signs of instability.

We had a good run down the north side through terrain with lots of little steep drops, and stopped for lunch in the valley below where I heard about a new sport of choreographed skipping (apparently it's quite popular!). After lunch we headed back up our up-track taking a variation to the west and gaining the west ridge of White Queen at about 2120 m. From here, we had a good run down through a boulder field (I call it the bump run), but with this year's robust snowpack (280 cm at 1960 m), most of the boulders are well covered.

We had a quick schuss out on our up-track and adjourned to the bar at Whitewater Ski Hill for some refreshments. Joanne's watch indicated that we had burnt 2000 calories that day so I didn't even feel a little guilty about scarfing back an order of spicy fries.

Women skiers: Helen Foulger, Janice Isaac, Jocelyne Martin, Nancy Selwood, Joanne Stinson, Annie Taiatini, and coordinator, Sandra McGuinness.

A Snowpack Enema: The 2007 KMC Kokanee Ski Week

March 10

It's a grey morning in Nelson, the cloud hanging low over the orange bridge, and the talk among the 12 KMC members gathered at the High Terrain hangar in Nelson, is about two things: one, how high will the freezing level go with the forecast Pineapple Express, and two, just how ruthlessly can we tease the only knuckle-dragger (aka snowboarder) on the trip. Turns out the freezing level can go HIGH, and you can tease the knuckle-dragger a lot, but, he is such a nice guy that there is really no sport in it.

Most of our first day is actually spent hanging around Kokanee Creek Provincial Park (the staging area for the helicopter flight into Kokanee Glacier Cabin), waiting for the weather to clear. But, eventually, a window presents itself and the helicopter shuttles begin. At the cabin, by the time we have all arrived, had a briefing and practiced two group rescues at the Beacon Basin, the day is virtually over. That and the wet snow falling, don't inspire much activity, but Bob and Fred skied across Kaslo Lake and towards Kokanee Pass, while Neil, Linda and I dig a snowpit on a NE aspect to search for the ubiquitous February 4 surface hoar, the persistent instability that has been plaguing the Columbias for a month. The surface hoar is well preserved and

reactive down about 90 cm, but in the days that follow, this particular instability will become moot.

March 11

The day the Pineapple Express is forecast to arrive begins well enough with 16 cm of snow overnight, and more snow falling, although temperatures are warming already. Everyone is out of the cabin by 8 am, as we realize this may be our last good skiing for a while. Doug, Dave and I head off to the environs of Happy Valley, a pleasant gladed area just north of the cabin, where we ski short (200 metre) runs down into Keen Creek. The snow feels good at the beginning of the day, but by the time we move over to a north slope that takes you down to a tributary of Keen Creek, the snow is beginning to have a definite west coast feel. And, the avalanches have begun – lots of loose wet releases – some picking up large quantities of wet snow as they descend, and slabs pulling out around a half a metre deep and running on fairly low angle terrain. By noon, the snow has changed to rain, and with the stability rapidly deteriorating we take a conservative route back to the cabin. The other 9 people have gone to Beaujolais (a 300 metre run SW of Keen Lake).

March 12

Using an unsophisticated and inaccurate (or so Dave tells me) rain gauge made from an orange juice container, I measure 20 mm of rain overnight. In the morning, the skies are grey and dismal, and the temperature is an equally dismal +2° C. In two groups, we all make our way up to Sapphire Lakes via Griffin Creek. At 2200 metres, the temperature has dropped to -2°C, and the snow has a breakable crust. Our ski to the head of Glory Basin is cut short by the extreme S winds that keep pushing us backwards. All around is evidence of an impressive avalanche cycle with slabs off all aspects, elevations and initiating on modest slope angles. All 12 of us ski back to the cabin for lunch, desperately trying to avoid wipe-outs in the breakable crust, and 11 stay at the cabin, but I head out solo and ski up to Kokanee Pass and Smugglers Ridge looking at the dramatic results of the snowpack enema.

March 13

Overnight the temperature drops to -10°C and the wet surface snow freezes solid. Doug, Dave, Ken, Bob and I head off to ski up Tanal Peak, the 2250 metre peak, directly above and east of Tanal Lake. The south ridge looks gentle enough to be manageable in the icy conditions, and is reasonably tractable, although Doug and I use ski crampons, and Ken takes a short slip on the icy surface that is luckily quickly arrested. This, however, only occupies us for a short time, so we decide to make a loop trip, and descend down Happy Valley (on gentle slopes the crust is skiable), climb the next ridgeline north, and contour up to a broad col at the north end of Tanal Peak. Here we sit for well over an hour in delightful sun, admiring the views, while the temperature warms to -5°C. We can see the ski tracks of the rest of the group up on a 2170 metre shoulder running north from the Battleship. From the col we ski gentle slopes all the way down to Tanal Lake and return to the cabin via Enterprise Pass. The rest of the group has meanwhile descended the shoulder at the north end of the Battleship and are doing battle with Smugglers Ridge. The winner is most likely Smugglers Ridge as four of the group find the slope just too icy and frightening and return to the cabin

with tales of horrendous skiing down steep, icy, rain runnelled slopes. Fred, Neil and Dwain, however, persevere, and gain the glacier west of the Battleship where upon they have a rapid descent.

March 14

Some snow falls overnight, about 5 cm, and convective activity continues throughout the day eventually putting about 10 cm total onto the ice crust. Most of the group ski short runs in Happy Valley and report pleasant skiing. I putter about on the ridge above Happy Valley, while Doug plows through an enormous tome on the decline of civilization that he has brought in and Dwain heads up Griffin Creek to ski some short runs off the long east ridge of Nansen Mountain.

March 15

A cold (-16° C), clear morning. The group makes plans to ski up onto Kokanee Glacier, but Doug and I are out the door by 7.30 am and off to make an attempt on Mount Retallack. We've packed ski crampons, boot crampons and an ice axe each, but rate our POS (probability of success) reasonably low. After an hour and half ski, we are at the base of a barely discernible rounded shoulder that descends southwest from Granite Knob. With ski crampons on, we begin switchbacking our way up. After about 150 metres, the slope is steepening enough that we begin to think booting up will be just as quick as battling the icy crust, and we switch from ski crampons to boot crampons. The crust that is completely unbreakable with skis on, is not sturdy enough to support us reliably on foot, so we find ourselves post-holing for long distances between short distances of good cramponing. Nevertheless, we eventually, and arduously, finally gain treeline. Doug sets off on a traverse into the col between Granite Knob and Mount Retallack, but the eerie sound of hollow snow underfoot turns him around, and we climb directly to the ridge instead. We are just below the solid rock plug that makes up Granite Knob, and scramble rocks and small snow gullies down to the base of the south ridge of Mount Retallack. The top is now only 200 vertical metres away and the terrain looks easy. But, the going is hard and slow, as the ice crust breaks underfoot and we find ourselves swimming in hip deep faceted snow. Far, far worse than anything we've encountered in the Rockies where facets are the norm, but at least the snowpack is shallow. Doug really wants to call it quits, but I haven't suffered this much just to have to return at a later date, so we continue plowing a channel through the facets, eventually getting onto somewhat firmer ground and reaching the top at about 1.45 pm.

Back on the route to the glacier, icy conditions are still being encountered, Linda takes a slide, but manages to arrest with two ski poles, and this is enough to turn seven people around. Dave, Ken and Fred persevere and make it over to Cond Peak, for the ski down to the head of Coffee Creek. Meanwhile, Bob and Joe make their way to Kokanee Lake, while Linda, Neil, Janice, Joe, and Dwain ski runs above Griffin Creek.

Doug and I get back to the cabin at 5.45 pm, just in time for dinner. We guzzle water, and gulp food. I'm so hungry I turn my soup bowl upside down to lick it out.

March 16

Apparently, the first cathartic didn't completely clean out the bowels of the snowpack, as the freezing level is forecast to rise again in the afternoon to 2400 metres. We split into three groups: Fred and Emilee head off to ski a north run out of Happy Valley, Ken, Janice and Joe go to Beaujolais, while Doug, Dwain, Bob, Neil, Linda, Dave and I ski some short northwest facing runs above Keen Creek. It's a wet drippy day, the temperature is steadily climbing and the falling snow is wetting us all down. By lunch time we are all soaked through and return for a dry lunch in the cabin. After lunch, Doug and I set off for a run down to Tanal Lake, but find ourselves in the second avalanche cycle of the week, as Doug triggers a slab above himself as we ski one at a time through the terrain trap of Enterprise Pass. A quick burp test reveals the culprit – a layer of stellars about 18 cm down that gives very easy shears. On the way down to Tanal Lake we cut numerous slabs off convex rolls, and consequently pick a conservative route back up to Enterprise Pass. Back at the pass, we can see the results of the enema as slopes as low angled as 30° are releasing 20 cm soft slabs on all aspects. Dwain, Bob and Dave have headed off up Griffin Creek but are encountering the same failure layer and have returned to the cabin. Soon enough the snow changes to rain and I am fashioning another make-shift rain guage out of a used sour cream container.

March 17

About 15 mm of rain overnight with steady rain in the morning. We are supposed to be leaving today, and scurry around the cabin cleaning up and packing boxes. By 8.00 am everything is done and we settle in to wait ... and wait ... and wait. We play a bunch of card games, and board games, and watch it rain. Linda, Janice and I spend a couple of hours getting thoroughly soaked in the Beacon Basin, and finally, about 3 pm, when it seems the helicopter pilot has adjourned to the pub for the evening, we unpack preparatory to spending another night. A pot-luck dinner of left-overs is amassed and, accompanied by the last beer and

popcorn we watch “An Inconvenient Truth” and “Who Killed the Electric Car”.

March 18

The rain changed to snow in the early evening and by morning 16 cm of dense white stuff was covering the new crust. In the alpine, the skies were relatively clear, although a thick layer of fog was blanketing Kootenay Lake. The helicopter was prompt and everyone enjoyed their flight out, as we all had long scenic flights while the pilot spiraled around looking for holes in the fog to descend through.

Participants: Neil Baker, Dwain Boyer, Doug Brown, Emilee Fanjoy, Ken Holmes, Janice Isaac, Linda Johansson, Joe Johnston, Bob McQueen, Dave Toews. Group organizer: Fred Thiessen. Trip reporter: Sandra McGuinness.

Pulling on Plastic: KMC Nights at Gravity

Friday March 30 was the club's last indoor climbing night of the season – time to get outdoors! Climbing nights were run generally once a week, alternating between Thursdays and Fridays, and this year they proved more popular than ever, with 92 “climber nights” recorded. Attendees were a mix of new and more “seasoned” members; highlights from this winter were Vicki climbing “The Arch” with one arm, Hamish teaching young Kyle power breathing, and the new 25 foot Jolly Jumper that was added for our last evening.

Gravity Adventures gives the KMC a 25% discount when we buy passes in bulk, so climbing nights are a great deal. Climbing nights will restart in November after the weather chases us indoors again – watch for the announcement.

Doug Brown.

The KMC 2007 Executive:		Contacts:
Chair	Steven Miros	▶▶ Membership Annual Dues ◀◀ Individual (19 yrs & up) \$41 Couple/Family \$40+\$6/person Send complete membership/waiver form to KMC Membership 2711 Granite Rd Nelson BC V1L6V3 To receive information by e-mail or to give us your address/e-mail/phone changes please contact membership@kootenaymountaineering.bc.ca ▶▶ Library ◀◀ Sandra McGuinness ▶▶ E-mail update ◀◀ Contact members-owner@kootenaymountaineering.bc.ca ▶▶ KMC President ◀◀ president@kootenaymountaineering.bc.ca ▶▶ KMC (Correspondence) ◀◀ Box 3195 Castlegar BC V1N 3H5 ▶▶ KMC website ◀◀ www.kootenaymountaineering.bc.ca ▶▶ Newsletter submissions ◀◀ Eliane Miros newsletter@kootenaymountaineering.bc.ca ▶▶ Newsletter Editorial Policy ◀◀ We encourage all submissions of writings, cartoons, drawings, book & website reviews and trip reports. Suitability for publication is at editor's discretion. Articles and advertisements may be edited for clarity and length. Advertising must be thought to be of interest to members in regard to the outdoors, especially locally. Will use discretion for commercial endeavors.
Vice	Doug Brown	
Treasurer	Norm Truant	
Secretary	Leah Zoobkoff	
Conservation	Kim Kratky	
Winter Trips	Dave Jack	
Summer Trips	Vicki Hart	
Cabins & Trails	Ted Ibrahim	
Mtnrg. School	Sandra McGuinness	
Hiking Camp	Don Harasym and/or Kay Medland	
Climbing Camp	Doug Brown	
Website	Doug Brown	
Entertainment	Bryan Reid	
Newsletter	Eliane Miros	

2007 KMC Climbing Camp

The Van Horne N ev 



Purity Mountain

Location:

The 2007 KMC Climbing Camp will be located on the west side of the Van Horne N ev , approximately 25 km south of Rogers Pass in the Southern Selkirks.

Camp Overview:

We will helicopter into a base camp on the west side of the range in the vicinity of 82L/9 626568 (NAD27) at around 7300 feet. This location offers access to a number of moderate general mountaineering objectives including: Tomatin, Findhorn, False Findhorn, Purity, Battle Overlook, Oz, and a number of unnamed peaks. Routes vary from straightforward class 3 snow climbs to class 4 rock scrambles, with extensive glacier travel required.

This camp offers considerably more moderate objectives than previous year's camps, and is suitable for less experienced climbers.

Map: 82 N/4 Illecillewaet and 82 N/3 Mount Wheeler.

Guidebook: Selkirks South, David P. Jones.

Dates: July 22 – July 29, 2007.

Cost:

Climbing Camp is run on a cost recovery basis. Total cost is dependent on the number of participants and exact helicopter costs, but is estimated it will be in the range of \$300-\$400 per person. Participants will be limited to 80 pounds of gear per person. A \$100 **non-refundable** deposit must accompany camp applications.

Age Restriction:

The minimum age for participants is 19 years as of the date of camp.

About Climbing Camp:

The Kootenay Mountaineering Club does not act as a guide service at its climbing camps. Rather, it merely facilitates transportation of members into remote, rugged wilderness areas where one's activities must be governed by the level of experience one possesses in such an environment. Previous climbing experience is mandatory.

More Information:

For more information, contact Doug Brown. Pictures and application form are available at:
<http://www.kootenaymountaineering.bc.ca/climbingcamp2007.html>.

Registration:

Camp size will be limited to a maximum of 12 people. Applications will be accepted on a first-mailed, first-accepted basis. Camp will be open to KMC members only until May 1, 2007 when it will be open to the general public. Please note that the previous two climbing camps have been full, so if you want to come, don't dilly-dally about getting your application in.

To apply for climbing camp, go to <http://www.kootenaymountaineering.bc.ca/climbingcamp2007.html>, and download and print the application form (link in the "Registration" section), fill it in and mail it along with your **non-refundable** \$100 deposit cheque (**payable to the KMC**) to:

Kootenay Mountaineering Club,
3939 Malina Road,
Nelson, B.C. V1L 6X6

ATTENDING CLUB TRIPS

RESPONSIBILITIES OF TRIP INITIATORS

Before the trip:

1. Do not undertake organization of a trip beyond your capabilities. Change the objective or arrange for another coordinator.
2. Be familiar with the area (unless the trip is exploratory in intent). If you have not done the climb recently, a recce a few weeks before the trip is an excellent idea. Talk to people familiar with the area; check the guidebooks, old Newsletters, old Karabiners, CAJ journals, Parks Branch, Forest Service, etc.
3. Download or photocopy the daily trip registration form. Pick up or ensure the necessary equipment is on the trip: Ice axes, crampons, Pieps, first aid kit, and repair kit. Make arrangements for huts, campsites, and registration as required.
4. Notify a responsible person where you are going and when you will be coming back. Tell them when you return!

Choosing and organizing the party:

5. The coordinator has full authority to reject anyone he or she feels is unsuited for the trip. For more difficult trips ask people unknown to you what their qualifications are and who they have climbed with.
6. Explain to people what the trip entails: how difficult, how strenuous, what equipment is needed. This is especially important for newcomers, who may not understand the need for proper boots or even rain gear.
7. The coordinator arranges the most economical use of cars. Each passenger should pay a reasonable proportion of the gas and oil expenses of the trip.
8. Make clear arrangements for the assembly of the party at an easily recognizable place at a definite time. Wait a reasonable time for latecomers.

On the trip:

9. Before leaving the cars, check that everyone, especially anyone inexperienced, is properly equipped. Those who are not should not start out.
10. On many trips it is a good idea to appoint an end person who comes last and makes sure no stragglers fall by the wayside. The end person generally carries the first aid kit. In a large group a second coordinator may be desirable to cover the stragglers.
11. Set a pace that allows the party to stay together, both going up and coming down. Space rests so as to prevent straggling! With large parties, count numbers once in a while to make sure everyone is still together.
12. The coordinator doesn't need to remain in front providing he or she can maintain control of the party. The coordinator and all experienced members have a responsibility to give instruction to the less experienced. Team less experienced members with more experienced members.
13. All decisions should be made with a margin of safety. When in doubt, use common sense and accepted normal procedure.
 - allow enough time for the trip; start early.
 - rope up before a difficult section.
 - turn back when necessary: difficulties, a weak party, lack of time, weather, fatigue, etc.
 - watch for avalanche and rock fall hazard, and act accordingly.
 - in wet or cold weather watch for hypothermia in poorly clad individuals.
 - stay in touch with the group's feelings and respect them.
14. The coordinator should stay at the cars until everyone is down.

After the trip

15. Return club equipment promptly so next party can use it.
16. Send a trip report to the newsletter editor.
17. Send the daily trip outing waiver form to the Trips Chairman

RESPONSIBILITIES OF PARTICIPANTS

1. Ensure your abilities are up to the trip's difficulty. Use the trip grading system on the schedule.
2. Phone the coordinator 48 hours in advance to confirm your attendance.
3. Show up on time and be prepared physically, mentally, and equipment-wise for the outing you are going on. Sign the daily trip waiver/ registration form.
4. Return rented/borrowed equipment promptly.
5. Share expenses.

IN CASE OF AN ACCIDENT

1. The coordinator should consider the severity and implications of the accident, the remaining hazards, the terrain, and the availability of resources when deciding what to do next.
2. The coordinator should ensure that everyone's present safety is maintained and danger is minimized as is consistent with emergency activities.
3. If help is needed, the coordinator should organize an orderly expedition.
4. If conditions permit, witnesses should stay in the area to provide any necessary information to rescue personnel.
5. All party members should (1) inform the person(s) in charge of any special abilities; (2) ensure their own safety and, if their help is not required, stay clear of rescue activities; (3) cooperate with everyone involved in emergency operations.
6. If the accident is serious enough to warrant aerial evacuation, contact the nearest ambulance or RCMP detachment who will dispatch a helicopter with a first aid attendant.