

Permit Request – Tsar-Somervell Area – Alpine Club of Canada

The Alpine Club of Canada is submitting this application to hold the 2011 General Mountaineering Camp in the Tsar-Somervell area of the northern Rocky Mountains. The following details our request.

1) Purpose – The General Mountaineering Camp (GMC) is a service we have been providing to our members annually since 1906. While numbers of participants, camp locations and activities have seen some changes over the last century, the mandate of the GMC remains the same: the GMC is about climbing mountains and sharing the backcountry with appreciative, like-minded people. The ACC is responsible for a significant amount of training, education and awareness on the respectful multi-use of our wild lands. It is a combination of introducing newcomers to the environment as well as facilitating access for mountain veterans. The Alpine Club is a national, non-profit, organization drawing members from far and wide. The proposed 2011 GMC will represent the first time the camp will be held in the Tsar-Somervell area.

2) Location & Travel Routes – The location for the base camp will be at an elevation of 2060m/6,760' on a bench just west of Mt. Somervell. The UTM coordinates for the base camp location are 401763 (Clemenceau Icefield 83 C/4). The attached map highlights the basecamp location as well as identifying the likely climbing objectives. The staging area for transport to the base camp will be located at the 'Point' on the east side of Kinbasket Lake at the mouth of Sullivan Harbour. Groups driving to the staging area will travel in convoy. A procedural document on Vehicle and Road Safety Guidelines (attached) is given to all participants.

Alpine Helicopters, from Golden, BC, will be handling all of the transportation of gear, staff and guests from the staging area to the base camp. Flights will be kept to a minimum and scheduled flights will only occur on Saturday mornings. Don McTighe, of Alpine Helicopters, will be the pilot. He has flown countless number of animal surveys for the Ministry of Environment and others and is completely aware of steps needed to reduce impact on local fauna if any are encountered.

3) Facilities Location and Description – The GMC is made up of two types of non-permanent structures: Group and Accommodation.

- Group structures include five (5) wall tents, a shower stall and two (2) outhouses
- Note – all human waste will be incinerated at the conclusion of the camp
- Accommodations are in small, self-standing sleeping tents, around 25 in total

All tents will be sited on gravel bars in an effort to mitigate impact on the local flora. There won't be any permanent structures built or left behind. All garbage will be sealed in containers and flown out weekly with the exception of paper products, which will be destroyed in an appropriate burn barrel.

4) Environment Impact and Measures to Mitigate Such – As earlier stated we are fully committed to a “leave no trace” policy at our GMC sites.

The following are some of the measures that will be taken in addition to ones listed in other areas of this permit request.

- We have the capacity to install an electric fence surrounding all the food storage and waste areas if required.
- Outhouse holes will be at least 1 meter below level ground. They will be moved when they fill to 20cm from the surface. Soil will be heaped 20cm above level ground when filling. They will be located at least 100 meters from any watercourse.
- The grey water pit will adhere to the same specifications listed for the outhouse holes. It will contain grey water only. Great care will be taken to ensure that this pit will have fluid only. Solid food waste will be extricated and removed with the regular garbage. If draining percolation is not evident the pit will be moved to a more suitable location.
- Participants and staff are encouraged to complete flora and fauna observation cards. Results of these cards will be tabulated and submitted to MTCA at completion of the camp.

5) Description of a Typical Excursion – Based on the activities of the GMC held in other areas and on our established format, we will be providing six (6) week-long camps during which participants will be guided on day trips to mountaineering, scrambling and hiking objectives in the area.

Below is an example of a typical, daily timetable for participants at the GMC.

- 04:30 – Early call for lengthy climbs
- 05:00 – 1st breakfast
- 05:30 – Departure of 1st climbing parties
- 06:30 – Regular call for shorter climbs, scrambles, members on rest days
- 07:00 – Regular breakfast
- 07:30 – Departure of regular parties
- 16:00 – Sign-up sheets are posted for next day objectives
- 18:30 – Supper served
- 19:30 – Lunch food set out and members make up their own bag lunch
- 20:00 – Climbing committee, consisting of 3 ACMG guides, 3 amateur leaders and the camp manager meet and determine which climbs will be attempted and which members will be on particular climbs.
- 20:30 – Completed and approved climbing sheets posted
- 21:00 – Hot chocolate served in tea tent

The camp will be made up of six (6) one-week camps, operating on a Saturday-Saturday basis, from July 2nd to August 14th.

Week 1: July 2nd – July 9th

Week 2: July 9th – July 16th

Week 3: July 16th – July 23rd

Week 4: July 23rd – July 30th
Week 5: July 30th – August 6th
Week 6: August 6th – August 14th

In addition to the above weeks, we are requesting that the periods of June 25th to July 2nd and August 15th – August 22nd be included in the permit. We will have a skeleton crew of 8-10 staff at the site during these two time periods. The extra weeks will give our crews ample time to set up and tear down the camp in the environmentally sensitive manner that we strive for. The permitted period we are then applying for would then be from June 25th – August 22nd, 2011

6) Camp staffing and participation – For the 2011 camp we anticipate 42 people per week including:

- 30 participants per week
- seven climbing staff (three ACMG guides and four volunteer leaders). The guide-participant ratio is entirely dependent on the technical level of difficulty for each objective. We operate within the ACMG guidelines
- one medical doctor (on staff) per week
- three chefs per week
- one camp manager per week

7) Other – In addition to the points listed above, please consider the following when reviewing our application.

- We ensure all ACMG guides have appropriate liability insurance.
- We ensure all employees are covered under the appropriate WorkSafe BC regulations.
- In the event of an emergency we have reliable communications capability through the use of VHF radios and satellite phones.
- We are willing and able to help with any emergency situation unrelated to GMC activities that may occur in the area.
- The Alpine Club of Canada is a non-profit organization, rather than a commercial venture; and the camp does outfit and supply itself locally. As a result, communities in the area receive a certain commercial benefit from the camp.
- MTCAs officials are welcome to visit the camp at any time during its operation.

The Alpine Club of Canada does pride itself on being environmentally aware and active. You will find us extremely flexible and ready to meet any requirements that you may have. Over many years we have strived to perfect our system of caring for the land we have the privilege of occupying during these camps. The ACC is diligent in its concern for the backcountry environment; and we are in a position to affect and influence the way a great number of people think about our wilderness lands.

Proposed Battle Brook Basecamp, Summer 2010



Possible objectives from basecamp:



Vehicle and Road Safety Guidelines

Forest roads are subject to continuous changes due to weather, surfacing materials, traffic volume, and traffic flow. All operators are responsible for the safe operation of their vehicles based upon the type of vehicle, its condition, equipment, driver ability and road conditions. This document comprises some of the many rules consistent with good judgment.

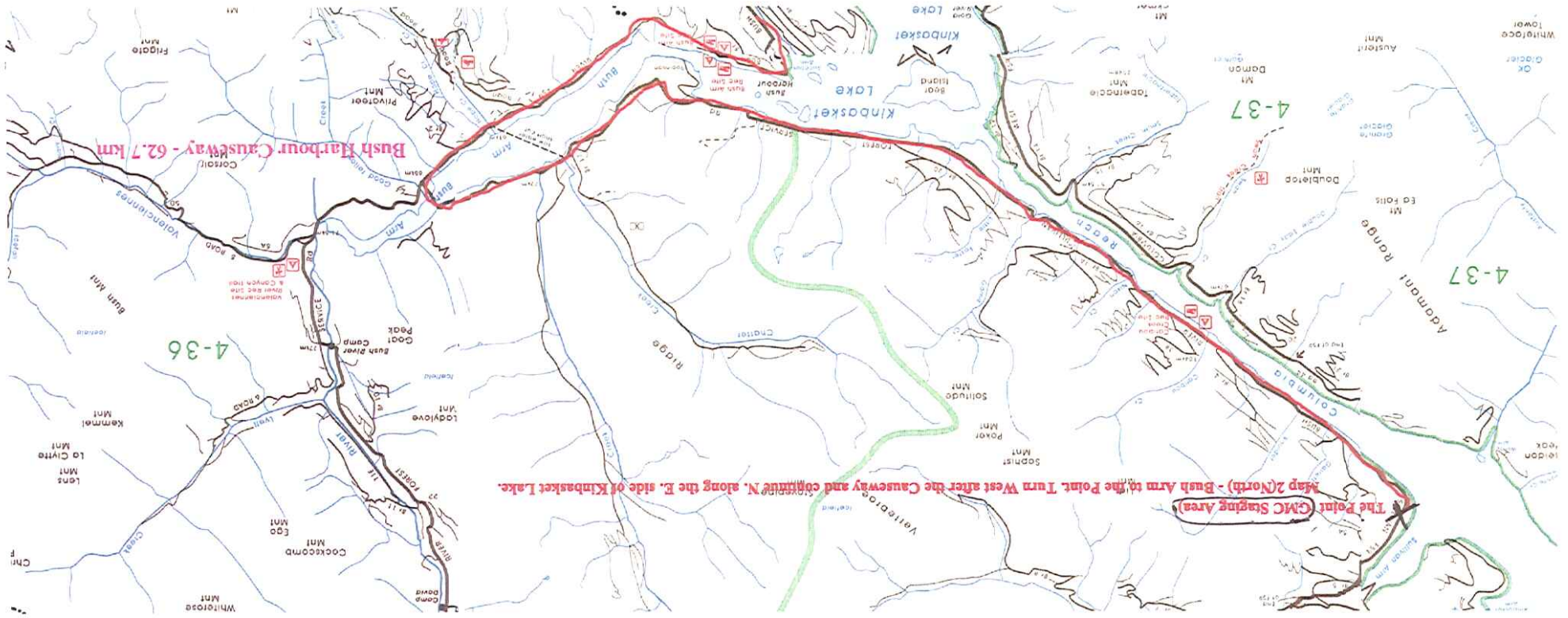
Vehicle Operation

1. Each operator is responsible to judge whether the road and conditions are safe for the operation of the vehicle and to ensure the vehicle is equipped with appropriate equipment to ensure safe travel.
2. Ensure seatbelts are worn.
3. All traffic must drive on the right side of the road.
4. Do not overdrive the road conditions (associated with level of driver experience and/or safe operation of truck/trailer).
5. Ensure vehicles are equipped with two-way communications with appropriate radio frequencies.
6. Kilometer signs and road names must be used to identify locations. Local names should not be used, as there may be traffic that is not familiar with landmarks.
7. Road frequencies are to be used for traffic control only. If the need arises to chat, pull into a safe spot and switch frequency.
8. When the road is busy, traffic should bunch up but maintain safe sight distance out of the dust or blowing snow of the lead vehicles. This will help reduce radio traffic.
9. All vehicles are to be operated and equipped for the appropriate road and traffic conditions. Always drive according to conditions, particularly hazardous ones such as dust, snow, ice, soft sub grade or areas of high non-radio assisted traffic. Expect and prepare for the unexpected – road conditions can change without warning.
10. Loaded vehicle(s) should be given the right of way where conditions permit. **COMMON SENSE MUST BE USED.** Empty vehicle(s) must not assume they have safe passage and right-of-way. Empty vehicles use designated pullouts to clear loads and allow time to sit if necessary.
11. Driving lights or headlights must be turned on while traveling at all times, but point them away from oncoming traffic when in a pullout.
12. Vehicles should not be passed if it is unsafe to do so. The vehicle being passed should be contacted and should give clearance to pass.
13. Be careful backing up. If one can't see clearly in the mirror and/or suspect the road conditions are hazardous stop the vehicle in a safe spot, get out of the truck and assess the situation prior to making the final decision to proceed.
14. All vehicles and drivers must comply with provincial and federal laws, Forest Practices Code, Forest and Range Practices Act, industrial transportation, company directives, and WCB acts and regulations.

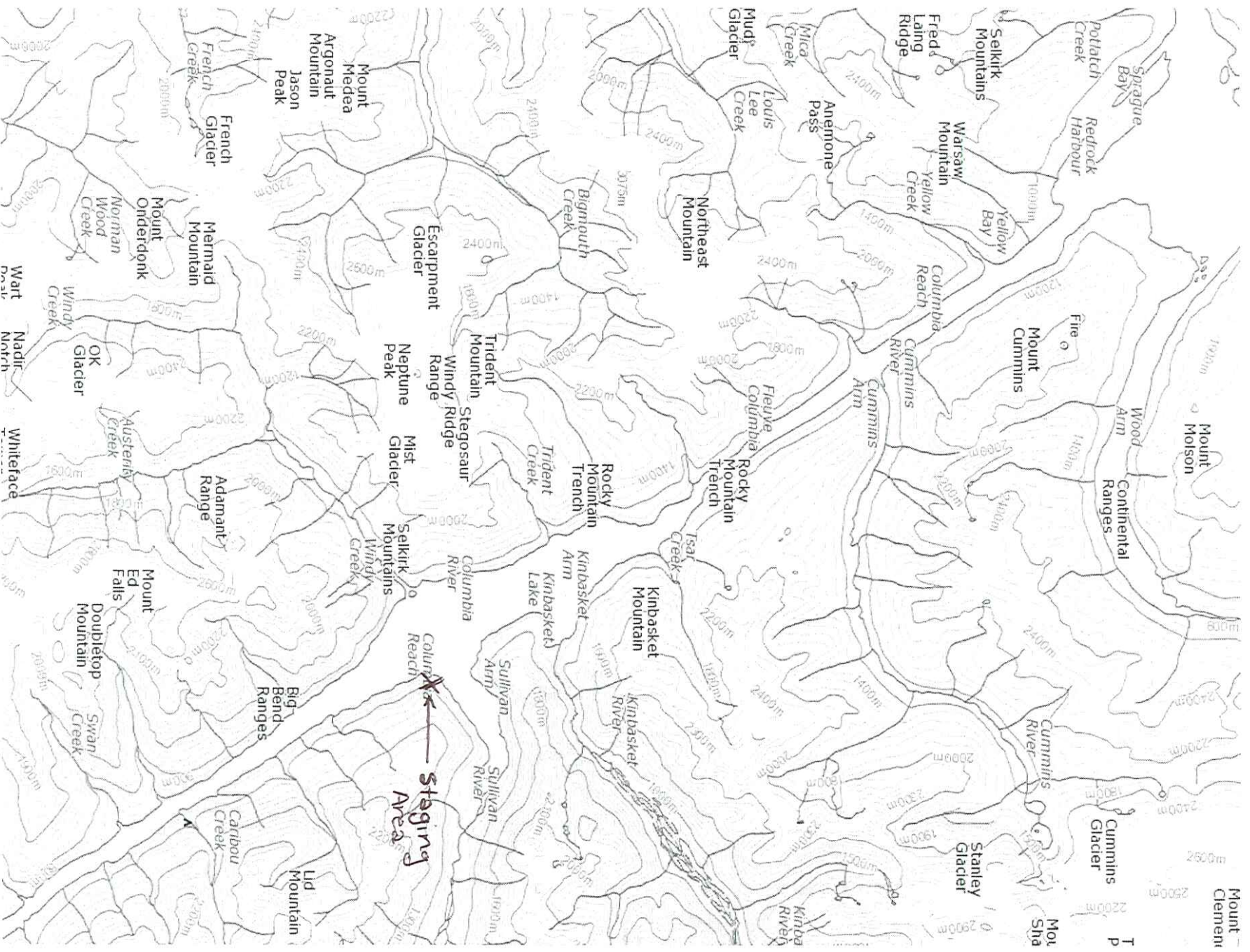
Radio Use

1. All road systems are posted with road names and frequencies at the beginning of the road system – use only those frequencies assigned to an area or road. Switch channels only when you can see the road frequency change sign.
2. LP road channel frequencies should only be used for calling kilometers, emergency use, and for operational related issues. Loading communications would be carried out on another frequency.
3. While on active bush roads, all users must continuously monitor the posted radio frequency. Any user that wishes to communicate on another frequency is required to pull over and come to a complete stop.
4. When traveling into the bush (kilometer marker #'s increasing) vehicle operator must call **empty** with road name/kilometer marker calls. When traveling out of the bush (kilometer marker #'s decreasing) the vehicle operator must call **loaded** with road name/kilometer marker calls. Call empty when entering a new road, or when you are unsure of the exact location of oncoming traffic.
5. Location by kilometer and road name is the only method to be used for calling location. Do not use geographical markers or local names for location.
6. Long and wide loads have to be identified when calling kilometers (i.e. "Empty B Road 36km Wide Load").
7. On road systems that have heavy vehicle use, are steep or narrow, or have poor line of sight, call the road name / kilometer mark often enough to indicate to approaching vehicles your location. A guideline to consider would be to call your location every 2 to 3 km. Call more frequently as you approach oncoming traffic to know your location. To reduce radio congestion, empty vehicles should call kilometers less often and concentrate on pulling off at appropriate turnouts to allow safe passage of loaded traffic. Always be aware that other vehicles may not have a radio, and drive accordingly. Do not depend on your radio for your safety. Use your radio as an aid to prevent accidents, but do not depend on it to save lives. Forest roads are radio-assisted not radio controlled.
8. Observe proper radio use protocol – absolutely no visiting/chatter, vulgar, foul, offensive, or derogatory language or comments will be tolerated at any time on the road channel.

HELICOPTER STAGING AREA MAP #1

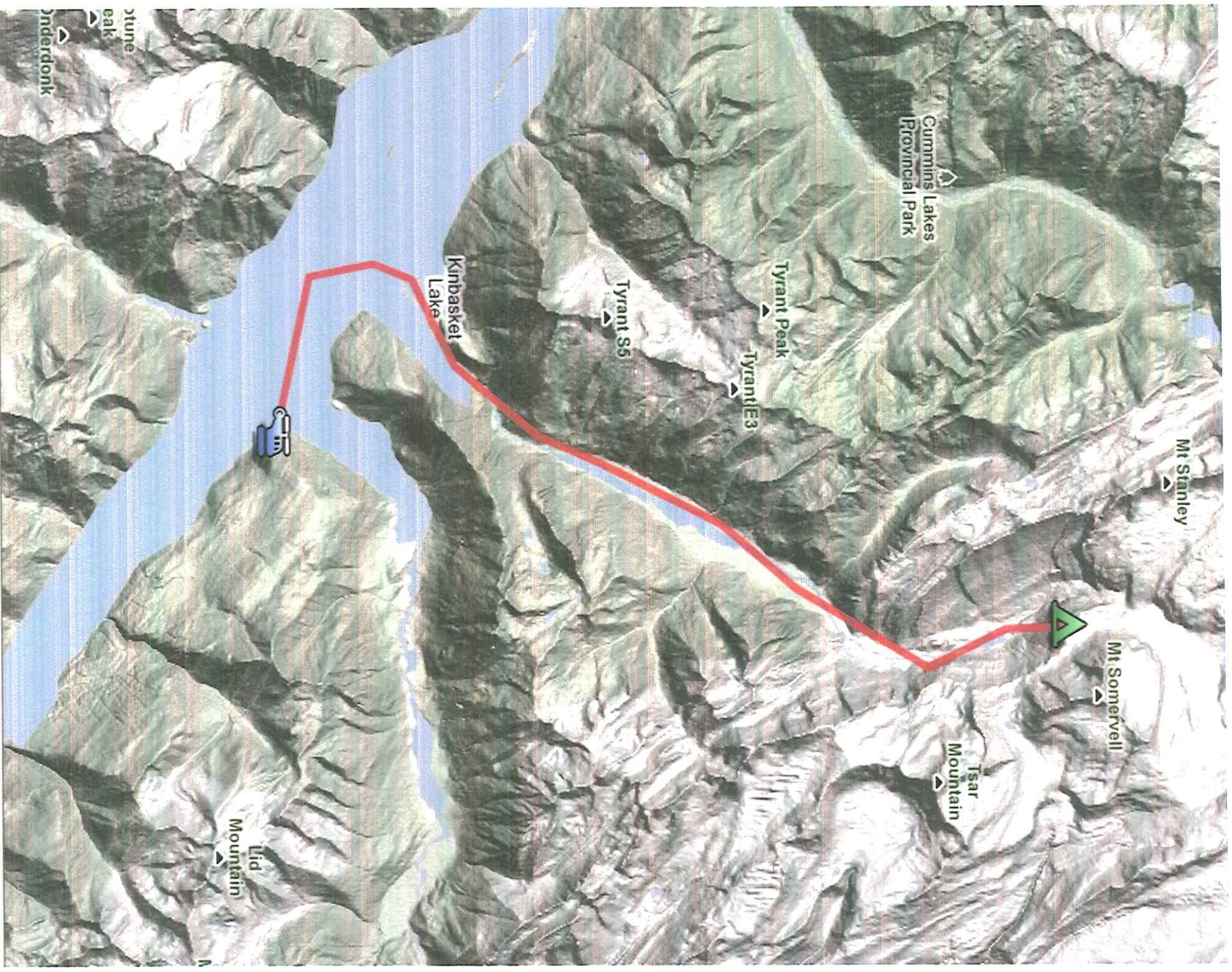


HELICOPTER STAGING AREA MAP #2



MAP SCALE 1:150,000

PROPOSED HELICOPTER FLIGHT PATH



GMC 2011 PROPOSED CLIMBING ROUTES

