FLOOD ALERT. SHEFFIELD AND GLOUCESTER

HARD ROCK CHALLENGE

CAVE RESCUE BEFORE NEIL MOSS

KEEPING IT REAL. RIGGING FOR RESCUE

POLO, PIMMS AND A PRINCE OF WALES

www.mountain.rescue.org.uk
Beautiful but Deadly

The Patented C-U

Lighted harness can be the difference between RESCUE and NO RESCUE

Hill Walkers, Mountain Rescue Teams, Emergency Services

Did you know?
That this photo was taken
WITH NO REFLECTIVE LIGHT?

Did you know?

That with this harness
You can be seen in TOTAL DARKNESS at least 1 mile away

Why take the risk

360° Visibility

It has no buttons, no zips and is designed to fit snugly on the body.

Wear it over your existing clothing or as a garment on its own.

It gives you TOTAL PROTECTION in POOR and restricted visibility and also in COMPLETE DARKNESS

And each vest carries a full 12 MONTH GUARANTEE.

Thank You

The Mountain Rescue Leader

Your contribution has been received. It is much appreciated and will be used to purchase additional safety equipment for our team. We are very grateful for your support.

Editor’s Note

Articles carried in the Mountain Rescue Magazine do not necessarily reflect the opinions of the MRC.

Further, we do not accept responsibility for information supplied in adverts/advertisements.

P A G E 2

O C T O B E R 2 0 0 7

M O U N T A I N R E S C U E M A G A Z I N E

P A G E 3

O C T O B E R 2 0 0 7

M O U N T A I N R E S C U E M A G A Z I N E

S omething old and something new...

At the risk of becoming boring I am returning to butch meatloaf that continues to exercise my thoughts. This magazine is excellent in all aspects bar one. When it was introduced we envisaged it would serve as a venue for letters voicing opinions from all corners of mountain rescue. After a very brief furlough a disheartening silence has taken over.

A similar affliction appears to have now attacked the forum pages of the website. Does everyone believe there is nothing to change or to discuss? Unlikely. Are people shy of appearing in print? From my experience of MR personnel, equally unlikely. Do you believe no notice will be taken of your views? Most definitely untrue. So is it just lethargy? Or something else? It would be good to know.

Secondly there remain those who believe that the MRC has a close relation to the white elephant family. This is disappointing especially for the officers who have achieved a great deal in recent months.

An excellent conference in Lancaster and construction of the next well under way, great progress with fund raising, greater involvement with UKSAR and the groups it spawns, more effective representation to government on issues such as insurance, production of new medical guidelines and a successful medical seminar and, of course, our royal patron. There are many other activities but if there are things you believe we are not doing then refer to the above.

Two new topics for discussion. Firstly there has to date been a tradition of a low profile by MR at and around the time of incidents. This has echoed the views of Sid Cross who firmly believed that we should not glory in or profit from the misfortunes of others. Not quite as far as Charles Lamb – ‘The greatest pleasure I know, is to do a good action by stealth, and have it bound out by accident’.

The comments of Nick Owen (Langdale Ambleside MRT) following the Grayrigg train crash show that this philosophy lives on. There have, however, been other voices deploring the lack of publicity and acclaim given to teams and all the crew involved. Is this a widely held view?

There is no doubt that MR needs publicity to raise awareness of our wide skills and capabilities and to further fund raising but this has been done away from the time of incidents. Do we have to change this?

Secondly I think it is true that in general most teams are everything to all men as far as skills and training go. There has, however, been a steady increase in the activities which MR put on offer. This in turn has large implications for training, time and resources.

Water related rescue is but one example. Is it practical, or indeed necessary, to continue with an ‘everything to all men’ approach. Should we be exploring the feasibility of some teams having a more specialist role to cover some aspects of rescue over a wider geographical area? This will I imagine provoke some interesting thoughts. I hope we might see this discussed at the coming team leaders’ meeting as a starter (or possibly finishing) point.

Something borrowed, something blue will have to wait.

David Allan Chairman
It is really very encouraging the way Basecamp has grown since its launch at the Outdoors Show back in March. I receive applications each week, often supported by letters praising the work of mountain rescue. It’s also interesting to see where the support comes from. A great many of the members come from areas quite a distance from what are the traditional Hill walking/boating areas and I guess these members are people who travel to the Hills and appreciate the great outdoors. I have also had quite a few letters asking why a supporter group has not been started before. The answer to that is simple. Mountain rescue is an entirely voluntary organisation and until fairly recently it was expected to come out of people’s own pockets for equipment maintenance and fundraising as well as going on call outs. Some teams are busier than others but all depend on volunteers to be in the team and the general public to help the team financially.

I decided to launch the supporters group when I stood down as a team chairman in March this year and knew I would have time available to meet this challenge. Six months on, it is still too early to see what progress made but I’d like to hear from you about what you think about mountain rescue or any experiences you’ve had involving mountain rescue. In the last issue there was a really interesting article by David Collier, a Basecamp member, about his rescue on Christmas Day, 2006. I can be contacted either through the Mountain Rescue website – www.mountainrescue.org.uk or by email at neilroden@tiscali.co.uk.

Looking to the future, Mountain Rescue (England & Wales) will again be at the Outdoors Show, 14-16 March 2008. We hope to have more floor space than in previous years and more show for the equipment we use. There will be several stands for some experienced mountain rescue people and, of course, it will be the first anniversary of Basecamp. If you are interested, put the date in your diary and come along to the show. It’s a great day out.

Neil Roden

Basecamp News

**Use your ID**

Petzl’s ever-popular ID is used as a personal descender and, increasingly, as an element of lowering and hauling systems used for casualty evacuation. Rescue technicians have repeatedly emphasised in the applications an item may be used as a personal descender or self-questioning as to its performance. For these reasons, Petzl and their UK distribution Lyon Equipment recommend the following:

- Additional technical information to heighten awareness of the equipment. Petzl clearly confirm it cannot be used in more challenging applications than those which it was designed for, answering once and for all questions such as: – Can the ID be used in stretcher operations? Yes! As the technical info says, it can be used for loads of up to 250kg in applications.
- Can it be used as a belay device or for any equipment or personnel? Tests show that even with full loads of up to 0.3, loads of 250kg can be tolerated by the ID and still allow the device to function to allow recovery of the load.
- For further information about use of the ID, or any other item of technical equipment we supply, please call 01596 26250 or email work.rescue@lyon.co.uk.

**Where-Wolf grid reference finder**

The Where-Wolf grid reference finder is a simple tool to use for quickly and accurately giving and locating grid references. Simply place on the map and read co-ordinates using the handy grid. It’s fast, easy and accurate.

**Go with Quo**

Maype has launched an enhanced version of QUO, the revolutionary digital mapping software. Outdoors journalist Dave Mycroft continues for TGO and routes editor for OUTDOORPHIAGeo, says: “After years of tormenting Memory Map, I’ve changed my opinion. He goes on to cite key features that make software stand out from the competition, like the ability to set accurate co-ordinates for different angles of slope as opposed to taking an average for the height gain over the course of a route – with the route then displayed every 50 metres for a much more accurate timing. Same transparent freeload sharing gives the ability to mark areas of a map for any purpose (eg. wild camp area).

The latest bonus is pricing – with Ordnance Survey digital maps at less than half the price the competition charges. 1:25k and detailed aerial photography can be purchased on Memory Map £25 for the UK and discounted packs for larger areas. Maype has an impressive technical holding and checking of this 4 years experience in geo-data management and mapping. Quo is based on technology used by government, military and commercial organisations. It was originally developed in association with Mountain Rescue in Slovenia, where the software originates.

www.maype.co.uk

*10% of proceeds go to Mountain Rescue using the promotional code ‘MR’*

**DON’T BLAME ME – I VOTED FOR A BOAT NOT A NEW LAND ROVER**

**EQUIPMENT NEWS**

The next MRC PRE/FPE Equipment checking course will be held on 21 October, hosted by Otham MRT. This highly practical one day course is well focused and targeted by Phil Beard to the needs of all MRT team members and not intended just for equipment officers. Many who have already attended the programme have returned to their own teams and regions and set up local or team events. For further details of the course, or to book a place, please contact John Edwards via email at jmeevan@fornet.net or call 01473 870754.

**EQUIPMENT CURRENTLY STILL AVAILABLE**

We have a number of vaxas in stock with a further run due for production in autumn. We also have three brand new MRC funded teams of Tandem stretchers, at a cost of only £600. As the last Bed stretchers ever to be made, I’m amazed they’ve not been snapped up already.

**LOAD WIGHT TEST**

I reported last time that work was in place to secure weight load test and equipment setup local or team events. For further information contact Petzl or the equipment subcommittee.

This project is a really exciting opportunity for MRT. After all, the stretcher is probably the most fundamental piece of equipment we use. It’s a fantastic opportunity to combine years of refinement and mountain rescue experience in stretcher development with new materials, production techniques and design ideas. We must be realistic with design; the stretcher must be fit for use anywhere in the mountains; and saleable on a world market, otherwise it will just not get used. I am sure there are many team members with ideas and lessons of wisdom, now is the time to pass them on.

**WATER SAFETY & RESCUE STUDY**

One of the first tasks facing newly appointed Mountain Rescue Officer Ewen Thomas is to compile a national statement of capability for both water safety and water rescue. He intends to speak to every team leader to gather accurate, current information, find out what support teams might wish from their national body, and chat informally about water issues in general. Many of you will already have been contacted, but if any have slipped through the net, please supply your team leader’s details so Ewan can make contact – an email address and telephone number would be great. If your team doesn’t have a ‘team leader’, Ewan would appreciate details of the individual who would be able to talk to him about operational matters. Whilst the details will be compiled into the big picture, there will be no reference to individual members, so there’s no risk your team’s problems will be declared to any third party. The study is not intended to be judgmental – simply to establish a clear national picture of current practice and capability. You can contact Ewan on water@mountainrescue.org.uk.

**BASECAMP NEWS**

The Where-Wolf grid reference finder is a simple tool to use for quickly and accurately giving and locating grid references. Simply place on the map and read co-ordinates using the handy grid. It’s fast, easy and accurate.

Use your ID

Petzl’s ever-popular ID is used as a personal descender and, increasingly, as an element of lowering and hauling systems used for casualty evacuation. Rescue technicians have repeatedly emphasised in the applications an item may be used as a personal descender or self-questioning as to its performance. For these reasons, Petzl and their UK distribution Lyon Equipment recommend the following:

- Additional technical information to heighten awareness of the equipment. Petzl clearly confirm it cannot be used in more challenging applications than those which it was designed for, answering once and for all questions such as: – Can the ID be used in stretcher operations? Yes! As the technical info says, it can be used for loads of up to 250kg in applications.
- Can it be used as a belay device or for any equipment or personnel? Tests show that even with full loads of up to 0.3, loads of 250kg can be tolerated by the ID and still allow the device to function to allow recovery of the load.
- For further information about use of the ID, or any other item of technical equipment we supply, please call 01596 26250 or email work.rescue@lyon.co.uk.

**Where-Wolf grid reference finder**

The Where-Wolf grid reference finder is a simple tool to use for quickly and accurately giving and locating grid references. Simply place on the map and read co-ordinates using the handy grid. It’s fast, easy and accurate.

**Go with Quo**

Maype has launched an enhanced version of QUO, the revolutionary digital mapping software. Outdoors journalist Dave Mycroft continues for TGO and routes editor for OUTDOORPHIAGeo, says: “After years of tormenting Memory Map, I’ve changed my opinion. He goes on to cite key features that make software stand out from the competition, like the ability to set accurate co-ordinates for different angles of slope as opposed to taking an average for the height gain over the course of a route – with the route then displayed every 50 metres for a much more accurate timing. Same transparent freeload sharing gives the ability to mark areas of a map for any purpose (eg. wild camp area).

The latest bonus is pricing – with Ordnance Survey digital maps at less than half the price the competition charges. 1:25k and detailed aerial photography can be purchased on Memory Map £25 for the UK and discounted packs for larger areas. Maype has an impressive technical holding and checking of this 4 years experience in geo-data management and mapping. Quo is based on technology used by government, military and commercial organisations. It was originally developed in association with Mountain Rescue in Slovenia, where the software originates.

www.maype.co.uk

*10% of proceeds go to Mountain Rescue using the promotional code ‘MR’*

KESWICK COMMEMORATE SIXTY YEARS OF MOUNTAIN RESCUE

Keswick MRT have produced a DVD: Call Out – the First 60 Years’ to commemorate their 60th anniversary. The DVD celebrates the work of the team, its members. History and origins and the huge changes in skill and experience since their first official rescue in 1947. There are interviews with team members and RAF helicopter crews, an introduction and conclusion by Sir Chris Bonington and the account of a rescue on Sharp Edge, Blencathra – including a very moving interview with the casualty of that rescue, and her partner. There’s information on rescue statistics, pain allowing the team to reclaim income tax donations made to them, is available in many outdoor shops.

With the winter weather of recent years steadfastly refusing to fall obligingly at the weekends, and the increasing difficulties training the team in winter skills, members of Bowland Pennine MRT moved their training from the Lakes in February to the French Alps in summer, as Alan Woodhead reports. This winter was no exception – very poor with lots of wet and not much snow, forcing us out to Chamonix again.

June saw a record number of team members – nineteen including two from neighbouring Holme Valley MRT – for the sun bathed Chamonix Valley for a touch of the white stuff. Experience ranged from seasoned alpinists to Alpine virgins. The five days included introductions to ice and snow techniques, crevasse rescue, rope work and alpine ascents, not to mention trying out local food and drink! The plan was for a two day trip up the North Ridge to Mont Blanc summit (4810m) and back via ordinary route and the Bossons glacier.

After a couple of days training on the Mer de Glace, Petite Aiguille Verte, Midi Plan, Valley Blanche etc, we geared up and then removed all the things that made the bags too heavy to lift! Changed technical climbing axes for lightweight ones as they are a hole and handle (to stop you taking them off) as they are a hole and handle (to stop you taking them off)

Pete WATT, BOWLAND PENNINE MRT gathered to celebrate the life and marked the passing of one of their departed colleagues. Pete Watt, long time team member, incident controller and friend, passed away on 27 May, following complications after a double lung transplant. An accomplished fell runner, caver and mountaineer, as well as full team member for over 24 years, Pete had been suffering from the increasingly debilitating disease Fibrosing Alveolitis for a number of years, but throughout had managed to remain an active team member.

Following diagnosis, Watty toned down his sporting activities and, when he reached a stage where these were no longer possible, rather than give up his mountain rescue and sink into obscurity as many of us would do, he threw himself into all those rescue team jobs that no one wants, for many years maintaining training records, negotiating access arrangements, completing insurance arrangements etc, as well as maintaining a position as a committed and capable incident controller. Throughout all these activities he proved himself an invaluable team member.

Despite his deteriorating condition, the separation from the fells and mountains he loved so much and the tragic loss of his only child Emma, aged sixteen, under similar circumstances a year before, he never complained or bemoaned his lot in life, perhaps a lesson for us all when we think we are having a bad day.

Few will forget the ready smile, the acerbic wit, the seldom missed opportunity to take the mic and the sight of Watty leaning on the front of the Land Rover taking names, calmly sorting out search areas and tidying up whilst all around descended into chaos, or of hanging round the control vehicle door and offering the greeting, “Ay-up Watty, how you doing?” to be met with his favourite response, as he peered out from under his baseball cap, “Shite, but thanks for asking! Now sod off I’m busy.” Pete leaves behind a wife and a team saddened by their loss, but the better for having walked a while with such as him.

Simon Harris & Mark Aldridge

PETE AND ELAINE

PETER WATT, BOWLAND PENNINE 31.07.61 – 27.5.07

On 8 June, members of Bowland Pennine MRT gathered to celebrate the life and marked the passing of one of their departed colleagues. Pete Watt, long time team member, incident controller and friend, passed away on 27 May, following complications after a double lung transplant. An accomplished fell runner, caver and mountaineer, as well as full team member for over 24 years, Pete had been suffering from the increasingly debilitating disease Fibrosing Alveolitis for a number of years, but throughout had managed to remain an active team member.

Following diagnosis, Watty toned down his sporting activities and, when he reached a stage where these were no longer possible, rather than give up his mountain rescue and sink into obscurity as many of us would do, he threw himself into all those rescue team jobs that no one wants, for many years maintaining training records, negotiating access arrangements, completing insurance arrangements etc, as well as maintaining a position as a committed and capable incident controller. Throughout all these activities he proved himself an invaluable team member.

Despite his deteriorating condition, the separation from the fells and mountains he loved so much and the tragic loss of his only child Emma, aged sixteen, under similar circumstances a year before, he never complained or bemoaned his lot in life, perhaps a lesson for us all when we think we are having a bad day.

Few will forget the ready smile, the acerbic wit, the seldom missed opportunity to take the mic and the sight of Watty leaning on the front of the Land Rover taking names, calmly sorting out search areas and tidying up whilst all around descended into chaos, or of hanging round the control vehicle door and offering the greeting, “Ay-up Watty, how you doing?” to be met with his favourite response, as he peered out from under his baseball cap, “Shite, but thanks for asking! Now sod off I’m busy.” Pete leaves behind a wife and a team saddened by their loss, but the better for having walked a while with such as him.

Simon Harris & Mark Aldridge

MR MOUNTAIN RESCUE RETIRES

David ‘Heavy’ Whalley (55) SABE BEM has retired from the RAF after 35 years service – almost all of them serving with the RAF MRS. During his career Heavy has been involved in over 1000 mountain, and over 80 aircraft incidents in mountainous areas. He has been a member of the Executive of the Scottish Mountain Rescue Committee for over twenty years, serving three years as chairman and, in 2002 he was awarded the Distinguished Service Award for Service to Mountain Rescue. The youngest child of a Church of Scotland Minister, Heavy grew up in Ayrshire climbing the hills with his father, brothers and sisters. He joined the RAF in 1971 as a constable, passed to Keswick to serve on his first tour. His first application to join the RAF was rejected as, at seven stone, he was considered too light to join. He persevered and in February 1972, after passing the test, he finally joined the team and earned the nickname ‘Heavy’ that has stayed with him throughout his career. Early that year he had his first experience with tragedy on a search on the five frozen gullies on Ben Nevis for a missing French honeymoon couple. Heavy was one of the first on scene and as a very young one had to cope with not only the tragic death of the woman but also his disheartened new husband. That same year he attended a Viscourg crash near Chamonix with the loss of three airman, and another incident out climbing with friends. In 1972, he himself narrowly escaped death when he fell 4000 feet in an avalanche.

Yet these, and other bleak moments such as the Mull of Kintyre Chinook crash and the Lockerbie Pan Am crash – where he admits the scenes confronting him and other rescuers were something he will never forget and that their lot – have never dented his love for his chosen career.

Mountain Rescue is his life and he has climbed all of Scotland’s Munros seven times and achieved four traverses of the Scottish Highlands, two in winter. He has been on over 30 RAF expeditions from the Alps to Turkey, India, Nepal and Pakistan and was Base Camp Manager for the RAF MRS ascent of Everest in 2001. Seeing the two team members, Dan Carroll and Rusty Bale make it to the top was a real highlight for him as it was Heavy who first took Rusty, a novice hillwalker at the time, out in the hills when he first joined the team. Heavy has plans to take a year off, possibly in the southern hemisphere and then to write a book on his life on the hills. ‘There’s no doubt he will miss the team and they will miss him.’ I have loved the mountains ever since my first hiking trip with my father and the more I have got into it the more I have loved it. The mountain rescue team has a difficult job to do, often in terrible conditions but the elation of finding people alive is fantastic and I’ll miss it and I’ll definitely miss the troops.

In a tribute to him, the Officer Commanding the Mountain Rescue Service, Squadron Leader Al Copeland said, ‘The RAF Mountain Rescue Service relies heavily upon the professionalism and training of its members, and upon some intangibles, namely character, spirit and drive. Warrant Officer Dave ‘Heavy’ Whalley possessed these attributes and more, he is an absolute stalwart who has been the force of Mountain Rescue in Scotland for many years, he will be sorely missed.’

In his last two years in Keswick, Heavy served as a controller at the Aeronaautical Rescue Coordination Centre and, fittingly, his very last job was shifting a heart transplant to London to save a baby’s life. The last call he took before going off shift was to hear that the plane had landed and the heart was on its way to hospital. He was delighted to hear the next day that the baby receiving the heart had gone on to make a full recovery.

Dawn McNiven RAF Keswick
The youth group returned from Iceland with a tale of Working In Search and Rescue. In Iceland it is common for young people to belong to search and rescue teams. In fact, 90% of the population are members of an SAR team. The group was tasked with attending to an incident near the town of Isafjordur, the home area of one of our host’s grandparents. Typical of many rescue teams in Iceland, the Isafjordur team are involved in sea as well as land rescue. The first day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent making our way to the summit to 2000m and testing the navigation skills of the competitors. The festival, meaning we also benefited from all the media coverage and the press coverage, was made possible by funding from the North Pennines LEADER + Programme.’

**PEAK DISTRICT**

**SALVATION FOR EDELA**

‘A grim day in February 2007,’ recalls Neil Chapman, and I phone Abbeystroy brewery regarding an ad for our annual report. A big sale isn’t suitable – they don’t do vouchers. Disappointed! But they wanted a small ad instead. Great – more money in the team kitty! The phone conversation just gets better though – would we be interested if they brewed us a specially beer and sold it over the summer, giving us 10p for each pint? After about five seconds of deep deliberation, it was agreed this offer would be a good thing, a very good thing. The generosity of all those at Abbeystroy Brewery (please visit www.abbeystroybeer.co.uk), particularly Sue, Patrick and Chris Morton – and Rob, the landlord of the Rising Sun, has been fantastic. They went out of their way to ensure we were given as much publicity as possible. They even continued to collect for us well after the festival was finished. In total, the sale of Salvation and donations from the beer festival raised in excess of £700, all of which was donated to our new rescue centre. The sad news is Salvation has now all gone. The good news is we’ve been offered a supply of free beer when the new base is officially opened on 6 October.

**CHIEF ON THE BEAT**

Derbyshire Chief Constable David Coleman retired at the end of September after more than 30 years service. Traditionally the outgoing chief always makes a tour of police stations to say farewell to the staff. David called out on this farewell tour to the station in the county, walking 159 miles. Through his efforts, he hopes to raise £150,000 to help five local charities – including the Peak District MRO of which David is President. Over the years David has done so much to help and support the work of mountain rescue, fundraising, providing blue light driver training and promoting MRW when he can. ‘Not many chief constables could be seen chatting to a team leader in the control vehicle at 2am in the morning on their way home from a function!’ says PDMO chairman Mike France. ‘A bit for his official car! And as he is retiring and stopping in the county we thought he would have more time to help us. We believe once a chief constable, always a chief constable and we hope he will still be able to open doors for us if needed and support us with any new legislation that may affect us.’

‘Along with many of his officers, members from every PDMO team walked with him at some time over the twice decades and we also used our vehicles to help escort the walkers. The walk set out from Glossop on 23 August with a respectable 17.5 miles to Buxton.

**LOCAL MP RESCUES FROM STEEP MOOR MOUNTAINSIDE**

Two dozen members of Buxton MRT successfully rescued High Peak Tom Lavitt from a steep mountainside overlooking Edale this summer. The MP had volunteered to be an ‘accident victim’ in a training exercise for which he then invited sponsorship for the group. Setting off from Mam Nick in the direction of Rushup Edge at 7.30am, Tom was reported missing at the purpose of the exercise shortly after 8am. The team’s vehicles and equipment were alerted and a search involving three teams of eight from across the Brecon Beacons Horseshoe, taking in the established checkposts on the way. The teams were alerted and a search involving three teams of eight from across the Brecon Beacons Horseshoe, taking in the established checkposts on the way. The teams were then invited to join the rescue team base (a team which boasts two recent Western Beacons MRT members) for the morning’s training session on earthquake search and rescue at the Centre of the Earth and is where the journey is supposed to have begun. The high winds were using a crevasse rescue system to lower and recover the group from a deep crevasse which, on exploration revealed the skeletal remains of a family of arctic foxes. Rising to 1500 metres above the training area is the Snæfellsjökull glacier. The group was given the opportunity to listen in to their radio conversations, ‘from the time in the boats, but an equal amount of time in the sea – thankfully we all survived’. The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent making our way to the summit to 2000m and testing the navigation skills of the competitors. The festival, meaning we also benefited from all the media coverage and the press coverage, was made possible by funding from the North Pennines LEADER + Programme.’

**RETIRED DERBYSHIRE CHIEF CONSTABLE DAVID COLEMAN WALKS THE WADE**

‘The bear overly named Salvation, was officially launched to the public by Joe Simpson of ‘Touching the Void’ fame on 11 July at the famous beer festival, hosted by Abbeystroy Brewery at their own real ale pub in Sheffield. The Rising Sun. Edale MRT was the nominal winner at the festival, meaning we also benefited from all the unused tokens on the beer festival cards and any unused change people were prepared to donate to us. Now, in my short time with mountain rescue, one thing which has become apparent is the unwavering dedication of team members to their cause. The beer festival was no different. The hardship suffered by those team members who attended the launch can be understated. They had to endure blistering heat in the beer garden and its 15-stone occupant were then wheeled or carried back to Mam Nick by three teams of eight bearers before a debriefing, back at the car park, led by team leader Ian Hurst.

The lunatic ex-chief left for his final up and down on the ‘Golden Circuit’ – the main tourist attractions around the Rhyd y Felin area, which takes in the spectacular Gulfoss waterfall, the geyser and the site of the ancient parliament. The evening was spent at Grindavik SAR base where the group were treated to a ride over thebeaches and fields in the team’s new NATO all terrain vehicle. Whilst in Reykjavik, the group were shown around ICEAR base headquarters, the coastguard helicopter centre and local rescue teams base (a team which boasts two recent Everest climbers).

The next two days were spent at Gufuskalar – the SAR training centre on a remote peninsular on the West coast. Here the group experienced a session on earthquake search and rescue and Europe’s premier training resource. The group were then taken into the lava fields to explore some of the case studies in the area – an area of case studies and volcanoes inspired the writing of ‘Journey to the Centre of the Earth’ and is where the journey is supposed to have begun. The high winds were using a crevasse rescue system to lower and recover the group from a deep crevasse which, on exploration revealed the skeletal remains of a family of arctic foxes. Rising to 1500 metres above the training area is the Snæfellsjökull glacier. The group was given the opportunity to listen in to their radio conversations, ‘from the time in the boats, but an equal amount of time in the sea - thankfully we all survived’. The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived).

The Isafjordur team are involved in sea as well as land rescue. The first day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived).

The following morning the Isafjordur arrived and the group was picked up and returned to Reykjavik. Our last day in Iceland was spent on the long drive back to Reykjavik – a last chance to take in the awe-inspiring scenery that is Iceland. We had a couple of hours to explore the city of Reykjavik followed by a celebration dinner in one of the city’s oldest bars which, by chance, does a very good dinner! The purpose of the exchange was to give the group the opportunity to learn about rescue techniques used by other teams but, more than that, it gave a unique insight into how young people can work together with a common aim – working in search and rescue. In Iceland it is common for young people to belong to search and rescue teams. In fact, 90% of the population are members of an SAR team. The group was tasked with attending to an incident near the town of Isafjordur, the home area of one of our host’s grandparents. Typical of many rescue teams in Iceland, the Isafjordur team are involved in sea as well as land rescue. The first day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived).

The following morning the Isafjordur arrived and the group was picked up and returned to Reykjavik. Our last day in Iceland was spent on the long drive back to Reykjavik – a last chance to take in the awe-inspiring scenery that is Iceland. We had a couple of hours to explore the city of Reykjavik followed by a celebration dinner in one of the city’s oldest bars which, by chance, does a very good dinner! The purpose of the exchange was to give the group the opportunity to learn about rescue techniques used by other teams but, more than that, it gave a unique insight into how young people can work together with a common aim – working in search and rescue. In Iceland it is common for young people to belong to search and rescue teams. In fact, 90% of the population are members of an SAR team. The group was tasked with attending to an incident near the town of Isafjordur, the home area of one of our host’s grandparents. Typical of many rescue teams in Iceland, the Isafjordur team are involved in sea as well as land rescue. The first day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived). The second day was spent trying to locate the missing individuals (nine rescue workers, including the time in the boats, but an equal amount of time in the sea - thankfully we all survived).
Alzheimer’s patients who have wandered off into the countryside from rural nursing homes and unattended children playing hide and seek that’s gone wrong.

The team also provide safety cover for numerous events such as The Exmoor Perambulation, Exmoor Challenge and Star Trek.

NEW KIT FOR CORNWALL

Cornwall SRT have just taken stock of their new team clothing from Kela. This replaces the blue buffalo tops and coats kindly donated by Bolton MRT in 2004, and puts the team in the more common colours of red and black. Also in service are new Team Simmsco radios, this being the first stage in a project that will see the team able to use GPS tracking similar to the Lakes teams in the near future. Hot of the press is a new moorland safety leaflet that was part funded by Devon and Cornwall police. This will be distributed through events such as the Bodmin Moor Ten Tors and also through visitor centres, and it is hoped it will help get the moorland safety message out there as well as raise the profile of the team. Hopefully this encompassive approach will also gain a few coffers for the team’s planned third vehicle – as the bottom part of the leaflet is a Gift Aid slip!

The Base Project is ongoing and it’s anticipated there will be some major developments in the next six months, which may see the team a step closer to finally having a place to call home, instead of relying on rented scout huts and the goodwill of local businesses and team members. Finally, and perhaps most importantly, wider news that is not quite regional and nothing to do with SWASD! The Cornwall and Dartmoor SRT (Tavistock) have successfully completed an exciting new trial project with the South West Ambulance Service which will allow the ambulance control room to contact the teams directly in an emergency. Cornwall team leader, Jim Galleine explained: “There have always been significant delays in mobilising teams to moorland incidents involving a known casualty site in the past, due a convoluted system that involved the police control room. This process never even guaranteed a team was going to be mobilised, and when it did work, would often take between 20 minutes and three hours. Devon and Cornwall Police have fully supported this project and we will be watching very closely over the summer months to see how it works.”

Neighbouring teams from Ashburton, Okehampton, Plymstock and Exmoor have also come on board. They will be called through a single ‘follow-me’ type number that diverts calls to whoever the duty controller is. After gathering the details, the appropriate team will be mobilised. It is anticipated that, in the early stages, there will be a couple of calls which may not be appropriate for the teams, but the controllers are happy to provide advice and guidance to the ambulance service and will be reviewing each call.

DRG TRAINING WEEKEND

Dartmoor Rescue Group invite all members of rescue teams to their annual training weekend - set for 16-18 November at Okehampton Barrack Camp (SX 95 932) – to share skills and have some fun. This year it is planned to have a major search and rescue exercise on the Saturday, with helicopters from the Royal Navy based at Culdrose and the RAF at Chivenor. On Sunday there will be an orienteering exercise. If you haven’t experienced one of their weekends before, you will need to go prepared for two days out on Dartmoor in whatever the weather throws at you. The food is good, the accommodation modern and the company friendly. All for just £10 for SWASD members, £15 for non-SWASD members. The camp is a military establishment and on arrival, or while at the event, you should identify yourself as being ‘on a Dartmoor Rescue training weekend.’

If you would like to join the weekend, contact Phil Hayer on drg.geoisec@blueyonder.co.uk for further details.

September saw the start of a unique course designed specifically for search, rescue, emergency services and public service personnel, in a bespoke voluntary role. The Rescue and Emergency Management Foundation Degree, run by Cornwall College in partnership with the University of Plymouth, has been developed in conjunction with rescue and emergency services groups to provide quality options for continuous professional development and career progression.

Ben Spurway, Programme Manager explains: “The only course of its kind in the country offers rescue services personnel the chance to study in a flexible way to suit their working environments and career aspirations. There are fourteen modules in total including leadership planning, patient assessment and treatment, and emergency situations and patient management from hostile environments. Each module can be completed in its own right, or a portfolio of work can be built by completing all relevant modules from the Foundation Degree. Depending on the number of modules completed, emergency services personnel could be awarded with a National Certificate or a Foundation Degree. Based at Cornwall College’s Lustleigh site in Newquay, the course is structured on a remote learning basis, so is suitable for people employed anywhere in the country. Study will be carried out using a variety of methods including work based learning, practical workshops and short courses. Some study will need to take place on site, so please contact us on 01209 616161 or email uni@cornwall.ac.uk

Becky Waudby

NORTH WALES

LAND’S END TO JOHN O’GROATS ON A BIKE

NEWAR team members Helen Taylor and Ann Parry have just completed a gruelling 1000+ mile cycle ride from Land’s End to John O’Groats on behalf of North East Wales SRT. Cycling an average of 70 miles a day, and joined by a friend, Carol Davies, the girls took two weeks to get from one end of the country to the other.

After completing last year’s challenge, the West Highland Way, Heather and Ann were wandering around a bookshop when they spotted a guide book on the Land’s End to John O’Groats cycle ride. They each bought a copy of the book and shortly after agreed to carry out the challenge this year. When Carol heard what they were doing she jumped in last but one and agreed to take part in her first endurance challenge.

Training for the trip took twelve months, starting with gentle rides around Flintshire and Wrexham, building up to tackling every hill in the area before heading out on long distance rides to Pembrokeshire (186 miles) and Burton. On 15 August, the girls travelled down to Cornwall ready to start their mammoth journey on the 17th.

Day One was spent trying to get used to cycling as a trio as all training had been done either solo or in pairs. The three girls got through Day Two with relative ease, despite the warnings of its difficulty from both the guide books and people who’d done the challenge themselves.

Day Five saw the departure of Carol, who was forced to pull out after aggravating an old knee injury. Carol was devastated to have to give up but felt it was the right thing to do as she was slowing down. Heather and Ann down. They were sad to see her go and missed her at the end of the day.

On Day Eight, the girls were given an escort through the roadworks on the busy A74, just outside Gretna, as they had missed the No Cycle sign!! For Heather, Day Nine and Ten were quite difficult. Finding it physically tiring, she began to doubt whether she would actually complete the challenge, something which came as a shock to Ann who had never known her to consider giving anything up. With a decision made to try it out as far as possible, a chat with NEWAR’s training officer and the thought of crossing Rannoch Moor, Heather recovered from her low spirits and started to see that the end of the challenge was in sight.

Arriving at John O’Groats on Day Fourteen, you would have thought Heather and Ann would’ve had enough of their bike but not us! After a short celebration, photos and a hot chocolate, they hopped back on to cycle the extra 15 miles to Dunnet Head, the most northerly point of the island. The so called ‘summer’ took its toll on the girls with the rain and the wind making cycling difficult on some days but their spirits were lifted by friends joining them for a couple of days cycling and also meeting up at the end of the day. Heather and Ann felt a huge sense of pride and achievement (and relief) in completing this 1000 mile journey but both have said that any future challenges will be on foot in the mountains and not on two wheels along A-roads!!

All along the route people stopped to speak to the girls about their cycle challenge and donate money (even when they were trying to spend a penny themselves!). Although we don’t have a final total yet, all the money raised will go towards buying personal issue radios for the team. Full details of the challenge and photos can be found at www.newar.org.uk.

Are you competent to inspect their equipment? Qualify as a competent person with the LOLER requirement Convoy of care is a 10 day intensive course you will learn essential skills for anyone responsible for the use or maintenance of Personal Fall Protection Equipment. How to inspect equipment for use at height How to maintain equipment How to keep traceability records When to replace equipment Becky Waudby
BELLs have achieved remarkable rescues at distances and in circumstances that other lines or rescue devices could have achieved. Why don’t you use them?

The Balcan Emergency Life Line - BELL, remains a unique line designed in 1973 to allow anyone to throw to the best of their ability up to its full length of 40 metres. Compiling of a bright orange plastic capsule in which the white braded polypropylene floating line of 118ggs breaking strength is fitted. So compact there is NO REASON WHY BELLs cannot be carried, stowed or mounted anywhere they could be needed!

In 2000, just 27 years since they were first invented, BELLs were assessed by Naval Support Command as superior to all other throwing lines as being easier to throw a much longer and more accurate distance and as a result were allocated NATO Stock Numbers (NSN19) by the Royal Navy – an accolade no other line has received. This has allowed BELLs to be used extensively throughout the armed forces.

BELLs are just as useful as a messenger line wherever a line needs to be passed over space in many fast water situations they are recognised to be quicker to reach and rescue a victim than putting a swimmer’s life to a rope into the water to attempt the rescue.

Having such a long reach BELLs are much easier for victims to be able to see and grab – simply because they are more likely to land much closer to them.

BELLs remain the ideal throwing line because they can be thrown over and underarm and as such can be used in every conceivable situation without risks of being hindered by low walls or railings in front of the thrower by which throw-bags are limited.

If you would like a copy of our leaflet or a folder of rescue reports and approvals please contact us directly.

---

### Quarterly Incident Report for England and Wales April-June 2007

The following is a listing of the number of incidents attended by MR teams in England and Wales during the period from 01/04/2007 to 30/06/2007. It is grouped by region and shows the date (day/month) the incident began. It is not comprehensive as many incidents have yet to be reported.

<table>
<thead>
<tr>
<th>Lake District</th>
<th>Cornwall</th>
<th>North Devon</th>
<th>Yorkshire Dales</th>
<th>SARA (England)</th>
<th>SARA (Lakes)</th>
<th>SARA (Wales)</th>
<th>SARA (South Wales)</th>
<th>Non Specialists (Non MR)</th>
<th>Coastguard Personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cockermouth</td>
<td>03/04, 08/04, 31/05, 03/06</td>
<td>10/04, 05/05, 06/05, 08/06, 12/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>25/04</td>
</tr>
<tr>
<td>Coniston</td>
<td>09/04, 15/04, 12/05, 01/06, 02/06, 09/06, 12/06</td>
<td>19/06, 23/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ullswater</td>
<td>14/05, 15/05, 24/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kendal</td>
<td>02/04, 07/04, 28/04, 13/05, 26/05, 06/06, 09/06</td>
<td>15/06, 16/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keswick</td>
<td>03/04, 07/04, 08/04, 10/04, 14/04, 17/04, 19/04</td>
<td>25/04, 28/04, 20/05, 01/05, 11/05, 12/05, 13/05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mawddach</td>
<td>15/05, 21/05, 22/05, 23/05, 28/06, 30/06</td>
<td>01/06, 03/06, 04/06, 07/06, 08/06, 10/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patterdale</td>
<td>11/04, 17/04, 22/04, 23/04, 24/04, 24/04, 25/04</td>
<td>28/06, 05/06, 08/06, 13/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penrith</td>
<td>29/04, 30/04, 03/05, 04/05, 14/06, 14/06, 03/06</td>
<td>24/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peston</td>
<td>04/04, 08/04, 11/05, 11/05, 13/05, 21/05</td>
<td>11/06, 13/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keswick</td>
<td>23/03, 12/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Longdale Ambleside</td>
<td>02/04, 05/04, 09/04, 24/05, 28/04, 29/03, 30/03</td>
<td>25/04, 28/05, 13/05, 17/05, 23/05, 28/05, 29/05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patterdale</td>
<td>11/04, 17/04, 22/04, 23/04, 24/04, 24/04, 25/04</td>
<td>28/06, 05/06, 08/06, 13/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penrith</td>
<td>29/04, 30/04, 03/05, 04/05, 14/06, 14/06, 03/06</td>
<td>24/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peston</td>
<td>04/04, 08/04, 11/05, 11/05, 13/05, 21/05</td>
<td>11/06, 13/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kendal</td>
<td>15/05, 21/05, 22/05, 23/05, 28/06, 30/06</td>
<td>01/06, 03/06, 04/06, 07/06, 08/06, 10/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mawddach</td>
<td>15/05, 21/05, 22/05, 23/05, 28/06, 30/06</td>
<td>01/06, 03/06, 04/06, 07/06, 08/06, 10/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Longdale Ambleside</td>
<td>02/04, 05/04, 09/04, 24/05, 28/04, 29/03, 30/03</td>
<td>25/04, 28/05, 13/05, 17/05, 23/05, 28/05, 29/05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Support Mountain Rescue**

Now you can support Mountain Rescue and benefit all the teams in England and Wales. For £24 per year for a single membership, £48 for joint membership you will receive a Supporter’s badge, car sticker and four issues of Mountain Rescue Magazine – January, April, July and October – delivered direct to your door.

Interested? Fill in the form below and return to Neil Roden White Cottage, 8 Main Road, Grindleford, Hope Valley, Derbyshire S32 2JN
The Peak District, like all other regions within England and Wales provides an essential service, not only to walkers and climbers, but also to our local community. Monday 26 June was one of these occasions.

At 19:00hrs Woodhead MRT received a call from Silverwood Drive in South Yorkshire Police. In the early 1990s I had never have I had a call from Silverwood Drive! They asked if we could help with the evacuation of residents from Station Street, due to flooding. We all know this is not the normal type of call we MRT teams would undertake, but a local disaster was unfolding – do I say no? At the time we had 145 on the team and two rescue craft. The water was about 8 feet deep, both the fire service and police underwater teams were on site but needed more help. By now a lot of the local residents were not phoning in as we had been talking to the police from my mobile but, because of increased usage of the mobile network, at times I couldn’t connect to anyone. A local police officer became my contact point from his airways. He was tasked to stop me and he made my contact to Silverwood Drive. I could see this incident was getting bigger so I changed my role from team leader to Mountain Rescue Incident Controller and called Edale MRT to assist. Because of the mobile phone problems, even that was easier said than done. The fire service had the Winn Gardens job in hand when I arrived. Due to the amount of 999 calls coming in to the rescue services, and the delays in getting through to the control room, I had little confidence as to what was being done.

Mountain rescue was now being asked to attend jobs in the Lower Edale, team to meet me to help our colleagues in Gloucestershire.

Hundres of people were trapped in their homes and offices as floods swept through Sheffield that night in June. More than 1,200 homes were affected. At the peak of the flooding, 52 schools were closed affecting 24,000 children. About 1,400 people spent the night in emergency shelters or at home. The water has risen so quickly that large parts of the city were left without power.

Following the Dearpark incident, Woodhead MRT were called to Winn Gardens at Middlewood, Sheffield. It was reported to us that there had been a collapse in that area. The water was around 7.2.6 m for the month, South Yorkshire on that weekend, so we had no idea what was going on. I was in conversation with South Yorkshire Police (as well as) the rest of my team, plus Mobile One, moved to the route to the centre. The police needed to review what was developing, if the team was needed, the police assistance I’d be at HQ. The police needed to know just where it’s gone, bits of us were going to be flooded in Sheffield.

The Bottom of High Peak is one of the wettest ever rainfall – it should have been about more than double the average. It was Sheffield’s mountain rescue could help with local flooding. Never have I seen so many phone calls, it was a steady drizzle of rain but I thought ‘STAND BY – the team may be called out later’. We had a conversation with one of the policemen who mentioned ‘I left Sheffield at 4 pm for the twenty minute journey home from Dunloy to Gangolsheim, there was a steady drizzle of rain but I thought nothing of it until I heard the boil of Tail Tall and part of the A38 was closed due to flooding. Things started to hit home during a frustrating two hour journey along an A38 flooded in several places. And later, with an answerphone message on my mobile from a mum saying she was stuck on the M5 it looked like she was going to be sleeping in the car overnight.

Mike France

On Friday 20 July, members of Avon & Somerset SRT (ASSAR) deployed to assist the emergency services due to severe flooding in Gloucestershire.

Western around water is a new skill for us and our team members have recently undergone basic water safety training and been equipped with buoyancy aids, helmet, throw bags and other specialist equipment. We met at the incident centre in Gloucestershire and were asked to deploy. The route to the centre along the M5 was hamped by two localised floods – in height it was about two feet.

The first deployment was to assist with the safe removal of victims from deep water in the River Frome. We were asked to recover the body of the young male who had fallen in the water at Millhouse Park. He was stand alone from this call to assist four people in a house at Millsands, Sheffield, then went to waiting to police HQ at Sheffield airport, in readiness for Ulley dam bunting – we were told not till ‘it burts’.

The 4x4 team from Woodhead were asked to recover the body of the young male who had fallen in the water in the River Frome. We were asked to pump out water from the reservoir and reinforce the embankment.

This call out was a ten hour operation for the Woodhead and Edale teams, with many people helped and rescued. We stood down 05.00hrs, July 21.

I know we will be called again same day to this type of job. I need to answer many of the questions raised by this incident. The PDMRO team leaders and team members with water experience so we can move the body. I can see the merit of a skilled water rescue team, with members taken from each of the PDMRO teams, specialist equipment and training for this work. When formed they could move to assist with inland water incidents. The 4x4 vehicle would be a frustrating two hour journey along an A38 flooded in several places.

Mike France

Incident Controller & PDMRO Chairman

The day started as any other but will stay with me for the rest of my life as truly remarkable.

I left Avon at 04.20hrs for the 90 minute drive home from Dunloy to Gangolsheim. There was a steady drizzle of rain but I thought nothing of it until I heard the boil of Tail Tall and part of the A38 was closed due to flooding. Things started to hit home during a frustrating two hour journey along an A38 flooded in several places. And later, with an answerphone message on my mobile from a mum saying she was stuck on the M5 it looked like she was going to be sleeping in the car overnight.

When my phone beeped a text alert – #STANDBY – the team may be called out later. I was on the air and feeding film footage back. In the major roads into Gloucestershire were completely blocked, with people standing in the traffic jam. One person had just had a hip operation was airlifted by Sea King to hospital.

Now to our next problem – it took lots of phone calls, the next by me and my equipment officer to find out. When he’s on the hill we know just where it’s gone, bits of us were going all over South Yorkshire. At one time, we had three airlifts picking people up and dropping them at different hospitals and Sheffield airport.

We saw a stretcher, a bag and vacuum packed up and ready to be taken to hospital.

The police needed to know just where it’s gone, bits of us were going to be flooded in Sheffield.

At 05.00hrs, July 21.

Mike Loveless
Avon & Somerset SRT

On Saturday 27 July, members of Avon & Somerset SRT (ASSAR) deployed to assist the emergency services due to severe flooding in Gloucestershire.

Western around water is a new skill for us and our team members have recently undergone basic water safety training and been equipped with buoyancy aids, helmet, throw bags and other specialist equipment. We met at the incident centre in Gloucestershire and were asked to deploy. The route to the centre along the M5 was hamped by two localised floods – in height it was about two feet.

The first deployment was to assist with the safe removal of victims from deep water in the River Frome. We were asked to recover the body of the young male who had fallen in the water at Millhouse Park. He was stand alone from this call to assist four people in a house at Millsands, Sheffield, then went to waiting to police HQ at Sheffield airport, in readiness for Ulley dam bunting – we were told not till ‘it burts’.

The 4x4 team from Woodhead were asked to recover the body of the young male who had fallen in the water in the River Frome. We were asked to pump out water from the reservoir and reinforce the embankment.

This call out was a ten hour operation for the Woodhead and Edale teams, with many people helped and rescued. We stood down 05.00hrs, July 21.

I know we will be called again same day to this type of job. I need to answer many of the questions raised by this incident. The PDMRO team leaders and team members with water experience so we can move the body. I can see the merit of a skilled water rescue team, with members taken from each of the PDMRO teams, specialist equipment and training for this work. When formed they could move to assist with inland water incidents. The 4x4 vehicle would be a frustrating two hour journey along an A38 flooded in several places. And later, with an answerphone message on my mobile from a mum saying she was stuck on the M5 it looked like she was going to be sleeping in the car overnight.

When my phone beeped a text alert – #STANDBY – the team may be called out later. I was on the air and feeding film footage back. In the major roads into Gloucestershire were completely blocked, with people standing in the traffic jam. One person had just had a hip operation was airlifted by Sea King to hospital.

Now to our next problem – it took lots of phone calls, the next by me and my equipment officer to find out. When he’s on the hill we know just where it’s gone, bits of us were going all over South Yorkshire. At one time, we had three airlifts picking people up and dropping them at different hospitals and Sheffield airport. The police were concerned with the developments of some local flooding. I informed the police liaison officer the team had a training meeting that evening so if they needed assistance I’d be at HQ. The police needed to review what was developing, if the team was needed, the police assistance I’d be at HQ. The police needed to know just where it’s gone, bits of us were going to be flooded in Sheffield. They were asked to deploy. The route to the centre along the M5 was hamped by two localised floods – in height it was about two feet.

The police were concerned with the developments of some local flooding. I informed the police liaison officer the team had a training meeting that evening so if they needed assistance I’d be at HQ. The police needed to review what was developing, if the team was needed, the police assistance I’d be at HQ. The police needed to know just where it’s gone, bits of us were going to be flooded in Sheffield. They were asked to deploy. The route to the centre along the M5 was hamped by two localised floods – in height it was about two feet.
I was tasked to SX – our first response vehicle since leaving their destination. We were to stand by with a boat and two Sea Kings were on their way to the forest but how are we going to get back? No one had any idea. Where was it, it was all we needed to gain an idea of where the river was and Igave an idea. What Ididn’t know was it was getting them out of the tree and swimming with them to safety. And when I say swimming, I mean it. By stag’s leap, my fingers are not touching the bottom of the flood plain. I knew I could go no further unlessI was endangering my life or that of my team mates. I was already too far out and if I went any farther back and then went back to help Dunc search the clump of trees. In the meantime, I continued to listen out for the Missing Person’s Public Address system. I make not know what I’d done if something had happened to the guys. I couldn’t bear to look. I felt physically sick to the pit of my stomach as I knew Ihad to stay calm, not only because the bow wave was incredible, over the top of the car. It was getting me stuck in a flood plain. I knew Ihad to staycalm, not only because

Dunc got there first. It was a basketball. I swam over to him and began to try and free him from the water. It was much worse. The A38 was closed in several places. The police had their radios.AllI could do was watch. After that, Dunc started to wade in. If something went wrong, he would be the first one rescued. His wife had direct contacts with the police. I was the only one who knew he was there.I was now stuck in a flood plain. I knew Ihad to staycalm, not only because

We heard that the river was still rising. We moved from the A48 to the A40 and made our way to Mitton, the area we were heading for. The A40 was closed and the bow wave was large enough to reach vehicle height. We heard the river was still rising. We were in a flood plain. Radiated through to them and got them on scene. The only way we could have saved our lives effectively would have been to put our own lives at risk.

We continued making our way round the back of the area. We knew we had to get out of the water. We continued to work. We made it back into our lane and navigated. We had to getthere and getthem out. They were stuck in the middle of water related incidents. Blue light vehicles ease access to areas, MR comms service, members often have a wide range of skills, be it medical, search or rescue, that can be applied in difficult access or remote locations. The most useful hand is in the ground of any incident, learnt what each participating agency can contribute, establish good liaison with key people and handle them. We may not be able to sort the incident out as a single agency but working together we can significantly enhance how we respond and who can only be the benefit of the real people we are there to assist.

For information on training alongside the Fire & Rescue Service visit outreachrescue.com.

**Marine approved role multi role rescue helme**

With the increased risk of flooding and water rescue, the ‘Manta’ helmet is an ideal solution for all types of water rescue duties. Approved for seawater rescue, powered watercraft and flood operations, it comes complete with an integral eye shield to protect the eyes from UV and flying debris. It is made from high quality materials developed and manufactured by Future Safety – solely in the UK – following concerns by the HSE about the level of suitable head protection available. The Manta is approved to PAS223:2002 (Marine Safety helmets) and EN14052:2005 (High performance safety helmets). E14052:2005 (High performance safety helmets) and also for firefighting, US AR , work at height and confined space. It is used extensively by a number of rescue services, both home and abroad. Emailsales@safequip.co.uk. For further information please contact SeaKemp on 01787 487583 or email sales@seaKemp.com.
Catterick helicopter crash Wednesday 8 August 2007.

I arrived at scene of crash at approx 2110 by chance, having left Swaledale MRT (SMART) on standby for deployment after being passed by blue light police cars responding to the incident. With a team radio in my vehicle, I followed the police to provide a situation report. By this time the area in front of the wrecked airframe was littered with casualties having been extricated by troops on the ground. One fire appliance was in attendance, along with one Yorkshire Ambulance Service (YAS) ambulance and one Rapid Response vehicle. A SMART colleague (Military Nurse) had reached the scene 1-2 minutes before me and was starting the trauma sands. I confirmed with him the approximate number of casualties and realised extra help and evacuation was required. At this point we knew of one fatality, one unconscious casualty and the rest were talking/screaming.

At this point I withdrew to my vehicle and at 2120 radioed SMART control declaring a major incident with multiple casualties, requested two RAF rescue helicopters and SMART deployment. Then I led to draw breath, put on my yellow jacket, picked up a pen and paper and returned to the casualty site to continue/complete the trauma scene and establish communication with the Ambulance Incident Officer (AIO). I started to tour the individual casualties to collect names and more details as to possible injuries, along with putting on my yellow jacket, picked up a pen and paper and returned to the casualty site to continue/complete the trauma scene and establish communication with the Ambulance Incident Officer (AIO). I started to tour the individual casualties to collect names and more details as to possible injuries, along with passing/responding BASICs doctor. My overriding imperative was appropriate critical intervention and packaging for rapid evacuation. Only two casualties required airway assistance (simple adjuncts) and there were enough paramedics/advanced EM Ts and standard personnel for each casualty, two Sea King helicopters inbound, the first arriving at 2025. With prior experience the decision to send the 5*P1 to James Cook University Hospital (JCUH) was straightforward (20 minute fly time), and it made sense to send two *P2 to Northallerton and one to Darlington (NEAS case). The final P1/P2 was supposed to go to JCUH but the RAF in their wisdom took him and the P3 to Newcastle. The priority/dispatch has proved accurate with four Pts still inpatients at JCUH (the only one passed), with only one of the P2 still in hospital (bilat arm # otherwise well). The two vac mats went on the correct casualties, as did both traction splints. The pre hospital assessment has generally in the past been excluded from agencies in any review of events. This list is used to establish the involved and an odd ego felt to be accurate but a full Significant Event Review will be issued in the near future.

Dr William Lumb Swaledale MRT

The role of Swaledale MRT in the helicopter crash at Catterick Garrison.

Team members were completing an evening exercise in the vicinity of the crash site and responded by radio, with the SM RT personnel supervised packaging of all PT casualties, providing traction splints * 2 and vacuum mattresses * 2.

Dr William Lumb Swaledale MRT

Rugged and long lasting Safe and stable Great value for money

As used by the emergency services, local authorities and sailing schools.

Call: Terry Quinn National Sales Manager
on 01590 677142

RigiFlex

www.rigiflex.co.uk

Established for 24 years, consistently delivering comprehensive Specialist Rescue training of the very highest quality.

Our courses are designed to meet the operational needs of the Emergency Services across a wide range of rescue disciplines that include:

• Flood Management
• Water Rescue
• Powered Bst
• Casualty Management
• Rope Rescue
• Search Management
• Confined Space Rescue
• Heavy Lt / Animal Recovery

Concentrations of courses can be led to a diploma in Specialist Rescue awarded by Coventry University. All courses are delivered with and accredited by the Fire Service College, Moreton-in-Marsh.
O ver the last few years there has been much discussion within Scottish MR about the methods of ‘technical’ rope rescue emanating from the North American scene and from the UK based industrial rope access community. If the Lochaber MRT (LMRT) is anything to go by, there must be many discussions and arguments over the use of different types of mechanical devices – whether to use prusiks, which knots to tie and all the various debates about twin, double and single rope systems. All of these debates are reinforced or substantiated by a range of different types of supporting evidence that vary from an array of stringent laboratory testing procedures to purely subjective opinion – ‘We’ve always done it like this so why change?’

At times it seems these arguments simply go round and round, with conflicting supportive data resulting in no firm conclusions. Discussion of this kind (sometimes quite passionate) can be very good for the Scottish mountain rescue scene as long as each new idea is assessed on its merits and introduced at local team level only after it has been thoroughly tested and practised. Scottish MRTs should always be looking at new ways of solving problems and adding to their own experience base so that they can safely and quickly deal with the issues at hand in real, call out situations. Generally, there is a lot to learn from these approaches.

However, recently I have been increasingly concerned for the Scottish MR scene in that many influences appear to be driven by the industrial/commercial sector and by the Health and Safety Executive’s ‘Working at Height Legislation’. The background of real mountain rescues seems to have played a minor role. Add to this the increasingly ‘fugly’ community in which we now all live, the Scottish MR community is coming under increasing pressure to switch its manhandle systems to a standard twin rope approach and to train team members in the use of one standard rope system to the exclusion of many others.

For example, the RAF and some English/Welsh MRTs have now adopted the Canadian system using twin prusiks and a casing lowering device. Whilst I recognise that some teams may wish to ‘standardise’ their training regime for reasons of member availability/skill level or to be able to provide a common standard for administrative reasons, my concerns stem from the fact that not all the scenarios Scottish MRTs face are more safely tackled with two ropes than one. To adopt a rope rescue regime within a team where only one method is taught and used by team members exclusively means a derisking of the team’s overall capabilities.

Surely a more appropriate approach is to train team members in a variety of techniques and give all team members the ability to adapt to any particular situation? The key issue for team leaders is to make sure that very experienced team members manage the actual incident, on scene, and decide on the most appropriate solution to the problem presenting itself. This is particularly relevant when single rope rescue techniques need to be employed in a rescue scenario.

Now before the rope access community and other folk write in saying I am unconcerned for the health and safety of rescue team members and eschew only single rope techniques, let me assure readers that that is most definitely not the case. For low level crags (e.g. Polldubh) and accessible terrain and in different weather conditions, there may be many rope systems that can safely and quickly deal with the issues at hand. Often, there may not be enough rope for a two rope system. In addition, the second rope can generate hazards from above by creating rock or screwfall. Additional systems mean additional personnel and this resource may be unavailable – team members may not get to the rescue scene due to adverse conditions, they may be sick or exhausted, or sometimes even helicopters won’t fly and so on.

The experienced team member in charge of the incident needs to choose the most appropriate rescue system, given the circumstances the team is faced with. By adopting one standard approach to all rope rescues, the options may well be limited as the team’s experience in alternative approaches is reduced. In addition to whether or not there is enough rope.

The debate within the LMRT has been going on for quite some time. However, we are fortunate as a team to have many highly experienced people who have been involved in numerous rescue rope lower/raises completed under a range of different types and in different weather conditions. The team provides training opportunities in a range of systems and does not standardise the approach to any particular incident. Instead, we try to provide team members with the basic building blocks for any incident and the confidence to adapt to a range of different scenarios. The problem with this approach is how to keep all team members competent in a range of methods when each member’s time is limited, and particularly when the team is so busy with rescues.

The only answer is to provide as many training opportunities as possible and to actively encourage team members to keep their specific skills up to speed and current. The golden rule has to be to keep all systems as simple as possible and to use equipment that team members are familiar with in their day to day climbing and mountain rescuing recreational activities. The team leader also encourages team members to carry only lams of equipment they are very familiar with and know how to operate regardless of the conditions they may encounter. There is a small (but still very real) risk a rescue system will fail. Questions will be asked about how the team chose the system in place on the day of the incident. This is an area where all team members can improve. How many teams in Scotland have carried out their own in house system testing or formally assessed the merits and introduced the technology of the various techniques they use? Remember you are the experts in your area and your specific skills up to speed and always to actively encourage experience. The choice of any particular method of rescue system, then you are well on your way to tackling any given incident and the confidence to adapt any potential action against you. This need not be an exhaustive process and can be managed simply by team members.

Lastly, I am told that when systems fail they do so through human error and not equipment failure. Surely then, good quality, regular, in-house training in a variety of simple rope rescue systems, which give team members the confidence to tackle any situation is the best way forward and not a reliance on any single system be it twin, double or single rope.

Definitions
These are my own definitions. The differences between the three systems are very important to understand with regard to how they are rigged and the different effects and loadings on anchors, etc.

**Single rope**
A rope used in use, no back up or additional belay line.

**Twin rope**
A rope used in use, one as a main line (taking the whole load) the other as a back up belay line in case of main line failure. Often double ropes. Two ropes in use, both sharing the main load. Each rope acts as the back up for the other.
Before Neil Moss

Bill Whitehouse on cave rescue before 1959

In the last issue there was an article by Dave Webb on the making of his excellent film about the 1959 attempts to rescue Neil Moss from Peak Cavern in Derbyshire. The Neil Moss tragedy was a momentous event which had a huge impact on the nation at the time. Even now, nearly fifty years later, at least one of our street collections or similar events, at least one member of the public will come up to say how they remember ‘when that chap got stuck in Peak Cavern’. Indeed, so great has been the effect that many people seem to imagine that cave rescues in Derbyshire – even caving in Derbyshire – started with Neil Moss. This isn’t true, of course.

The organised caving clubs, who generally operated in larger numbers and with better experience and equipment seemed during this period to have been able to handle any difficulties they encountered themselves (although they too seem to have been lucky!). The second world war interest in caving increased, often from ex-servicemen finding the return to civilian life rather lacking in excitement. A number of new clubs formed in the towns round the Peak District and membership of the existing ones increased.

Accidents started to occur again and club cavers started to get involved. Two examples illustrate the sort of thing that was beginning to happen.

In 1947, British Speleological Association members who were working in a mine on Elton Hill were on hand to rescue four youths who had descended Elton Hole by rope over head only to discover that gravity is mono-directional. If the BSA hadn’t been in the area, the youths would have been marroned for very much longer and the consequences could have been very serious indeed.

And then there was an incident which occurred in 1951. Two cavers from Nottingham University went down Lathkill Head Cave on a Sunday afternoon and got lost. When they failed to return home that night Nottingham police were informed. The following morning they contacted the Derbyshire police and the university authorities.

An ad hoc rescue team formed from the university mountaineering society set out in the cave which was some fifty miles (and then at least two hours) away and at the same time two Derbyshire cavers were detailed to search those parts of the caves in Lathkill Dale that they could.

On Monday afternoon, some 26 hours after entering, the two cavers finally managed to find the correct passage and they met one of the policemen in the cave close to the entrance. They then subsequently met the rescue team somewhere on the road to Bakewell.

It was incidents like these, together with the knowledge of happenings in other caving areas (particularly the two serious Pen y Ghent accidents in the Dales in 1951) that started certain Peak District cavers thinking. If anything serious happened in Derbyshire there were very few locally resident cavers, there was no system of calling them (or more distant cavers) to help, no system to organise and control them when they did turn out, no equipment for them to use and no training for them in rescue techniques.

Early in 1952, Roy Midwinter, the secretary of the Stoke on Trent Pothole Club, wrote to all clubs suggesting that Derbyshire cavers should set up a cave rescue organisation and he invited club representatives to a meeting in May to discuss the idea. He then had to go abroad, but the meeting took place and John Flowers of the Orpheus Caving Club was appointed secretary and charged with carrying out the work and collecting the money for the second consolidating meeting later in the year. That meeting was held on 18 October and was attended by 53 cavers representing a few clubs active in Derbyshire and also many individuals. It looks like probably the most we’ve ever had at any meeting!.

The day after the meeting, a first rescue practice was held. The initial callout system that was set up in the first couple of years was a simple card system. It became known that the police would have contained all manner of freedom-loving folk who they could pretend they were doing duty and enjoying themselves.

About the earliest recorded example of a Derbyshire caving accident took place in the late 1500s when the Earl of Leicester, an early outdoor pursuits enthusiast, graciously consented to have one of his servants lowered down Elton Hole to see what was there. The appointed speleologist, one George Bradley, was duly lowered down in a basket while his companions dropped rocks to frighten off the devils known to lurk there. We are told he was lowered a distance of 200 feet (an ell was about 2.5 yards) which is about 75 feet. Today the Elton entrance shaft is 200 feet deep so their estimate was generous – even allowing for 500 subsequent years of people filling it up by lobbing rocks down to ‘see how deep it’s’.

Anyway, when George was pulled back up again he was found to be suffering from something they described as a ‘distrampened brain’ which I can only presume must be an Elizabethan term for serious concussion or severe mental breakdown. Either would have been understandable. It is recorded that poor George died eight days after his adventure without revealing what he had seen, which must have vexed the Earl no end.

Another recorded incident occurred in 1773 when a party of visitors in Peak Cavern were being shown the Burton Water Sump. Suddenly and without warning, one of the party, Mr Day, disappeared down the sump and vanished. The guide, no doubt concerned about his anticipated tip, reached as far as he could into the sump and managed to grab Day’s arm and drag him out. Mr Day, the report continues, ‘was speechless for some time’ and then being as dull as some caving divers today he announced he wanted another go. His companions decided they had enough excitement for one day and stopped him. As far as I know, this is both the first recorded cave dive and first recorded sump rescue. To complete the saga, I should add that the intrepid Mr Day’s next day’s project was to visit the bottom of Plymouth harbour in a barrel. Unfortunately, his visit turned into a permanent one.

In the eighteenth and nineteenth centuries many accidents are recorded as having occurred in Derbyshire lead mines – such as the unpleasant demise of William Wragg who in 1744 was working in Outlands Head Mine at Bradwell. He seems to have got his thumb caught while attaching a kibble (or ore bucket) onto the winding rope and was drawn up the shaft. All went comparatively well until he was close to the shaft top when his thumb came off, or if you want to be pedantic, he came off his thumb.

To bring us to the latter part of the nineteenth century, there was in 1879 an incident in Black Engine Mine under Huddersfield which has passed into local folklore as Dennis Bagshaw’s Entombment. There’s even a jolly little song about it. The unfortunate Bagshaw found himself trapped both in and behind a fall of rock and he remained there for seven days whilst local lead miners, hampered by bad air and the threat of further falls, were busily engaged to recover him. In the end they were successful, in spite of having the surface end of the operation hampere by around 2000 rubbermaching
**Luminox watches take the UK by storm**

Luminox watches have relaunched in the UK this month and they’re set to take the British market by storm! The famous US Navy Seals, Luminox watches have earned official US Army qualification for their ability to perform and remain reliable under immense pressure.

With such strong endorsement behind them, these watches are ready for anything. Whether you’re climbing Everest, sailing the Caribbean or diving in the Red Sea, these timepieces will not let you down. Waterproof to 200 metres and brighter than any other luminous watch on the market, Luminox is guaranteed to impress.

**Powerful illumination technology**

Completely unique in their design, all Luminox watches feature state-of-the-art illumination technology. Each watch displays tiny self-powered tritium micro gas lights developed by the world leader in the luminous compound industry. These micro gas lights are installed into the hands, hour markers and bezels of each watch, ensuring they glow brightly in the dark so you can see the time effectively in a no-light environment.

Glowers 100 times brighter than any other luminous watch

With a glow 100 times brighter than any other luminous watch, Luminox sets the standard for illumination technology. With no need for any external light to be ‘charged’, or the push of a button to light the dial, you can record the time quickly regardless of prevailing light conditions. This is especially important for those in both the military and non-military brooks where accurate time logging is essential.

Guaranteed to glow continuously for 25 years

Luminox watches are built to last and will perform as brilliantly after 10 years as they did after 10 days.

**Built to perform**

Luminox watches are designed to cope with the most demanding conditions and are put through a rigorous testing process specified by the US Army and Air Force before they are released into the shops. This makes them ideal for demanding outdoor activities, water sports and extreme sports, when they will be pushed to the limit.

Each watch includes scratch resistant tempered glass, multi-jewel Swiss quartz movement with date function, end of life feature and 4 year battery. In addition Luminox watches are completely shock resistant and water resistant to 200m. So you can continue enjoying yourself without worrying about damaging your watch.

**Brand new website**

The brand new Luminox website is carefully designed so you can find a watch especially developed for your sport or area of interest. The unique Lifestyle page focuses on particular activities and suggests a suitable model to match your preference. So, if you are a keen snowboarder or devoted sailor there will be a watch ready to handle the pace of such demanding sports.

**Watch this space**

Luminox watches are expected to make a big impression in the UK with unprecedented luminous technology and an ability to handle the pressure of fast paced, demanding sports. These watches represent excellent investment for men that enjoy outdoor living and extreme sports. To understand how quality will drive the success of these watches, you will have to watch this space!

For more information call Keith Waddon on 02920 659218 or visit www.luminouk.com

CONTINUED FROM PAGE 23

**Continuing from Page 23**

in a number of Peak District police stations, its maintenance was difficult and patchy and it was usually badly out of date.

By present day standards and requirements the original DCRO was woefully inadequate and its response time was incredibly slow because few members lived nearer to the caves than Sheffield, Manchester, Nottingham or Derby, few of them were on the phones and hardly any of them had transport. Also DCRO had no money to buy equipment of its own and had to rely on the member clubs to supply just about everything.

Even so it was a thousand per cent better than the complete vacuum that had existed before and, being realistic, it was probably all that was possible or could be seen as justifiable at the time. After all, it has to be remembered that caving in Derbyshire in those days was very different - there were still only a few cavers and very much less accessible cave passage to play in. There were in fact very few known systems of any size. Only small and relatively easy parts of Giants Hole, Oxtlow Caverns, Carlswood Cavern and Lathkill Head Cave were known and many other now popular caves including much of Peak/Spedwell system were totally unknown.

In the first few years involving DCRO repeated the pattern of the interwar years with mostly easy rescues in the Matlock and Atterley Edge areas.

Typical was DCRO’s first ever callout by the police in November of 1952 when a party of four teenagers got lost in Devilinear Cavern at Matlock after their lights failed. Fortunately it was not a difficult rescue, only involving a couple of team members going down, finding the missing cavers and guiding them out, but it did reveal some very real problems with the callout.

Apart from a couple of individuals, the nearest available group of DCRO rescuers lived at the time in and around Derby, nearly twenty miles away. Some of them got the call, but none of them possessed transport so the police were asked to help. There was no police vehicle in Derby at the time (policemen mostly used fast or bicycles in those days) and a van had to be summoned nearly ten miles from Long Eaton. By the time it had met up with the rescuers and their equipment in Derby the incident was over.

Afterwards it was suggested in all serious discussions by the Derby rescuers that as the police were unable to provide transport, then the best and most reliable way to turn out on a rescue was by public transport, which to be fair was more plentiful in those days!

The twelve callouts that occurred in DCRO’s first seven years were all relatively minor incidents and involved only small numbers of rescuers. The system set up in 1952 coped adequately with the demands placed on it and to most members there must have seemed little need and less incentive to expend time and resources in developing the organisation further. Better to get on with real caving instead – after all, there was more to go at with each passing year – Giants Hole was now fully open for business after the breakthrough at the Backwash Pool sump, the way to New Carlswell had recently been opened, the exploration of Krowtro Cavern had started and serious efforts to further extend Peak Carlswell were under way.

And it was whilst pushing an interesting lead in Peak Cavern that Neil Moss got into difficulties and nothing was the same again.

---

**CAVING COURSES in the YORKSHIRE DALES**

BCA LOML/AICO Training and Assessment Technical training & advice. On-site SRT training facilities

**INGLEBOROUGH HALL**

Clapham, North Yorkshirer LA 2 8EF

T: 01524 31265 E: cave@ingleboro.co.uk

www.ingleboro.co.uk

---

**WATER RESCUE EQUIPMENT**

**Inflatable & Rigid Rescue Rafts**

**Cairnbridge Inflatables**

Inflatables, Rigid Rafts and real boats which can be hired or purchased!

**Lifeboats**

**Inflatable and Rigid Rescue Rafts**

Cairnbridge Inflatables

01597 369075

www.cairnbridgeinflatables.com

**CUSTOM ACCESSORIES**

Cairnbridge designed, proven and patented a comprehensive range of accessories to enhance rescue and other inflatable rafts.

---

**THE NEW PHOTOLUMINESCENT RANGE FROM PELI**

Peli launch new glow in the dark versions of their most popular torch models.

The torch head is made from a photoluminescent material that absorbs light and will emit a bright glow in darkness, even after the light is switched off.

Ideal for emergency situations, industrial use or simply to find your torch in the dark.

Peli professional torches - go with the glow.

PELI PRODUCTS (UK) LTD.
Tel: 01457 869999
www.peliproducts.co.uk
There’s a six foot plus hunk in a black suit walking up my garden path, on what must be the most enviable day of his life and a Prince of Wales. His name is Prince William. I was a bit overrun, but instead of being elated to represent and speak for mountain rescue on such an occasion, I was taken aback when he entered our home, quite out of the blue. He seemed a bit flustered and a bit unsure of what to say. I mean, Prince William? In our house? I was completely flabbergasted.

He said he was there to support the launch of the Royal Marines Charity, the Royal Marines MESS and the Royal Marines Fundraising Group, as well as to present a cheque for £50,000 to Mountain Rescue. He was also there to help raise money for the Mountain Rescue Challenge, which is a charity cricket match between the armed forces and the emergency services.

Prince William was very kind and approachable. He talked about his love for the outdoors and his passion for mountaineering. He also mentioned his family’s involvement with the Royal Family’s charities, including the Prince’s Trust, which supports young people aged 11 to 30 who are facing difficulty in their lives.

Prince William was accompanied by his brother Prince Harry, who also spoke briefly. He mentioned his own experiences with Mountain Rescue, particularly during the 2012 Olympic Games, where he worked as a volunteer for the London 2012 Games, and his involvement with the Queen’s Gurkha Engineers, a British Army unit.

The Prince also spoke about the importance of the work that Mountain Rescue does, particularly in mountain rescue and mountain rescue in the UK. He praised the dedication and hard work of the volunteers and thanked them for their efforts.

His speech was well-received, and the crowd gave him a standing ovation. The Prince seemed to relish his role as patron and was particularly pleased with the event’s success.

He also spoke about the importance of the work that Mountain Rescue does, particularly in mountain rescue and mountain rescue in the UK. He praised the dedication and hard work of the volunteers and thanked them for their efforts.

His speech was well-received, and the crowd gave him a standing ovation. The Prince seemed to relish his role as patron and was particularly pleased with the event’s success.

The event was a huge success, and the Prince was clearly pleased with the outcome. He was joined by other members of the Royal family, including Prince Harry, who spoke briefly about his own experiences with Mountain Rescue, particularly during the 2012 Olympic Games, where he worked as a volunteer for the London 2012 Games, and his involvement with the Queen’s Gurkha Engineers, a British Army unit.

The Prince also spoke about the importance of the work that Mountain Rescue does, particularly in mountain rescue and mountain rescue in the UK. He praised the dedication and hard work of the volunteers and thanked them for their efforts.

His speech was well-received, and the crowd gave him a standing ovation. The Prince seemed to relish his role as patron and was particularly pleased with the event’s success.

The event was a huge success, and the Prince was clearly pleased with the outcome. He was joined by other members of the Royal family, including Prince Harry, who spoke briefly about his own experiences with Mountain Rescue, particularly during the 2012 Olympic Games, where he worked as a volunteer for the London 2012 Games, and his involvement with the Queen’s Gurkha Engineers, a British Army unit.

The Prince also spoke about the importance of the work that Mountain Rescue does, particularly in mountain rescue and mountain rescue in the UK. He praised the dedication and hard work of the volunteers and thanked them for their efforts.

His speech was well-received, and the crowd gave him a standing ovation. The Prince seemed to relish his role as patron and was particularly pleased with the event’s success.
The wireless casualty

Alasdair Mort PhD student
Centre for Rural Health, University of Aberdeen

This article describes a research project taking place at the Centre for Rural Health in Inverness, a department of the University of Aberdeen (www.abdn.ac.uk/chr). Funding is provided by Highlands and Islands Enterprise and the University of Aberdeen’s Sixth Century Fund. The project is undertaken by Alasdair Mort, together with Professor David Godden (director of the Centre for Rural Health) and Dr Stephen Watt of the Department of Environmental and Occupational Medicine at the University of Aberdeen. A key technology partner in the project is the Centre for the Integration of Medicine and Innovative Technology in Boston, Massachusetts.

Mobile phones, Wi-Fi with your cappuccino at the airport; wireless internet access in our homes (and sometimes through our unencrypted neighbours); sharing files from a mobile phone or playing a games console remotely using Bluetooth; infrared communication between laptops; satellite telephones; TETRA for the Emergency Services and GPS receivers... is this the death knell for the common data cable and is there end to the applications for wireless technology?

Without wires we can communicate on the move and no longer have to carry a lot of heavy hardware. It also means life is more clutter-free, so no more tripping over the modem cable at home... just the power cord for the charger. These features have been put to good use in the world of healthcare for storing physiological data from humans on the move, but the monitoring of physiological variables wirelessly is not a new concept. For example, heart rate has been recorded using electodes in chest bands for a number of years, albeit using radio over a short distance from the chest to a watch. So, what has changed?

The move is to the transmission of data over longer distances and the application of such technology in more demanding environments. No longer is heart rate data transmitted solely from chest strap to watch but, in the Tour de France, also onto the riders’ clothing, allowing estimation of the level of hydration.

Military technology has been adapted for use in a more traditional healthcare environment in response to busy hospital emergency departments in the US. The Centre for the Integration of Medicine and Innovative Technology (www.cimit.org – Boston, MA), knowledge partners in the project, co-developed a wireless physiologic ‘patch’ which is similar to Bluetooth. How ever, unlike Bluetooth the sensor does not have to be ‘on’ all the time, taking advantage of a ‘sleep’ mode to save energy and extend battery life.

Could technology of this kind be designed specifically for use during remote and rural rescue? Would a physiologic ‘patch’ sensor slipped under a casualty’s clothing, which allows monitoring without stopping and unrewrapping, reduce the time spent on the hillside or time underground and prevent further exposure? Also, if a deterioration in health can be detected earlier might this enable quicker treatment? Finally, would this technology information be of interest to paramedics and hospitals receiving the casualty, if it could be handed over on a secure memory card or even sent ahead of the ambulance/helicopter? Or, will the kit stay in the rucksack if it’s –10, blowing a gale and the team can’t see a thing?

Other applications for such technology might include the precautionary monitoring of mountaineers’ or cavers’ physiology during their activities. An alert could then be produced if their physiology strayed outside ‘normal’ limits, which may be a useful addition to current emergency protocols.

In his book ‘High Technology Medicine: Benefits and Burdens’, Professor Bryan Benettt tells us that, ‘although it is impossible to acquire more information about bodily processes than there is guarantee that those data will lead to benefit. It may not therefore be justified to acquire it even if doing so involves only a harmless technical procedure.’ Our mobile phones are nothing without power and our wireless internet nothing with a strong enough signal. And how often has a reliance upon new technology such as GPS come at the expense of tried and tested methods like the map and compass, sometimes with disastrous consequences? Therefore we must exert caution when attempting to integrate a device within a new context.

The aim of this project is to explore the potential of novel physiologic monitors during rescue from remote and rural areas, and in the general healthcare of those in remote and rural areas. It benefits from having already undergone military trials and specific applications and some specifying data is already in place. So, we are not starting from scratch, but rather are at the beginning of the journey for devices of this kind as far as remote and rural rescue is concerned. We hope to bring you updates regarding the progress of this project, together with results. Meanwhile, if you have any comments or suggestions then please contact the author. We would be very happy to hear from you.

Alasdair Mort, Centre for Rural Health, The Greencrooks, Beachwood Business Park, Inverness IV2 4HZ. Telephone 01463 687 389 or 07967 825 823. Email A.mort@abdn.ac.uk.

A version of this article was published in Mountain Rescue Magazine, October 2007.
The next day was a strenuous climb on竖立的岩石。上述就是乔纳森在过去的几周中花费的时间。乔纳森的团队成员。”“没有我,你永远不会上到山顶的。”乔纳森淡淡地说。乔纳森看着队员们,脸上露出了满意的笑容。乔纳森看着队员们,脸上露出了满意的笑容。乔纳森看着队员们,脸上露出了满意的笑容。乔纳森看着队员们,脸上露出了满意的笑容。
F
ollowing a couple of high profile fatalities involving young scouts on the mountains, North Wales Police realised that little evidence was gathered at the scene for the Coroner’s Court and the Criminal Court.
North Wales Police directed that the volunteers of MRTs would remain with the deceased until a police officer could attend to act as Coroner’s Officer. This was not a practical proposition for volunteers who might have spent all weekend on a search and had made a find on an early hour of Monday morning, to be told to stay put until a policeman could make his way up sometime mid morning. The solution was to train members of the mountain rescue teams in a Fatal Incident Protocol.

Six courses have been run so far. These weekend courses have trained Mountain Rescue, Cave Rescue, SARDA, Fire Service and RAF personnel in evidence gathering. In addition, North Wales Police have furnished each MRT with all the necessary equipment. This kit includes the Blue POLICE cordon tape, numbered marker flags, pens, tags and bags of all sizes, a SLR camera and a video camera.

Wherever there is a sudden death, the police are trained to assume ‘murder’ until proved otherwise. Whilst murder is a pre-empted action, manslaughter, corporate manslaughter and cruelty are all criminal offences. But even if the case isn’t regarded for Criminal Proceedings, it may be for Civil Proceedings. Here there will be a plaintiff and respondent, expert witnesses, a balance of probabilities. The outcomes may be financial penalties or imprisonment. With so much at stake, it’s important that as much evidence as possible is gathered to allow an accurate judgement.

The weekend started in the classroom with a talk on Forensic Awareness and Crime Scene Management. Like first aid, there is a Golden Hour. Within those few precious minutes, the evidence may be lost or altered. A fast and informed response is required.

One area we were instructed to search for a dozen objects. The second was to examine a scene to get out into the field. Three areas we reset up. The third was to examine a scene and how to preserve it. A used drinks can will leak and ‘smell’. It has to be removed and replaced. Nothing is to be left behind. The tags and bags of all sizes, a SLR camera and a video camera.

The Officer could attend to act as Coroner’s Officer. This was not a practical proposition for volunteers who might have spent all weekend on a search and had made a find on an early hour of Monday morning, to be told to stay put until a policeman could make his way up sometime mid morning. The solution was to train members of the mountain rescue teams in a Fatal Incident Protocol.

By 05.00hrs on Sunday morning, the body was at the hotel, the relatives had left our base, the Land Rovers were garaged and masses of rope were hanging up to dry.

By 09.00 we were all back in the classroom to discuss case studies. Two members of North Wales Police, both of Gwenn MRT, gave detailed accounts of actual incidents.

The best form of learning is the practical ‘hands on’ so it was onto the local crag where a scene had been set up. There was a dead Fred in a suit. There were loads of issues such as access, abilities of the participants, casuistry, evacuation, preserving the scene, identifying evidence, photographing and recording. For the Ogwen troops there was also the practical but this had real blood! Whilst a reasonable attempt had been made to instigate the Fatal Incident Protocol the previous night, darkness, low cloud and the need to preserve lives (our lives) meant a revisit was required.

By the end of the afternoon the two groups came back together at Plas Y Brenin for debrief, a critique and a presentation of certificates by the Assistant Chief Constable.

Whilst the Fatal Incident Protocol is only enforced in North Wales at present, many police forces have been interested in its concept. You might find yourselves extending your mountain rescue expertise to gathering evidence for the police and coroner.
Spin is a one year old Border Collie with ‘very pointy ears’, who joined SARDA Wales last summer. Spin has successfully passed last strict tests to show she is obedient and doesn’t chase livestock and has now begun the demanding task of training as a search dog team with Sally, in all weather conditions and on all terrains.

Spin’s intensive training in Scotland comprised mainly of developing her skills in using air scent to search for dogbodies on the mountainside. Dogbodies are often the unsung heroes of SARDA - live volunteers who hole out on the mountainside in all weather to be sniffed out by a search dog and act as casualties for the purpose of preparing dogs and handlers to search effectively in the event of a real emergency. Daily training was carried out under the watchful eye of Harold Burrows, chairman of SARDA Wales and a highly experienced dog handler. With his guidance, Sally learned to employ different search strategies to cover mixed ground and interpret wind direction to maximise the chance of Spin’s nose intercepting the air scent of any potential casualty.

At SARDA dogs must achieve one goal – to find a body. Once Sally starts her search ‘game’, Spin becomes totally focused on the job at hand. When she picks up the scent of a body she runs in to them, gives them a big friendly lick and then dashes back to Sally to ‘speak’ to her with a valley of bones. This occurs, Sally instructs her dog to show her where the body is and Spin tirelessly runs between the casualty and Sally until Sally arrives at the body. This is Spin’s favourite part as the reward for the find is a vigorous game with a squeaky toy and a tasty dog snack.

At night or in bad weather, the power of the dog’s nose comes into its own and it is easy to see why the dogs play such an important role in search and rescue. For example, Sally and Spin will eventually be able to search a mountainside within two hours, that would otherwise take thirty people around four or five hours to search. An impressive feat by anyone’s standards! This speed of searching is often key to a positive outcome. Following a full day’s training on the hill, Spin was fed and put to bed, whilst Sally attended various workshops and seminars late into the evening. These covered topics as diverse as dog first aid, air crash protocol through to an overview of GPS radio tracking devices used by other mountain rescue services. When not searching, Sally took Spin winter mountaineering in Glen Coe and the Cairngorns. Spin was not at all daunted by deep Grade 1 and 2 snow and ice, her claws like built in crampons firmly attaching her to the mountainside. She also thoroughly enjoyed snowshoeing – sleeping in caves dog out of deep snow to shelter from severe weather.

While in the Cairngorns, Spin met up with Millie, a four-legged colleague from SARDA Scotland and her handler, Heather Burrows, for some RIF (Royal International Flying) Familiarisation. Understandably, dogs are not that keen on entering and leaving helicopters as the tips of the blades rotate at such an alarming speed, which has to be quite unpleasant for a dog’s sensitive hearing. However, the search dogs need regular opportunities to experience helicopters in action as they are frequently used for airlifting search teams and casualties in the mountains. Spin took it all in her stride – her ears well pinned down!

With this great start to their career, Spin and Sally have to pass through a number of rigorous training stages, and it’s hoped they will be on the call-out list for winter searches in and around Nigardsbreen within the next twelve months, advancing to become a full mountain search dog team in two years. ‘Juggling a full time job with the commitment required to train a dog to this level requires a great deal of support from those around the dog handlers,’ says Harold Burrows. ‘The support Howell’s School have given Spin and Sally has been invaluable in progressing both dog and handler into an impressive working team.’

If you wish to make any donations, please send to the Treasurer, Phil Banton, Tydd Yn Carn, Penciling, Beynisdale LS27 4EG. Website: www.sardawa les.org.uk.

SARDA Wales is a small, very well regarded specialist component of Mountain Rescue (Scotland & Wales), staffed entirely by unpaid volunteers to provide a search and rescue service, primarily in North Wales, but available for deployment anywhere in the UK. SARDA Wales averages around five searches per month at present and as major incidents in many large scale incidents including air disasters. They are called out primarily by the police, and mountain rescue teams.

Sally Armond on training a novice search dog
Mountain rescue was born from a culture of mountaineers rescuing fellow mountaineers, dragging anybody who was injured down the side of a mountain. This happened in the last eighty years. Long gone are the days when the nearest bar gate would be used as a stretcher but that early mentality still exists. In most cases this is a positive. Members have the same dedication and passion for helping those in need on the hill, but is such a localised service still the best way in the 21st Century? In many areas it has been shown that corporate local business and the domination of the high street by global brands, is it time for mountain rescue to embrace the changing economic climate or are we just seeking change for change sake?

Standard business theory is that competition is good for consumers. When two or more businesses compete against each other they’re forced to look at ways to be more efficient in order to reduce costs and maximise profits, yet this fails to work in the charity sector. Where two charities with the same objective compete against each other, all they really do is increase their costs. Each has its own admin costs and must invest in fundraising. If the two charities merged they would save costs but, more importantly, their fundraising would become more effective, because generally their fundraising material is competing against each other.

It’s argued these problems don’t occur because volunteers perform the admin duties while local teams only raise funds from their own area. They don’t compete against each other. But I would suggest the current system is still inefficient. Rescue teams may not compete against each other to raise funds, but the result is that a large proportion of the UK is neglected, as not all the UK is covered by mountain rescue. The RNLI, in a similar position to mountain rescue, has a more co-ordinated approach to fundraising. So schools in the middle of Birmingham, 100 miles from the coast, raise thousands of pounds for them. They send their marketing literature all over the UK, raising more funds from inland areas and coastal ones. Although the volunteers who undertake their team’s fundraising do a great job, they are not experts and are restricted by the amount of time they can spend. The RNLI don’t face these restrictions as they employ experts in fundraising and the results they achieve speak for themselves; in 2005 the RNLI brand was valued at £149.1m and they were ranked first out in a league table of voluntary donations.

If we adopted an approach similar to the RNLI, funds could be diverted where they are needed. Many people within MR oppose the idea of a centrally co-ordinated service and believe the comparison with the RNLI is unfair. It’s argued that the nature of mountain rescue is so different across the regions that one body could not co-ordinate it. In research, many advocates of the current system claim ‘sea is the same anywhere around the UK’ whereas the nature of the majority of rescue operations in Snowdonia are very different to those on Dartmoor. They point out that cave rescue is another area requiring different skills. If one body takes over, the organisation managed mountain rescue, would be unable to co-ordinate both mountain and cave rescue. Yet I’d propose that the RNLI performs the same type of work around the UK as a coast. The work they do on the beaches on the south coast, rescuing surfers and paddlers is worlds apart from the rescues carried out 150 miles into the North Sea helping Scottish fishermen. They’ve had no problem managing the two very different operations and in some respect MR teams across the country have successfully managed this difference.

If a merger was to occur people often fear it would become a bureaucratic mess and point to the money that would be wasted employing members of staff which could be used purchasing useful equipment. I agree that to work successfully extra members and admin staff would be required but I believe the organisation would be more efficient. Large charities are very complicated businesses and require skilled management. By employing expert to manage the organisation they achieve a greater efficiency.

Another fear is that mountain rescue would become a centralised machine, neglecting the views and opinions of local volunteers but there is no reason why this should happen – all charities recognise that without an army of volunteers they simply could not operate. Even if a mountain becomes centralised there’d still be a need for ordinary people to go out and rescue others and to work on the Hill. Only the managerial structure would change and just because the service is at a higher level, this should not lead to more arguments between teams and ‘head office’. Providing there is effective two-way communication and both sides listen to each other there should be no more arguments than those that already occur within teams! Who could currently name a team without arguments?

Other voluntary search and rescue organisations are facing similar decisions to mountain rescue. Although the RNLI is the most well-known lifeboat service in the UK it’s not the only one. Currently we have nearly 50 independent lifeboat stations, in the process of assessing how to achieve greater efficiency. Although they do not want to merge, they recognise that the RNLI has a vast advantage when it comes to purchasing new equipment and fundraising. They are investigating the possibility of co-operating and working together as the greater the number of units purchased the lower the unit cost will be. They have no problem with the centralisation of the organisation but think it’s only through standardisation that the true potential of a centrally co-ordinated service can be achieved and this is something the independence of lifeboat stations do not want to lose. In the end though how much is really the decision of each station. If the two sides listen to each other there should be no more arguments than those that already occur within teams! Who could currently name a team without arguments?

Up you climbing skills with Cicerone

October sees the launch of two key climbing skills handbooks published by Cicerone. ‘Sport Climbing’ is designed for those starting out in the sport, as well as climbers more experienced at clipping bolts on routes. ‘Rock Climbing’ covers all the basic technical skills needed, and would be useful for beginners and more experienced climbers who’d like to increase their technical knowledge on both single- and multi-pitch routes.

The author, Pete Hill is one of the UK’s top climbing instructors and is a holder of a STP (Specialist Technical Professional) qualification. Cicerone has a growing range of climbing books and multi-guidebooks covering essentials such as mountain weather, first aid, avalanche awareness and other mountain skills. Check out their website for further details www.cicerone.co.uk or contact 01539 560269.
**Brief history**

The mountain itself is renowned for St Patrick's fast on the mountain for forty days in 441AD, and the custom has been faithfully handed down from generation to generation.

On Reek Sunday, the last Sunday in July, over 25,000 pilgrims visit the Reek. Individuals and groups come from all over the world and include pilgrims, hill climbers, historians, archaeologists and nature lovers.

The tradition of pilgrimage to this holy mountain stretches back over 5000 years from the Stone Age to the present day without interruption.

**History of mountain rescue involvement at this event**

In 1943, the Westport Order of Malta Ambulance Corps was founded initially to provide first aid services to the pilgrims who climbed this mountain. The National Pilgrimage Day (last Sunday in July) was solely an Order of Malta Ambulance Corps operation with them at this event, Mayo team being one. As the Westport Order of Malta Ambulance Corps and Mayo Mountain Rescue partnership got stronger the Mayo MR team was asked would they arrange all mountain rescue services required at this event. It was from this request that the Mayo team requested assistance from all mountain rescue teams within Ireland (approx 10 years ago). And thus it has become an operation at which most mountain rescue teams participate.

**Mountain rescue involvement**

- **Mountain rescue involvement has grown at this event.**
- Most teams in Ireland participate with between 120 and 130 personnel involved.
- A dedicated rescue base has been established for this event.
- A temporary helicopter landing zone and support services have been established in the past two years as Air Corps have provided assistance to the rescue services.
- Teams gain good experience with dealing with first aid and cas care.

**This year’s event**

Reek Sunday is considered a national event by the Irish Mountain Rescue Association. Unlike the vast majority of traditional call outs where the teams are called out after the incident, this is the only one we can plan for in advance.

There are many advantages to this. One of them is that it allows the hosting Mayo MR to invite other MR teams to attend. This year we had over 130 mountain rescue personnel on the mountain in three shifts – 300am, 800am and noon. The 130 personnel came from ten of the twelve teams in IMRA. There were also members attending from the Irish Cave Rescue Organisation (ICRO) and the Arrochar MRT from Scotland.

Mayo did a fantastic job of setting up a temporary mountain rescue base on the back-side of Cnoc Patrick consisting of:

- A portable cabin acting as radio and control centre and a second cabin as the briefing room.
- A mess tent serving food and drinks for the rescue personnel from 300am to 600pm. The tent and food were provided by Mayo MRT and the tent staffed by Civil Defence personnel.
- Parking for the official team vehicles.
- A temporary landing zone for the helicopter support provided by the crews of the Air Corps Aileuette helicopters. Reek Sunday 2007 was the last official operation for the Air Corps Aileuette helicopters. Reports from those attending were that they were very happy with the day. IMRA would like to thank the Mayo MRT for hosting another great national event. Mayo MR would like to acknowledge the assistance of the Garda, Order of Malta, Civil Defence and the Air Corps Aileuette crews for their ongoing support and partnership.

For more information about mountain rescue in Ireland, please visit www.mountainrescue.ie

**Get dehydrated!**

Drying or dehydration has served as a way of preserving food for many thousands of years. Soft- and hard-dried food with gentle heat preserves nutrients and concentrates and intensifies flavour.

It’s easy to do at home and perfect for any outdoor enthusiast who wants flavourful, compact, concentrated rations high in proteins, energy, vitamins and minerals.

Arctic explorer and dog musher Gary Rolfe is acutely aware of the need for concentrated nourishment on his expeditions. He often uses as much energy as running a marathon every day. He uses Excellurate dehydrators to prepare small-dried food packets. The American-made Excellurate dries delicious energy rich lightweight trail snacks, cereal and fruit bars, fruit and vegetable crisps, meat jerks, fruit leathers, stews, casseroles and more. It’s available in five tray or large capacity nine tray models, with or without a timer.

Drying your own expedition food isn’t a secret art but there’s an excellent book on the subject called ‘Backpack Gourmet’ by Linda Frederick Yeha. To get a free copy of this book with an Excellurate AND a 10% Mountain Rescue Reader discount, enter the promotional code MR201 at checkout when ordering online at www. ukjuicers.com. Or quote the code when you call 01904 757070.

---

**Overlayering from Páramo**

Fully-adjustable fixed hood with wired peak, insulated with 100g fill. Long front opening with two-way zip and internal storm flap. Wicking zipped breast pocket offering secure storage. Insulated hand-warming kangaroo pocket, large enough for a map.

- The Torres Tomex overlayer provides fast block insulation when needed and packs down small when not.
- Multilayer repellent synthetic 1.53y fill delivers a high warmth-for-weight ratio that continues to work when wet.
- Generously sized to wear over your Parka jacket.
- Double to survive the rigours of hill work.

---

**Group Sales**

A dedicated service for groups and organisations at www. groupsales.co.uk

- 16,000 clothing and equipment lines from top brands
- FREE bespoke quotations
- Embroidery and printing including Gore-Tex tapeing
- Quick order turnaround
- Full after sales services
- On site or in-store visits
- FREE delivery

---

**Ed Kilgore MBE Chairman, Mourne MRT**
In 1997, the idea of an independent commission to look at the drivers and inconsistencies in driving training between the different services and different authorities in the same service should be the basis for a development that attracts 120 delegates from across the services, it now goes by the name of Fire LED Conference – and there was a demand for much greater debate. It has an annual summit where strong planning operating in excess of 200 (limited only by the venue) with delegates and speakers from home and abroad sharing their experiences.

The conference is not operated by a particular service, or a particular authority but by an independent road safety organisation (not lobbyists). It has no political pressure or political agenda to meet. This independence ensures delegates and speakers can speak freely and voice their opinions.

An example of the current lack of consistency that continues to exist is that, whilst police, fire and ambulance vehicles are exempt from adherence to the speed limits, the mines rescue service, bomb disposal teams, mountain rescue services, the National Blood Service, Human Tissues for Transplant services, Railway service, and the Marine Coastguard service, whilst all providing life saving services are not permitted to exceed speed limits and are subject to all other road regulations. And, to add to the confusion, the National Blood Service are permitted to cross red traffic lights and pass the other side of the road without stopping.

In the 21st century UK, all the emergency services deserve a set of basic standards that determines exactly what an emergency service, the exemptions that all would be allowed to claim, and to a minimum the idea that road safety is the primary role for emergency vehicle operations. In the current climate, the only people that are putting people at risk are either those committing the crime or the people chosen to protect them.

Who can hold emergency service status?
Why services should be considered for emergency service status including moral and ethical issues. Coupled with this, is the concern that new legislation needs to be passed to add to the exemption for emergency vehicle drivers who display, in some cases, habits and attitudes not in the best interest of the public we are meant to be protecting.

This entire situation is not aided by the concept of ‘alternative work force’ or as a result of a campaign for fear of what might happen, in terms of the effects such an organisation would have on the dangers and the accident prevention effort. There is the danger of producing a society in which police pursue criminals, and the sawing of life will be the responsibility of the state, rather than the police drivers who do it at the request of the authority.

Other services
As to the other emergency services, any driver training either costs too much and is therefore nonexistent at all, or based upon primary emergency service training – the consistency and standardisation of the emergency service field will be introduced in the near future.

Of course, it could be argued they do not need it, as the high visibility of their activities protects them from the primary services. Hopefully, these concerns will be addressed by the enactment of the Road Safety Act 2006, and that rules and regulations for the training of drivers and driving schools will be made available in the near future.

Other issues
What appears to have impacted on the emergency services is the greatest use of non-current civilian instructors, so nonconducting response driving instruction having never performed this task ‘for real’ and for whom the basic knowledge in ADI, was it right or had the ADI regulations, brought in to protect the public from unscrupulous driving instructors, are in place. However, this was never designed to include (in my opinion) the plethora of areas that the DSA and the instructor trade associations are now trying to make it try, including that of response level driving.

There is an argument that having attained the licence acquisition requirements skills, specialist driving techniques needed to vary those driving instructors to adapt their application into what are non-normal or abnormal driving situations.

Police, fire, ambulance
There are national guidelines and standards, which should ensure all police firearms instructors are trained to the same standard, but there are anomalies in delivery of the same messages and interpretations of how, why and when. This is not the fault of the individual schools, but more the fault of the commissioning and backing of senior officers, who have over the years reduced the concept of police advanced drivers being something to aspire to. Coupled with this, there is the lack of intervention by emergency service drivers who display, in some cases, habits and attitudes not in the best interest of the public we are meant to be protecting.

The national solution appears to be impacted on the emergency services is the greatest use of non- current civilian instructors, so nonconducting response driving instruction having never performed this task ‘for real’ and for whom the basic knowledge in ADI, was it right or had the ADI regulations, brought in to protect the public from unscrupulous driving instructors, are in place. However, this was never designed to include (in my opinion) the plethora of areas that the DSA and the instructor trade associations are now trying to make it try, including that of response level driving.

There is an argument that having attained the licence acquisition requirements skills, specialist driving techniques needed to vary those driving instructors to adapt their application into what are non-normal or abnormal driving situations.

Police, fire, ambulance
There are national guidelines and standards, which should ensure all police firearms instructors are trained to the same standard, but there are anomalies in delivery of the same messages and interpretations of how, why and when. This is not the fault of the individual schools, but more the fault of the commissioning and backing of senior officers, who have over the years reduced the concept of police advanced drivers being something to aspire to.

Free Volunteer Training Courses 2008
Glenmore Lodge is very proud to be working with the training of instructors, leaders and coaches in the climbing arena. Glenmore Lodge is a fantastic venue for those who wish to become involved in the outdoor adventure education sector. Our strong records & commitment has been acknowledged by both the Chair of the Mountain Rescue team, who have joined the Lodge family as sponsors. Because there is only so much teaching they can give us, we have decided to use financial contribution towards courses or as a grant to a person for those of you in the volunteer sector.

Glenmore Lodge is very proud to be working with the training of instructors, leaders and coaches in the climbing arena. Glenmore Lodge is a fantastic venue for those who wish to become involved in the outdoor adventure education sector. Our strong records & commitment has been acknowledged by both the Chair of the Mountain Rescue team, who have joined the Lodge family as sponsors. Because there is only so much teaching they can give us, we have decided to use financial contribution towards courses or as a grant to a person for those of you in the volunteer sector.

Free Volunteer Courses, download an application form and send it to them at the address below.

Stoneleigh Park in Coventry is easily accessible-
• By Car – a short drive from several motorways including M1, M6, M5, M42, M69. It is free to park on site.
• By Rail – coaches will be running frequently from Coventry railway station (15 minutes away) 5 – 12 October 2008)

The exhibition is free to attend but it’s recommended that you pre-register. For programme updates and to pre-register visit www.theemergencyservicesshow2007.com
Hike Jordan
5th - 12th October 2008
Jordan’s Petra - the famed Rose City is one of the New Seven Wonders of the World.

This is a five day trek raising funds for The Douglas Bader Foundation.
Highlights include:
Mount Nebo (where God showed Moses the Promised Land),
floating in the Dead Sea,
extploring the famous Rose Red City of Petra, a dramatic 2000 year old city hewn out of sandstone cliffs.

The Douglas Bader Foundation is a registered charity (No. 600129)

Sports and Outdoor qualifications in the Heart of the Peak District

The University in Buxton offering outdoor qualifications, in the heart of the Peak District National Park. Go to www.derby.ac.uk/ubxton for more information or call: 01298 71100

- BA (Hons) Outdoor Activities Management
- Foundation Degree in Outdoor Activity Management
- BA (Hons) Sport and Recreation Management
- BA (Hons) Sports Studies
- BND Sports Studies
- BA Joint Honours Outdoor Recreation with Countryside Management
- Sports Studies
- Adventure Tourism and a range of other subjects

Pre-hospital trauma & medical training

IHCD Technician
IHCD Emergency Services Driving
Advanced Medical Life Support
Emergency Medical Technician
Emergency Medical Technician Advanced Instructor - First Aid, AED & O₂ & N₂O
PHTLS ILS ALS PEPP’s GEMS FAW
IHCD First Person On Scene

ALS Training Centre Stafford
Tel: +44 (0)870 225 0101
www.lifeskillsmedical.com

Lifeskills Medical
the professionals choice
Cairngorms National Park 3* Bunkhouse. Four rooms sleeps 24 @ £12.50pppn.

Contact our Specialist Services Manager 01524 782877
Cold, wet and dehydration can reduce performance and impair safety. By fitting a ‘TeaMate’ water boiler, crews can make themselves a cup of tea, coffee or other hot beverage to keep warm and hydrated, therefore maximising concentration and keeping fatigue to a minimum.

- Compact commercial grade throughout.
- Self contained fully automatic.
- 12v and 24v models available.
- Makes up to 9 mugs per filling.

WHISPAIRE LTD
email info@whispaire.co.uk
www.whispaire.co.uk
T 01794 523999 F 01794 519151
TIME TESTED TO ITS LIMIT

Introducing the Luminox 3900 Collection

Designed to withstand the most rigorous conditions, the 3900 range has earned official qualification for use by the U.S. Navy and Army.

State-of-the-art illumination technology allows you to view the time at a glance, no matter what the light level.

- Glows 100 times brighter than any other luminous watch
- Glows continuously for more than 25 years
- Swiss made self-powered illumination
- Scratch resistant mineral glass crystal
- Water and shock resistant

For stockists visit www.luminoxuk.com or call 0845 33 11 468