

mountain rescue

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ISSUE 38
OCTOBER 2011





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Word ^{first}

DAVID ALLAN

WELCOME TO ISSUE 38

Mountain Rescue is the membership magazine for mountain and cave rescue in England and Wales.

Contributions should be sent to the editor at the address below. Every care will be taken of materials sent for publication however these are submitted at the sender's risk.

EDITORIAL

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NEXT ISSUE ISSUE 39

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5 DECEMBER 2011

Editorial copy must be supplied as Word document. Images must be supplied as high resolution (300 dpi) JPG/EPS/TIFF/PDF.

Advertising artwork must be supplied, ready prepared on CD or via email as font embedded PDF/EPS/TIFF (300 dpi) or Quark document with all relevant fonts and images.

FRONT PAGE

The 'Royal Wedding Present' Land Rover is finally unveiled
Photo: Judy Whiteside

EDITOR'S NOTE: Articles carried in Mountain Rescue do not necessarily reflect the opinions of Mountain Rescue England and Wales. We do not accept responsibility for information supplied in adverts/advertorial.

mountain rescue



Those with intact memories will recall that the year 2000 appeared to be a very good year for mountain rescue. This was encapsulated by the success of the first UK and Ireland conference in Lancaster – a venture that caused no small amount of anxiety during its gestation – and its success came from unlimited hard work by the organising group.

Behind the scenes, however, things were less comfortable. The conference had been funded by a direct grant specifically tied to this purpose but away from this the financial state of MREW was precarious. The preceding years had witnessed the reduction and removal of the funding on which we had been dependent. The annual grant from the Sports Council disappeared amongst others. In the wake of the conference a difficult meeting considered our options. One of the items on the agenda was consideration of discontinuing the magazine. A decision was made to go forward with fundraising in the hope we could protect the structure and functions of MREW.

We were immensely fortunate in finding the people who have come to be the 'fundraising group'. Their success, gained as a result of a great deal of commitment, enabled us to claw our way back from those precarious times.

I recall that when things were looking bleak someone, with a great deal of foresight, observed that our difficulties then would seem as nothing compared to the challenges we would face should the fundraising be successful. This prophecy has indeed come to fruition as we try to find an equitable way of dealing with the government grant and other monies.

At the outset the declared purposes to which money would be put were essentially threefold. Firstly, to cover the costs of running a national body. Secondly, to support training and this would include giving financial

security to the conference when necessary. (Direct grants for the conference disappeared after 2000.) Thirdly, resources would be used to cover elements of equipment supply. This would include the development costs of new stretchers etc as well as covering the outlay needed to get things like this manufactured. The other belief was that by using the power of bulk purchasing agreements a very significant saving could be made, not only on equipment but also on items such as insurance.

We are now in the fortunate position of being able to achieve quite a lot of these objectives. It is going to take considerable discussion and perhaps some changes of mind set to achieve the most acceptable way forward.

As Bill Cosby observed, 'I don't know the key to success but the key to failure is trying to please everybody.' I would add to this 'all the time and every time'.

I think it will be difficult to arrange things so everybody gains directly all the time but, with careful planning, everyone will gain at some stage. I hope we might reach a place when most people are pleased to see mountain rescue in any area, or at any level, gaining even if at that time it does not directly benefit their immediate patch. Perhaps some new ways of thinking might be needed before this is successful.

'Creativity is the defeat of habit by originality,' said Arthur Koestler. It will certainly take time to reach the best systems but we will only get there eventually if the first steps are taken now. We are not alone in trying to unite many opinions behind a common goal and wishing we could do everything yesterday.

'The Lord created the universe in seven days but the Lord had the wonderful advantage of being able to work alone.' Kofi Annan ■

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PS: You can still donate to the Twirlies (currently at £3289) and even read the blog. Just go to justgiving.com/twirliesontour



INSURANCE MATTERS NEIL 'WOODIE' WOODHEAD insurance@mountain.rescue.org.uk

The main area of concern over the summer has been the differences of cover provided by the police-funded personal accident (PA) policies. Members in those teams that are covered by the new national MREW policy have the benefit of cover at all times when they are on official mountain rescue activities – whether that's a call-out, training, fundraising, attending meetings or working at their headquarters. Other teams do not have this same level of cover in place for their members and that's of real concern.

An accident whilst training highlighted to one team that despite believing they had cover in place, it transpired that it didn't cover their members whilst training. Thankfully the matter seems to have been resolved amicably and the police force has responded positively. But this highlights the point that if your team is not listed on the national MREW policy, you should ensure you know exactly what you are covered for and when. The guidance notes now include a definitive list of the teams covered, which has extended to include the North Wales and North Yorkshire teams since my last article. I hope Lancashire Police sign up in October when their policy is due for renewal. We will continue to encourage those police forces who have elected not to sign up to the national MREW policy, to reconsider this decision and I urge teams and regions to make representation to their contacts within these forces.

The agreed fundraising activities that are covered under the civil liability policy have been welcomed by many teams and the guidance notes gives them the certainty they are looking for when arranging fundraising events. This has also meant we can concentrate on the higher risk activities when dealing with your enquiries. Please contact me as soon as you can with these queries, as it can take some time to have discussions with insurers and hopefully ensure

adequate cover is in place without incurring any additional premium.

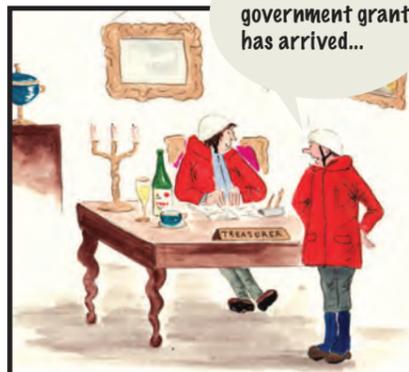
As I reported in the last magazine, vehicle insurance is being looked into and it is hoped that some central funding will be available next year. To take this forward we need to know from the teams what vehicles they have, any special cover they have in place and claims history. We hope you will be able to let us have this, as part of a wider survey the vehicles group are to undertake.

I'm determined to help all the teams who want to be part of a large centrally funded scheme, so it will free up funds for you to spend elsewhere. But it isn't just the money. I also want to strive for better cover and better customer service.

I'm also working on a training package that will be available to download from the MREW website, which will help trustees to understand their insurance requirements and also enable them to educate their team members on the subject. Watch out for this on the website and, hopefully, I can report positively next issue.

All the guidance notes and documents relating to insurance can be found on the MREW website – they are in the member's area, under documents and insurance. As always, if you have any queries then please just send me an email and I'll give you whatever help and assistance I can. Contact is insurance@mountain.rescue.org.uk. I will be at the November meeting in Hutton, should you wish to discuss anything. ■

...I see the government grant has arrived...



MEDICAL SEMINAR
Places: 60
Date: Saturday 5 November
(One day)
Location: Charlotte Mason College

**MREW SUBCOMMITTEES
AND BUSINESS MEETING**
Places: 100
Date: Saturday 19 November
Location: Lancs Police HQ Hutton
Contact: Peter Smith
01796 862335
secretary@
mountain.rescue.org.uk

TRAIN THE TRAINERS
Places: 30
Date: Sunday 20 November
Location: Lancs Police HQ Hutton
Contact: Huw Birrell
huwbirrell@aol.com

MEDIA SKILLS
Places: 30
Date: Sunday 20 November
Location: Lancs Police HQ Hutton
Contact: Mike Margeson
01229 889721
mmargeson
@hotmail.com

The two courses will be run on the same day. Cost for each is £150 per head and both attract a 50% subsidy from MREW, to be refunded to teams.



TRAIN THE TRAINER

Not just for team training officers, this course is aimed at any team member who might run, or help to run, team training events. The day includes theory, workshop and practical exercises, with the opportunity for peer feedback.
To book: huwbirrell@aol.com



MEDIA INTERVIEW SKILLS

Find out how journalists gather news and learn how to survive close scrutiny from the TV cameras. The course includes interviews and analysis, hints and tips for the future from those who work in the media.
To book: mmargeson@hotmail.com

Bookings in writing on team letterhead, with two official team signatures. Please make cheques payable to 'Mountain Rescue Council'.

IMAGES: CENTRAL BEACONS MRT & MIKE MARGESON

FROM WEDDING GIFT TO SAVING LIVES... SALLY SEED

The first Saturday in September saw representatives of about fourteen different mountain rescue teams gathering in Deeside, just over the Welsh border from Chester, to see the results of a generous wedding gift that became a royal donation – one that will soon be saving lives on the Cumbrian hills.

Back in the Spring, Jaguar Land Rover gave Prince William and his bride-to-be, Miss Catherine Middleton, a Land Rover as a wedding present and, as Patron of Mountain Rescue England and Wales, Prince William, now the Duke of Cambridge, handed the gift on to us.

David Allan, Chairman of Mountain Rescue England and Wales, takes up the story: 'We arranged for the names of the fifty or so teams to be put in a hat and then, on his brother's



LEFT: THE WEDDING PRESENT LAND ROVER – ALMOST READY TO RESCUE!
RIGHT: NEIL ROSCOE FROM LAND ROVER HANDS OVER THE VEHICLE KEYS TO PATTERDALE TEAM LEADER, MARTIN COTTERELL

behalf, Prince Harry picked out a winner at a meeting of the Princes' Charities Forum. The Patterdale team's name came out of the hat and, since the draw, they've also arranged to pass on one of their Land Rovers to another team, Glossop MRT in the Peak District.'

For the past couple of months, the wedding present Land Rover, a Defender 110 Utility

Turn to page seven for the rest of the story and blow by blow pix of the conversion process...



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ABOVE: DARYL GARFIELD (MREW VEHICLES OFFICER), DAVID ALLAN (MREW CHAIRMAN), MARTIN COTTERELL (PATTERDALE TEAM LEADER), ANDY GUNTHER (NWPCC), JOHN WILLIAMS AND DAVE FREEBORN (PATTERDALE TEAM MEMBERS)
IMAGES FROM SATURDAY 3 SEPTEMBER
© JUDY WHITESIDE

Land Rover wedding present continued...

Wagon with a 2.4 litre Puma engine and 6-speed manual transmission, has been in an industrial unit in Deeside, home of the North Wales Police Commissioning Centre (NWPCC).

Huw Jones and his team at the NWPCC specialise in work on all sorts of police and other emergency vehicles, making sure

they're adapted for specific purposes and equipped for a range of specialist roles. They have worked with Daryl Garfield, Vehicles Officer with MREW, and Neil Barrow of Patterdale MRT, on the interior and exterior of the Land Rover to create a state-of-the-art rescue vehicle including off-road capability, roll cage, high visibility livery and emergency services warning systems.

'We've worked on similar conversions over the past six years,' says Huw, 'but we always knew this one would be high profile because of the back story to the original donation of the vehicle.'

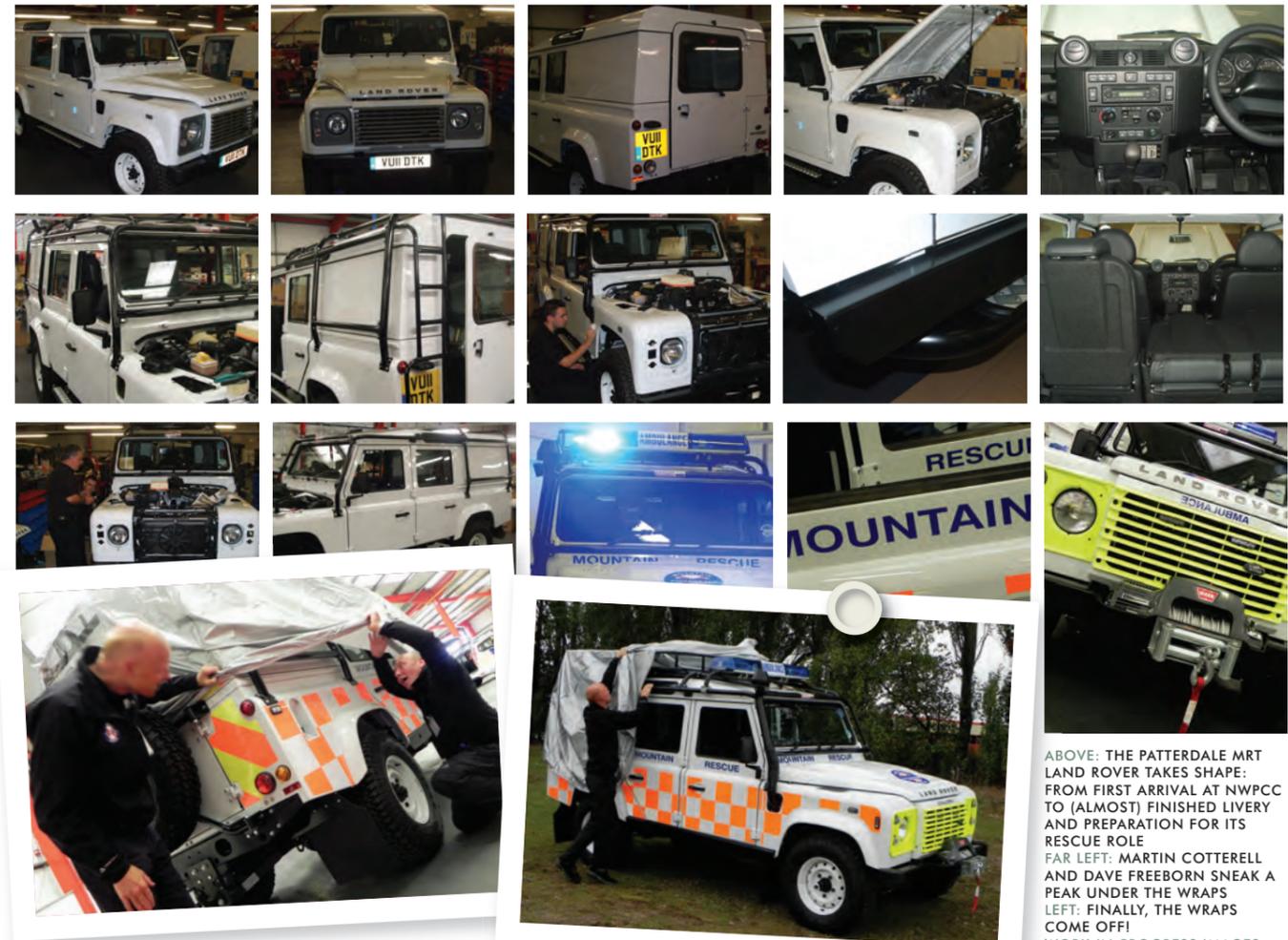
On 3 September the (almost) finished vehicle was unveiled as part of an open day at NWPCC, attended by representatives of Jaguar Land Rover, Mountain Rescue England and Wales, North Wales Police and team members from search and rescue teams across England and Wales.

Daryl Garfield set up the open day with the team at NWPCC. 'This Land Rover is a bit special,' he says, 'and it was excellent to be

able to showcase the work done at Deeside as part of the unveiling and hand over. People got a chance to look around the workshops, talk to Huw's team at NWPCC and see for themselves how other emergency services are adapting vehicles for emergency roles. It seemed to create lots of interest and some new ideas for the future too.

'It's great that two teams are benefiting as one of Patterdale's vehicles heads to Glossop very soon - I don't think there's a rescue team in the country that doesn't use a Land Rover in its work.'

Assistant Chief Constable Gareth Pritchard said: 'North Wales Police have been delighted to be able to assist in the preparation of this Land Rover. The contribution these volunteers make across England and Wales is magnificent and the police rely heavily on their unstinting support and professionalism. We congratulate the Patterdale team and note the generosity of the Duke and Duchess of Cambridge in donating the wedding present vehicle.' ■



ABOVE: THE PATTERDALE MRT LAND ROVER TAKES SHAPE: FROM FIRST ARRIVAL AT NWPCC TO (ALMOST) FINISHED LIVERY AND PREPARATION FOR ITS RESCUE ROLE
FAR LEFT: MARTIN COTTERELL AND DAVE FREEBORN SNEAK A PEAK UNDER THE WRAPS
LEFT: FINALLY, THE WRAPS COME OFF!
WORK-IN-PROGRESS IMAGES COURTESY NWPCC

WHAT DID THEY EVER DO FOR YOU? the execs

If you've ever wondered who those invisible people were, beavering away on your behalf at national level (or even, dare we say it, doubted their very existence), here's your chance to find out. This is by no means a definitive list but it's a page-worth of key people – and it certainly doesn't mean the ones not detailed further aren't also beavering away on your behalf. The plan is to update this on a regular basis as projects develop so watch this space....



CHAIRMAN: DAVID ALLAN

EMAIL: allan986@btinternet.com

Represents the interests of mountain rescue to the Government, the emergency services and other SAR organisations and The Princes' Charities Forum. Currently involved with the BMC and MLTE in the development of a national Safety Forum and, with Daryl Garfield, is seeking to establish national guidelines for team vehicle livery.



SECRETARY: PETER SMITH

EMAIL: secretary@mountain.rescue.org.uk

Acts as an interface between teams, regions and the national body, records and produces minutes at MREW meetings and generally deals with reams of admin.



TREASURER: PENNY BROCKMAN

EMAIL: treasurer@mountain.rescue.org.uk

Besides ensuring the smooth running of MREW finances, is currently working with Insurance Officer Neil Woodhead, the insurers and police authorities to thrash out better deals for us in insurance, and with the fundraising group and Tony Rich to secure sponsorship deals to benefit team members.



PRESIDENT: PETER BELL

EMAIL: president@mountain.rescue.org.uk

Demonstrates wholehearted support for mountain rescue, attending national meetings and acting as an ambassador outside the organisation. Whilst there is a requirement for him to remain apart from day-to-day business, he thoroughly enjoys engaging in the technical discussions.



ASSISTANT SECRETARY: PETER HOWELLS

EMAIL: assistant-secretary@mountain.rescue.org.uk

Organises MREW search/management courses, represents us on the Youth United National Committee and co-ordinates our role in the UK MR conferences – currently working with Leeds Metropolitan University for 2012, and also working with Peter Smith on the Queen's Diamond Jubilee initiatives.



FUNDRAISING: MIKE FRANCE

EMAIL: nationalfundraising@mountain.rescue.org.uk

Chairs the fundraising group to develop revenue and PR opportunities and further sponsorship deals with a variety of companies including developing the relationship with Go Outdoors. Also acts as the link with the Princes' charities.



WATER: EWAN THOMAS

EMAIL: water@mountain.rescue.org.uk

Liaises with DEFRA and the fire service in the development of guidelines for water rescue, training and best practice. Currently creating a central register of water resources.



EQUIPMENT: RICHARD TERRELL

EMAIL: equipmentofficer@mountain.rescue.org.uk

Looks at all things equipment, reviewing, researching and liaising with suppliers and manufacturers and is currently involved in development of the new stretcher project.



COMMS: MARK LEWIS

EMAIL: communications@mountain.rescue.org.uk

Aims to develop better comms technology for MR, most notably working with Mapyx to provide mapping systems. Also sits on the UKSAR Comms working group.



PRESS OFFICER: ANDY SIMPSON

EMAIL: press@mountain.rescue.org.uk

Represents MREW to the national press, TV and radio, liaises with Clarence House regarding any Royal involvement in MR, supports teams in their own publicity, advises on corporate identity, and works with the fundraising group to further sponsorship deals with companies such as Goodyear – currently helping develop the relationship with Go Outdoors.



MEDICAL: JOHN ELLERTON

EMAIL: medical@mountain.rescue.org.uk

Represents the interests of mountain rescue in medical matters to government, the emergency services and ICAR, and maintains the 'morphine' licence. Currently looking at possibilities for updating the Casualty Care handbook and conducts mountain medicine research.



VEHICLES: DARYL GARFIELD

EMAIL: vehicles@mountain.rescue.org.uk

All things vehicle oriented including liaising with the police, Department of Transport and other relevant bodies. So... driver competency guidelines, fleet insurance, blues and twos, vehicle livery...



TRAINING: MIKE MARGESON

EMAIL: trainingofficer@mountain.rescue.org.uk

Instrumental in creating the MREW Rope Rescue Guidelines and successfully re-establishing a national training day at Plas y Brenin. Currently initiating and developing new courses, such as media skills and 'train the trainers' and updating party leader and team member guidelines.



CENTRAL PURCHASING: NEIL RODEN

EMAIL: purchasing@mountain.rescue.org.uk

Chairs the Forward Planning Group part of which involves developing a central purchasing policy. Currently part of the team working with Go Outdoors developing ideas for fundraising and gear testing.



INSURANCE: NEIL 'WOODIE' WOODHEAD

EMAIL: insurance@mountain.rescue.org.uk

Currently reviewing all mountain rescue-relevant insurances, including developing guidance notes and presentations for teams, looking at a scheme for vehicle insurance and possible enhancements to personal accident cover.

Plus...

VICE CHAIRMAN: TONY JONES

EMAIL: vice-chairman@mountain.rescue.org.uk

STATISTICS: GED FEENEY

EMAIL: statistics@mountain.rescue.org.uk

MAGAZINE: JUDY WHITESIDE

EMAIL: editor@mountain.rescue.org.uk

LEGAL: TONY RICH

EMAIL: legal@mountain.rescue.org.uk

CAVE RESCUE: BILL WHITEHOUSE

EMAIL: billrhwa@aol.com

NEIL RODEN

For the third successive year, Mountain Rescue England and Wales successfully hosted a day out for children's charities supported by our patron, the Duke of Cambridge and his brother, Prince Harry. This year, it was the turn of the Peak District to take up the reins with all seven mountain rescue teams in the region, plus SARDA and Derbyshire Cave Rescue Organisation, working together to provide a 'day of adventure'. Young people from WellChild and Centrepoint were joined, for the first time this year, by children from The Child Bereavement Charity.

Working together we were able to put on a range of activities to make the day a huge success and a real pleasure to be part of. Mark Williams, deputy team leader of Buxton MRT and Head of Centre at Hollowford, arranged overnight accommodation for some on the Thursday evening which enabled those from Centrepoint to work with the SARDA dogs that night. Mark also generously provided access to the High Ropes courses and equipment for caving and climbing. Thanks also must go to Alan Walker, the manager of Pooles Cavern at Buxton for providing free access to the cavern, and Morrisons for the pack lunches.

In addition to the high ropes work and caving there was, of course, climbing and abseiling with all the activities overseen by qualified outdoor instructors from within mountain rescue. The day ended with tea and cakes at Edale MRT base where all the guests were able to look around and see the type of equipment we use. All our guests were given goody bags with gifts kindly donated by local businesses.

The day could not have happened without the support of all teams and team members. We know the guests had a great day out because they told us so – and it was plain to see from their faces. I know everyone involved on the day did too and it was great to see everyone working so well together. Next year it's back to the Lake District, where Keswick MRT is taking the lead so it's over now to them. I hope they have as good a day as we did.



A DAY TO REMEMBER FOR FOUR ROYAL CHARITIES

KEVIN CORCORAN

July saw the third occasion of Mountain Rescue supporting Centrepoint and WellChild – this year joined by The Child Bereavement Charity – with all the Peak District teams joining forces to organise the day.

Centrepoint works to improve the lives of socially excluded young homeless people through a range of accommodation-based services and has Prince William as its patron. WellChild aims to help children and their families manage the consequences of serious illness through a programme of care, support and research. Prince Harry is patron. The Child Bereavement Charity, patronised by Prince William, provides support to all those affected when a child in the family dies or is bereaved.

Last year, Ogwen Valley MRO and NEWSAR did a fantastic job of providing a memorable day so we had a tall order to match but, pretty quickly, the seeds of a plan came

together and representatives of all the teams involved started getting together to thrash out the basic ideas. As all the disparate charities have differing abilities and needs, it soon became apparent we'd need to provide largely separate activities for each group – much as we'd have liked them to all come together – involving a number of personnel operating over several different sites.

The plan was for the Centrepoint youngsters to start the day at the Hollowford Centre in Castleton, where some of the participants would stay the previous night, ready for an early start. Hollowford provides a high ropes course and a zipwire – the basis of their activities for the morning. This would be followed by a walk up nearby Mam Tor, followed (after lunch) by caving at Giant's Hole, a well-known caving site ideal for novice cavers.

The Child Bereavement party would also start at Hollowford, tackling Giant's Hole first, then on to Burbage Rocks to try their hand at climbing and abseiling. Activities for the WellChild families were specially

tailored to the severely disabled children and their siblings. Their day would be based around Poole's Cavern in Buxton, a two-million-year-old natural limestone cave featuring a 310-metre area easily accessible to all. The woodland area surrounding the cavern itself made a perfect venue for a tyrolean rope slide for the children to play with and any number of search and rescue exercises.

At the end of the day, all parties would return to Edale's HQ for a buffet meal. And, fairly early on in the planning stages, the idea of team members meeting afterwards in nearby Castleton for a celebratory drink or two seemed to get introduced. No surprises there!

Eventually, the day of the event

CLOCKWISE FROM TOP LEFT: A GROUP FROM CHILD BEREAVEMENT IN GIANT'S HOLE; HOLLY PREPARES FOR THE TYROLEAN, HELPED BY NICK SHEPHERD OF BUXTON MRT; AND SARA TURNER OF BUXTON MRT; HOLLY'S BROTHER, CALUM, GETS READY FOR THE TYROLEAN; ABSEILING AT BURBAGE ROCKS.

Turn to page eleven for more on the Charities' Day...

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We have two brand new Hood Buffs to give away to the first two readers out of the hat. Just send your name and address to editor@mountain.rescue.org.uk (or via post to 8 Bridgefoot Close, Boothstown, M28 1UG) and you could be snug as a bug in a Buff this winter!

www.buffwear.co.uk



Photo competition

Last issue's competition brought the usual flood of entries... hmmm... so here we go again...

Just send us your best images of you (or you and yours), wearing your Buffs in the most unusual setting you can dream up. Top of the hill, deep beneath the earth, hanging by a thread, kayaking upstream... whatever, so long as there's a stunning view in the background too. The best three win a High UV Protection Buff® each (judges' decision is final). I look forward to the flood of entries. Again... JW

dawned, and team members began converging on Edale. The forecast was good, thankfully. Vehicles from the member teams parked up ready to transport people to the four main venues for the day. Lunch packages miraculously formed from the ingredients generously donated by Morrisons.

Colleagues from other regions came along to join the fun, including four from Keswick – who are hosting the event next year – and one from Ogwen Valley. Oldham had donated one of their vehicles with a driver, to escort this 'VIP' party and me around all the activities, so we could see as much of the day's action as possible.

Off first, then, to Hollowford and Centrepoint on the high ropes course. Those who remembered her from last year were pleased to note the change in demeanour in one of the participants, back for a second time – previously very shy and withdrawn, she was far more open and relaxed, chatting easily with team members. Next to Poole's Cavern and the WellChild family (sadly, only one of the expected families had been able to attend this year due to illness). By the time we arrived, the five children and their mother were well into a guided tour of the cavern area. Meanwhile, children from Child Bereavement were enjoying their first experience of caving at Giant's Hole.

Back at Poole's Cavern, the WellChild family finished their tour and headed into the woods for the children to try their hand at the tyrolean rope slide. They were soon merrily sliding away down the rope, before clambering back up for another go. One of the youngest was unable to adapt to a regular harness but an improvisation was quickly made to provide more support so he too could join in the fun.

Shortly after this the entire group broke for lunch. However, the only lunch packs to be found were those carried by the minibus escorting our

guests from Keswick and Ogwen Valley... and more than a few hungry glances made their way across to the picnic table where our guests were happily munching away on crisps and sandwiches! Realising we might have to make our food go a very long way, a multi-region search party quickly formed (well, one from Derby, one from Keswick...) and a very short line search soon uncovered the missing food boxes. The potential for food riots was averted.

After lunch, the VIPs travelled to Giant's Hole just in time to see the Centrepoint group heading into the entrance for their afternoon's adventure. As we weren't able to join them, we headed off instead to Burbage Rocks to meet the Child Bereavement group, spending the afternoon climbing and abseiling.

The location for the climbing and abseiling turned out to be a Mecca for midges. I've only ever seen such huge quantities of midges in the Highlands of Scotland and no repellent was ever going to cope with the swarms attacking everyone in the group. Whilst this dampened the spirits of young Chloe, who took to hiding inside an MR jacket, the other two took great delight in trying to outdo each other abseiling. Personally, I was more in agreement with Chloe, but it seemed unlikely I'd get away with covering inside my jacket! It was nice to see some of the adult carers join in the abseil too.

Once everyone had had enough, we headed to Edale base for drinks and cakes – perhaps my own highlight of the day! For practical reasons of food storage and preparation on a site uncertified for such things, the original idea of a buffet meal had been changed to drinks and cakes, which seemed to go down well. Certificates and goody bags were handed out to big smiles – many of the kids immediately donning their newly acquired tee-shirts. We'd achieved

our aim!

Then it was times for the charity groups to make their way home, hopefully with memories of a fantastic day that would stay with them for some time. And many team members did, indeed, make their way to Castleton for more food and drinks.

All in all, a great day with some great people. One long-serving team member was heard to remark it had been his best day in MR in all his years of service. I think for many, including me, he summed it up perfectly. NO I'M NOT THAT SORT OF RESCUE DOG! LEAP OF FAITH FOR ONE CENTREPOINT YOUNGSTER; BOYS AND GIRLS STRETCHER RACE AT POOLE'S CAVERN; CHLOE DODGES THE MIDGES!
ALL IMAGES THANKS TO PDMRO AND KEVIN CORCORAN



PS. FROM KESWICK PAUL CHESHIRE

Four members of Keswick MRT were delighted to be invited to attend on Friday 22 July as guests of Edale MRT. Neil and Lorraine Roden were kind enough to take us on a comprehensive pub crawl of Castleton on Thursday night, in the company of Richard and Carol Warren of LDSAMRA. Richard and Carol had even diverted from their holiday to join us and we picked Neil's brains all evening about the hard work of organising such a day.

From our perspective, the whole event seemed to strike just the right note for the charities and ran remarkably smoothly, especially considering the spread of activities. As well as feeling that we'd received the red carpet treatment, we gained very

valuable insights into what made the event work so well and the high level of teamwork involved. Throughout the day the most rewarding moments, however, were seeing the enjoyment and appreciation on the faces of the young people and families taking part.

Suitably humbled (and very full of cake!) we set off back to the Lakes with lots of ideas and a healthy dose of reality to help us plan for 2012. Keswick MRT has been asked to take the lead in organising the Princes' Charities Day in next year on behalf of LDSAMRA... and we know we've got a hard act to follow!

MISSING PERSON BEHAVIOUR DATA

GED FEENEY MREW STATISTICS OFFICER

In March this year, the sixth edition of the UK Missing Person Behaviour Study was published. It has never been the aim of the authors to publish simply as an academic exercise. It is their expressed intention that it should be used by search managers in aiding the planning of all searches. The process of producing such information is entirely dependent on data being provided by you, the users. But as will be shown, the amount of missed opportunity has reached such a level that it cannot pass without comment.

Over the period 2000-10, evidence-based planning and decision-making has continued to grow. This has been evident in both the training provided to teams and in the way searches are conducted. Equally, there is an increasing expectation on the part of the police, that the processes employed by search managers are both robust and subject to scrutiny. A key ingredient in this drive for evidence-based searching must be the increased use of Missing Person information. In each case cited below, data has to be collected, validated and processed.

In 2005, and again in 2006, CENTREX published 'Practical Advice on Search Management and Practice'. When referring to the Grampian Police Research' (pg. 99) the document says "...[the Grampian Research Guidelines and Appendix 7] should be referred to when planning search strategies for a missing person." It then refers to the next item.

'The UK Missing Person Behaviour Study'³ – the sixth edition of a study based on 1271 search incidents. Like all these things, it does not provide solutions. But it does help planning and enables search managers to justify actions taken. The main aspect to remember here, like the previous study, all the cases were based in the United Kingdom, Northern Ireland or the Republic of Ireland. Contrast this with the next item.

'Lost Person Behavior'⁴ – Robert Koester has amalgamated data from all over the world. His study contains in excess of 50,000 records from 40 different sources. The author details a number of limitations of his study but starts with the effects of the loss of the local element, there is no such limitation in the UK study.

Search remains one of the main tasks of mountain rescue teams. Figure 1 shows the number of searches reported to MREW during the period 2000-10. In a period when society has seen significant changes, these numbers have remained fairly

constant. However, this must be tempered with the dramatic increase and extended range of MR workload.

Figure 2 shows the percentage of all incident deployments where searching was required. In 2000, when the UK Missing Person Study began, searches accounted for 1 in 3 of the incidents. After ten years, it has dwindled to 1 in 5. Whilst the decrease is significant, it still represents a large proportion of MR tasks.

There are two principles at work here. Firstly, the worth of Missing Person information is directly related to both sample size and the frequency with which the data is reviewed. The reader will appreciate immediately this simple correlation between the size and currency of the study and the reliability of any conclusions drawn from it. Secondly, many authorities have stated the need for such data to be local. No-one doubts the value of the local knowledge acquired over the years by the leader of the local MRT. We do not have 'local' missing person behaviour information in the same sense of the word 'local', but we do have UK missing person behaviour information, which is as local as it gets. It is for these reasons that the authors of the UK study want to again raise the awareness of the wider SAR community to the need for local data and hopefully stem the wasting of opportunity.

Shortly, an addendum to the sixth edition will be issued. The authors have taken the opportunity to look again at the categories of Walker and Organised Party, and recategorised them under the heading of Walking (group) and Walker (solo); the idea being that a group might behave differently to a single walker or it might not – let's see what the data tells us! The results must await publication but here are some tasters...

- Fatality rate for solo female walkers is 0% (no deaths reported).
- Fatality rate for solo male walkers is 20%.
- 50% of solo female walkers are found within 1.1 km of the IPP.
- 50% of solo male walkers are found within 3 km of the IPP.

These statements are based on 132 cases of solo walkers in UK type conditions using data provided by readers.

Figure 3 clearly shows that barely three in ten searches contributes to the study; the current study could have been more than trebled in size; put another way, 2437⁵ opportunities have been lost. It is the wish of the authors to publish the most reliable advice, but this can only be done if the original data is provided. This seems a matter of routine by now; the authors made a similar plea for people to report search outcomes back in 2007 (Reporting Missing

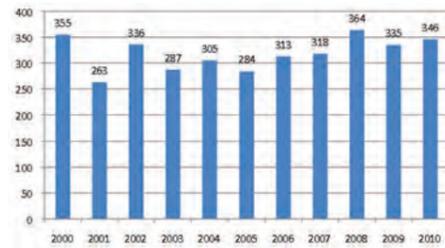


FIGURE 1: NUMBER OF SEARCHES REPORTED 2000-2010 (SOURCE: MREW)

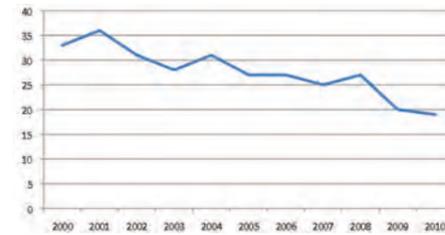


FIGURE 2: PERCENTAGE OF INCIDENT DEPLOYMENTS REQUIRING SEARCH (SOURCE: MREW)

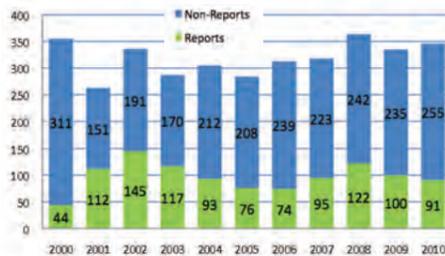


FIGURE 3: THOSE SEARCHES PRODUCING DATA AND THOSE NOT (SOURCE: MREW)

Person Behaviour, Mountain Rescue Magazine, Issue 20, April 2007, pg 17) and they stand by what said then: 'The report does not make heavy demands on time or intellect.'

Our plea is simple – if MR wants reliable and robust search management, then its members must contribute by collecting the data in the form of case histories. Make sure the information is passed on to the member who completes the incident report and check that the relevant sections of the Missing Person Report were compiled.

Copies of the current report and the addendum are available from <http://tinyurl.com/5rqec6d> or <http://tinyurl.com/6zbdmo9>

References:

- ¹ Gibb GJ, Woolnough P. Missing Persons. Aberdeen: Grampian Police, 2007. Available from URL: <http://www.searchresearch.org.uk/www/ukmpbs/>
- ² CENTREX. Practical Advice on Search Management and Procedures, 2006. enquiries to opsline@centres.pnn.police.uk.
- ³ Perkins, D., Roberts, P., and Feeney, G. The UK Missing Person Behaviour Study'. 2011.
- ⁴ Koester, B. 'Lost Person Behavior'. Charlottesville, Virginia: dbS Productions, 202008 ISBN 978-1-879471-39-9.
- ⁵ Note the figure of 3870 lost opportunities given on page 9 of the 2011 report was incorrect; after recalculation the correct number is 2437. We apologise for the error.

NIKWAX HAVE TONED UP TX.DIRECT

New improved TX.Direct version 11.1 is the most durable waterproofing for breathable clothing Nikwax® has ever produced. TX.Direct v 11.1 now lasts up to five times longer when exposed to constant rainfall.

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KEEP SAFE ON THE ICE WITH NEW WEBSITE

With long term weather forecasters predicting another harsh winter, and some even suggesting it might be the worst so far, this new website – set up by Specialist Ltd – is an extremely useful resource, packed with information, products and top tips to help keep you safe.

The Non Slip Ice Grip site has been set up to complement the successful Yaktrax site by selling Yaktrax ice grips alongside other brand ice grips, including screw-in ice cleats from IceSpike, a relative newcomer to the UK.

IceSpike ice cleats can also be used over hard and rocky ground which might potentially damage coils or spikes worn as overshoes. The IceSpikes can be removed in minutes at the end of the winter season without damaging the footwear.

The site sells a range of ice grips together with a walking stick grip for ice which fits over the end of a walking stick, cane or even some crutches.

Ordinary walkers might not need the professional crampons used by mountain rescue teams, but they do need to be properly prepared should the weather change, suddenly resulting in unexpectedly icy conditions underfoot.

Winter anti-slip protection is not just important for those walking on the hills and mountains. Ordinary pedestrians too should protect themselves against the risk of slipping or falling on ice, not least because in outlying areas it is often

impossible for ambulances to reach people who've been injured.

Make sure you and your loved ones stay safe whenever you have to walk on ice – visit www.non-slip-ice-grips.co.uk and make sure you're prepared for icy winter conditions underfoot.





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LAKE DISTRICT

EX-HILL KIT HEADS FOR NEPAL

Kendal MSRT has recently been issued with new hill clothing so there was a need to find a good home for the items of old kit which remained serviceable. Everest veteran Doug Scott was delighted to recycle the team's garments through his charity Community Action Nepal. Doug was pleased with the kit which is destined for the Sherpas and also the teaching staff in their remote schools. 'So,' says John Fitch, 'if you see someone in Kendal kit next time you're up Everest it's not because we're lost!'



KENDAL MRT VICE CHAIRMAN AND EQUIPMENT OFFICER, DAGMAR JOHNSON, HANDING THE KIT OVER TO DOUG SCOTT

NORTH EAST

NEW VEHICLE FOR NORTHUMBERLAND

Northumberland National Park MRT has put into frontline service its brand new and long awaited Land Rover 130 ambulance which has been customised to a specification devised by



team members. The vehicle cost was in excess of £62,000 and purchased through Lakeland Land Rover (Torver), modified by Crake International (Ulverston) and overseen by their Special Vehicles Manager, Colin Todd.

The team is very grateful to The Reece Foundation who provided a major financial contribution alongside the team's own fundraising activities. The interior of the vehicle was designed to hold a Bell stretcher without compromising the driver or navigator and it provides seating with direct access to the casualty for the attending medic. Other items include a 3-way crew/casualty heater, access to the roof rack via an independent ladder (available for emergency use off the vehicle), a remote control roof search light and pneumatic radio mast, run lock and the conventional ambulance warning systems and reflective markings.

'There are many people in the team who were involved in various roles during the fundraising stages, design and purchase of this vehicle,' said Richard Holmes, the team's press officer. 'A very big thank you to you all for your hard work!'

NORTH WALES

ANYONE FOR AFTERNOON TEA?

Chris Lloyd, press officer for OVMRO, reports: The great outdoors and it is raining. Nothing new for three members of **Ogwen Valley MRO**. But this time no red fleeces, Paramo or Mountain Equipment jackets. This was frocks and hats for the two ladies and morning suit with tails for the gentleman. These three team members had been invited for afternoon tea at Buckingham Palace. Tabitha Codd (trainee member) had been invited because of her work with disadvantaged children in Liverpool where she teaches about the enjoyment of Outdoor Pursuits.

Alistair Cook (team member) had been invited as National Chairman of the Association of Heads of Outdoor Education Centres. He and his organisation are currently lobbying the Government hard because of the crippling effects of cuts to education budgets hitting the outdoor sector hardest and the over burdening pressures of Health & Safety legislation. A recent report calls for 'Common sense for common safety' which might breathe some fresh air into the smothered outdoor education business.

Maggie Adam (mature member!) had been invited because of her long and faithful service to mountain rescue. The young Miss Boley joined OVMRO in 1969. Shortly afterwards she married another long standing member, Neil Adam. Maggie has spent a lifetime committed to OVMRO and can still be found operating the base radio in the wee hours.

The Palace gardens are a haven within the bustling city of London. There were hundreds of guests, all ordinary people achieving amazing things to



TOP: LEFT TO RIGHT: NEIL ADAM, MAGGIE ADAM, LOUISE COOK, ALISTAIR COOK
ABOVE: LEFT TO RIGHT: TABITHA CODD AND FRIEND (ALSO A MAN IN A RED FROCK! NOT SURE HOW HE GOT INVITED!)

benefit others. The Palace staff were keen to help and also took a real interest in each and every one of the guests. Once the rains had stopped, the Queen and Prince Phillip met and mingled with the guests ensuring everyone had a memorable day. Perhaps this event demonstrates the wide and varied qualities to be found within a mountain rescue team. Not every organisation can boast three members at the same tea party at Buckingham Palace for three different reasons. It was hoped there would be an opportunity to speak to Prince Charles and remind him of his visit to Bryn Poeth (Oggi base) for afternoon tea on a similarly wet afternoon way back in 1978. The standards were not quite the same. The magnificent gardens of the Palace were substituted for the potato patch at the front of Oggi base. The tea was made from NAAFI tea bags in tea-stained mugs. And rather than ER embossed on top of the cakes, there was a finger print in the icing!

PEAK DISTRICT

REFURBISHED HQ FOR WOODHEAD

June saw Yorkshire-based **Woodhead MRT** throw open its doors to celebrate the 'official' opening of its refurbished HQ. The team took on the lease of Hepshaw Farm from pipe manufacturer Wavin in 1995 and, over a period of ten years, has refurbished two of the cottages to create its new base. An attached barn, in a bad state of disrepair and in danger of falling down at one point, Luckily has also been refurbished thanks to Kirklees Council and the Youth Capital Fund – and the hard work of some key team members in securing funding. The refurbishment included the fitting of

TEAM HONOURED BY ROTARIANS

Buxton MRT was recognised by Buxton Rotary Club in August, for the team's outstanding contribution to the community over 47 years. The Paul Harris Certificate was presented to team president Ian Hurst and Howard Hodgkinson, the team's first leader. (Paul Harris was the founder of Rotary and the certificate is the organisation's most prestigious award.)

RIGHT: IAN HURST (LEFT) RECEIVES THE CERTIFICATE FROM JIM MULRYAN, PRESIDENT OF BUXTON ROTARY CLUB



showers and toilets, a kitchen and a large meeting hall/lecture/training facility all with disabled access. Chairman John Howe said: 'Thanks to a lot of hard work we have secured the future for Woodhead MRT. Not only will the barn benefit team members, but it is a valuable resource for the young people who will use it, and the local community too. It is hoped the barn can be used to raise funds to keep the team operational for the next 50 years.'

The official cutting of the ribbon was performed by Emmerdale stars Matt Wolfenden and Joseph Warren-Platt. Joseph was 'rescued' by a mountain rescue team as a plotline in December 2010, with one of the Woodhead search dogs used in the story line, and the links were formed there. Angela Smith MP was a guest and spoke at length to praise the recent work of not just Woodhead MRT, but of teams across the country and their continuing support of the emergency services in non-mountain work. Other visitors to the official opening included representatives from MREW, neighbouring mountain rescue teams, SARDA, the police and ambulance service. Former Derbyshire Chief Constable David Coleman was also present in his capacity as president of the Peak District Mountain Rescue Organisation. The day ended with an 'unofficial' party for members and their families and invited guests. Woodhead, incidentally, will celebrate its 50th birthday in 2014.



EMMERDALE'S MATT WOLFENDEN AND JOSEPH WARREN-PLATT CUT THE TAPE WITH WOODHEAD CHAIRMAN JOHN HOWE



SURPRISE VISIT FOR RESCUERS

On Sunday 28 August, team members in Dovedale for a fundraising event were surprised, and delighted, to see a recent casualty drop by to say thanks. Only a month before, Sarah Mercer had sustained a potentially serious head injury, including fractures to her face and skull after falling 25 feet off a ledge at Black Rocks, near Cromford. One of several leaders accompanying 30 children, she was out for a day's scrambling and climbing in the area, led by a local outdoor activities organisation. They were part of a larger group of around 60 children and leaders from the Wigan area, who were on holiday in the region. Seventeen team members assisted in her evacuation by stretcher, in a full body splint, to a helicopter waiting to airlift her to Queen's Medical Centre. It's always good to meet casualties after the event, and see them making a good recovery from their injuries. Sarah and her family were en route from Wigan to Sheffield when they decided to make a detour to come along to say thank you. Sarah's sister Helen ran in the Blackpool Hilton Half Marathon the following weekend in aid of the team. At the time of writing, we were unsure how much Helen had raised but a much appreciated effort nevertheless!

SOUTH WALES

WE'VE GOT THE POWER!!

Abergavenny based, **Longtown MRT** have recently received generous help from Motorcare Motor Factors and Banner Batteries. The team's first response Land Rover is fitted with a complex

SEARCH AND RESCUE ROLE FOR NORTH YORKSHIRE'S ASSISTANT CHIEF CONSTABLE



NORTH YORKSHIRE'S ASSISTANT CHIEF CONSTABLE SUE CROSS

North Yorkshire's Assistant Chief Constable, Sue Cross has been appointed president of the North East Search and Rescue Association (NESRA) the umbrella body for the mountain rescue teams across North Eastern England. Between them the teams cover approximately 12,000 square kilometres (5,000 square miles) with a population of over 2.5 million. NESRA chairman, Gari Finch, said: 'We are very pleased ACC Cross has agreed to take the role of President of NESRA. North Yorkshire Police have always been very supportive of the organisation and ACC Cross is very welcome. We are looking

forward to a new and productive association.' ACC Cross is delighted to be taking up the role which cements a very close working relationship between the police and search and rescue teams across the region. She said: 'I have been truly inspired by the dedication and commitment shown by search and rescue volunteers. As a police service we have called, and will continue to call, on their expertise and assistance on many occasions. I have personally worked on a number of incidents where their support has been invaluable. 'Our local economy benefits from the thousands of tourists

and lovers of the great outdoors who flock to the region for the spectacular countryside and exhilarating outdoor pursuits. Activities which often take place in remote and inaccessible places. All this takes place, safe in the knowledge there is dedicated team of people at the end of phone ready to come to your aid no matter what. 'I am very honoured to represent such a worthwhile and much valued organisation.' NESRA includes: Cleveland, Northumberland National Parks, North of Tyne, RAF Leeming, Scarborough and Ryedale, Swaledale and Teesdale & Weardale teams.



SIMON BAILEY OF MOTORCARE (LEFT) AND JASON KING OF LONGTOWN MRT

array of radio communications and emergency equipment and they need to know that the vehicle will be 'ready to go' at a moment's notice to any call for assistance.

In order to achieve this, the vehicle is fitted with several batteries needed to power the equipment. Motorcare, as distributors of Banner batteries, came to the rescue and donated two high-capacity batteries – one to ensure the Land Rover starts first time, the other to ensure all the ancillary electrical equipment such as lights and radios can function at full capacity for prolonged periods.

Team leader Mark Nicholls stated: 'We are extremely grateful to Motorcare for the generous donation. It does mean we are always ready and prepared to go at any time of day or night, regardless of the weather and without having to worry about the vehicle's ability to do the same!'

YORKSHIRE DALES

ONE OFF THE WISH LIST FOR DALES RESCUE TEAM

After many years of struggling with an old box trailer they towed to major incident scenes to use as a communications base, **Upper Wharfedale FRT** now have a brand new Incident Control vehicle packed with state of the art communications. It took the team over four years to raise the required funds, plus many months of setting out a very detailed specification both for the vehicle and then the communications equipment required.

The vehicle finally chosen was a short wheel base 4x4 VW Transporter with special off road tyres and front and rear swivel seats. In addition to the hi-tec comms equipment, the vehicle also needed to transport up to four control and communications team members, and a specialised heater that didn't require the engine running. A further development has been the 40 foot electronic mast that is extended by the simple push of a button – a major technological advance from the days of manhandling an antennae against the elements. The wish list seemed to be never ending but with the help of the North Yorkshire Police, who have had similar conversions, a specialist firm was found who met all the requirements with the vehicle delivered in September.

Transport Officer Mike Brown is delighted at this huge advance for the team. 'The old trailer was 30 years old and just had a couple of radios inside and no heating. It was pretty grim in winter and, as it only had room for one person, discussions with our controllers, the police and other key personnel had to be done outside against the elements. We had to

▶ page19



team profile

Llanberis ROB JOHNSON

The Llanberis Mountain Rescue Team, in North Wales, was formed in 1968 when the principals of the local outdoor centres got together under the chairmanship of Don Roscoe and started the

embryo team. However, it wasn't until March 1973 that the team was recognised by the then Mountain Rescue Council. We have always had a strong pool of talented climbers and mountaineers within our team membership, including counting Joe Brown on the call-out list for many years.

We're kept pretty busy covering Snowdon, Y Lliwedd, the Llanberis Pass, the slate quarries and the Snowdon side of the Glyders and seem to be averaging about 175 call-outs each year. We are one of the few teams in the UK to run a flat hierarchy and are proud of the fact there are no team leaders and no set roles within the operational side of the team. When a 999 call comes in, the whole team is informed, right from the first message from North Wales Police, through the SMS system. We have a dozen people who have agreed



PHOTOS ©ROB JOHNSON

to be coordinators, who will then pick the job up and initiate the call-out but hill strategies are then based on the skills of those people on the front end dealing with the incident.

All our team members are climbers in summer and winter. We have six SARDA (Wales) dog handlers, many (more than a dozen) Mountaineering Instructors and Mountain Guides and four Land Rovers, and we operate from a small base with minimal overheads next to a pub. We train in rescue skills, one Sunday and one evening session a month, to supplement individual skills and the many jobs we do.

The majority of the team have the MREW Cas Care qualification as a minimum and we have around twenty people with Intermediate or Advanced ECMR qualifications. We are also proud of the fact that none of our jackets have a badge on. You won't find any Llanberis team member wearing anything that says 'Mountain Rescue' on it. As far as we are concerned there's no need, we know who we are, the casualty is always pleased to see us and if we need to identify

ourselves to other agencies or an aircraft we use fluorescent tabards. We like the original ethos of mountain rescue, a team of climbers and mountaineers who are happy to help other climbers and mountaineers when they get into mischief. We often have a giggle as we see others wandering around Snowdon with a big mountain rescue badge glued to their rucksack or jacket.

We get our fair share of lost walkers and regularly come across people in jeans and trainers but we try and resist the easy media plug to publicly criticise these people. The unique public view of Snowdon as a tourist destination rather than a mountain adds to this. They are out having an adventure in the mountains the same as anyone else and the vast majority survive their epics, learn from them and never have to call us. We do educate people we have rescued where we think we can help them avoid having the same problem in the future but we do it with a smile. Mountain rescue teams are not the Mountain Police and we would never look to 'inspect' people as they leave the car park but we do

provide local leaflets and posters on mountain safety and have recently worked in partnership with other local agencies in producing a mountain safety app for smart phone users. This enables users to gain access to weather forecasts, ground conditions reports and even GPS info on their phone.

We deal with a number of crag rescues each year and, of course, are regularly up on Crib Goch to help those who are lost or injured. It's rare for a job to take more than about 3-4 hours but those that do are normally on the big crags such as Y Lliwedd or Cloggy and that's where our technical skills are really put through their paces. Our rope systems are flexible, we use what works for each situation and don't have prescribed ways of doing things. We approach problems as climbers and look for the simplest and safest solution. We had a strong input into the MREW rope rescue guidelines, keen to ensure that they remained guidelines and not a rigid set of procedures so that experts still had flexibility in their approach to solving crag problems.

As a team we have led the way

on the fatal incident protocol for mountain rescue teams, we were the first team in the UK to introduce Petzl IDs to our technical rigging kit, the first to use the intranasal application of diamorphine, had the first search dog team in Wales and continue to build strong links with the Mountain Medicine course at Bangor University. These developments have always come from an open approach to new ideas and by not being too bound by procedures and guidelines.

As with any team in the UK the biggest strength are the people. We have a lot of strong characters with a great deal of individual skills and when the proverbial hits the fan we really pull together well and it's a real joy to be a part of. Having our base next door to the pub probably helps in that respect too! We are fortunate to receive several applications from prospective new members at each committee meeting and have a good balance of age groups on the team which should ensure that the team continues to do a good job for those that need help on the crags and mountains around Llanberis for many years to come. ■

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News

RESCUE LIGHTING FROM PELI

Peli Area lighting units are ideally suited for mountain rescue teams. These rechargeable systems are designed for use where mains power is not available. They are compact and portable and offer silent light for up to fourteen hours. There are no trailing cables to create a trip hazard and these units offer a clean, safe, economic and convenient alternative to generator powered lighting.

The 9440 Area light, fully deploys in under ten seconds and extends to over two metres in height, in use it offers a wide area of illumination ideal for a work area, 'kit dump' or emergency scene light.

The 9440 quickly retracts telescopically to less than a metre long in the closed position, allowing it to be carried easily. This lightweight, portable unit weighs only 7.3kg and is supplied with a shoulder strap and mains charger.

When Bolton Mountain Rescue Team decided to replace its outdated 'Area and Scene' lighting they chose PELI Products UK Limited as the preferred supplier. Team leader, Garry Rhodes, explained: 'Based upon the compact nature, innovative design, integral tripod arrangement, portability, low weight/portage, cost, tremendous light output and robust construction, we were very happy to choose PELI RALS 9440 Units without hesitation, with the full promise of life long product support also a major consideration. The individual units in service now equip each of our four Land Rover ambulances, their upright and compact nature enabling tidy storage in our vehicles.'

He added: 'In use to date, we have been very impressed with the PELI RALS 9440 Scene Lighting Units, indeed the positive experience of dealing with PELI has led the team to place further orders with them for personal head torch lighting.'

The Peli 2690 Heads UP lite has been chosen by BMRT. This hands free light weighs only 120 grams but has a powerful 60 lumen output at peak brightness and usable light for over ten hours.

For more details on Peli Products go to www.peliproducts.co.uk or call 01457 869999. Information on Bolton MRT is on their website: www.boltonmrt.org.uk.



OUT WITH THE OLD AND IN WITH THE NEW!

make the old trailer work but it was hard going. First of all it needed towing and, trying not to take up one of our two Land Rovers, it tended to arrive on the

back of a team member's car which then couldn't get over rough terrain. We are truly thrilled at the facility, it really has been such a boost to us to have this wonderful vehicle at our disposal.'

Mike, who lives in Skipton with his young family, is outdoor pursuits teacher at a school near Grassington. He adds, 'The funds came from fundraising events organised and attended by team members and their partners. It had, of course, to be in addition to the £35,000 we need each year just to keep going and we cannot thank the local people enough for their generosity.'

LONG DAY AND NIGHT FOR THE WASDALE TEAM

4 SEPTEMBER



PAUL COOK



After a full day spent organising and running a fundraising day at Wasdale Head, including an auction that finished at 11.00pm, members of the Wasdale team were relieved to be in their beds by midnight. Their

relief was short-lived, however, when the pagers went off at a 12.15am!

The call was to rescue a gentleman attempting the Three Peaks Challenge who had slipped and tumbled about 30 feet into Skew Gill. The man was treated on scene for head, arm and leg injuries before being stretchered down to an ambulance in the valley. The team were back at their base by 05.45 and in their beds (again) by 06.30.

It's interesting to note that the Three Peaks Challenge, originally attempted during the long daylight hours of midsummer is now a year-round activity. Throughout the day there was a constant stream of minibuses disgorging their occupants ready for their second ascent of the challenge, Scafell Pike, even though the weather was atrocious with very heavy rain, zero visibility in the thick cloud and stream crossings made hazardous by the high rainfall. There were still teams of Three Peakers coming off Scafell as the rescue team returned and one team even had the audacity to ask the

team minibus to ferry them back to their own minibus, a mile up the road!

The fundraising day, incidentally, was very successful with over £2000 being raised. Unfortunately this doesn't make up for a sleepless night.



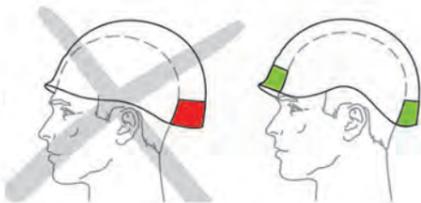
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TWELVE HOURS IN A PEAT BOG: BOWLAND PENNINE 29 JUNE

A normal Wednesday training night, and the expected page came through a couple of hours earlier than expected but, as we'd recently appointed a new training officer, I thought maybe he was just eager to impress! The message - 'man stuck in bog' - was a little vague but the team leader's tone of voice on the radio left me in no doubt this was not an exercise. Over the next five minutes other team members fired up and the air was full of chatter with two Land Rovers quickly transmitting they were mobile.

Team leader Phil O'Brien radioed that he'd spoken to the man stuck in the bog - well and truly up to his testimonials in it there was no threat to life and limb but he'd been stuck for almost 45 minutes. The location was a little vague: somewhere along the ridge line between Saddle Fell and Totridge summit. Given the large number of possible locations along that route - well known as a soggy shallow col - it soon became clear a search was required.

We decided on Saddle End Farm as the RV as the fell track from there would give us the highest access for the vehicles. Simon was already en route, when Martin's voice crackled up on the radio to say he was also making his way up the track. The first vehicle quickly arrived at the farm with Phil H and Mark A aboard.

I, meanwhile, was making slow progress towards the scene, through 'rush hour' traffic when my saviour appeared in the rear view mirror in the form of the second vehicle. Tucked in behind it we soon made the RV. The first vehicle had gone as high as it could so Phil, Mark, Simon and Martin were now making a bee-line for the ridge on foot. Team leader Phil followed our progress from home, sat with his PC and MR Map.

Before setting off, we'd requested what kit we'd need. It was a short list. 'A shovel,' said Phil. 'Er, say again, over.'

'A shovel,' repeated Phil, followed by the briefest of explanations.

The farmer was duly mugged for such an implement and off we set.

With the location of the trapped man still unconfirmed we decided to search the ridge line, east and west, until contact was made. Within minutes Simon had visual with a stationary individual waving in his general direction. We all veered east and quickly made the scene. The 52-year-old was comfortable and warm enough despite his two-hour ordeal. Digging commenced and, after a couple of failed extraction attempts, out he popped like a cork from a wine bottle. Checked over, given that universal pick-me-up, the Mars bar, and off we set on an hour and a quarter's teetering descent to Burns Slack Farm, discussing the relative merits of shovel versus spade. The gentleman, though wobbly on his feet and somewhat quiet, needed no further assistance other than taking back to his own vehicle.



PAUL DURHAM



incidents
figures

April • June • July • 2011

*This is not comprehensive as many incidents have yet to be reported.

Lake District

Cockermouth	04/04, 09/05, 09/05, 15/04, 24/04, 30/04, 01/05, 15/05, 18/05, 19/05, 23/05, 28/05, 28/05, 29/05, 29/05, 28/05, 26/06, 01/06, 02/06, 12/06, 25/06, 26/06, 28/06
COMRU	26/05
Coniston	11/04, 23/04, 30/04, 03/05, 07/05, 13/05, 14/05, 04/06, 09/06, 29/06, 28/06
Duddon & Furness	05/04, 10/04, 16/04, 28/05, 08/05, 28/05, 17/06, 13/06, 20/06, 28/06
Kendal	05/04, 05/04, 10/05, 17/05, 17/05, 07/05, 10/05
Keswick	10/04, 12/04, 14/04, 22/04, 23/04, 24/04, 24/04, 24/04, 03/05, 03/05, 15/05, 15/05, 18/05, 19/05, 21/05, 27/05, 28/05, 29/05, 30/05, 03/06, 03/06, 04/06, 05/06, 05/06, 07/06, 07/06, 24/06, 25/06
Kirkby Stephen	05/04, 01/05, 13/05, 26/05, 05/06, 20/06
Langdale Ambleside	03/04, 05/04, 22/04, 24/04, 29/04, 30/04, 04/05, 04/05, 08/05, 10/05, 17/05, 19/05, 10/05, 01/06, 12/06, 21/06, 24/06, 25/06, 26/06, 27/06, 02/06
Patterdale	21/03
Penrith	05/04, 10/04, 12/04, 12/04, 29/04, 01/05
Wasdale	17/05, 24/06

Mid-Pennine

Bolton	09/04, 07/04
Bowland Pennine	22/04, 06/04, 24/04, 26/04, 27/04, 01/05, 04/05, 05/05, 19/06, 20/06, 22/06, 29/06
Calder Valley	12/04, 27/04, 27/04, 30/04, 07/05, 08/05, 11/05, 11/05, 14/05, 25/05, 13/06, 26/06
Holme Valley	08/06, 08/06
Rosendale & Pendle	05/04, 08/04, 10/04, 15/04, 16/04, 19/04, 22/04, 22/04, 22/04, 28/05, 21/05, 12/06, 23/06, 25/06, 26/06

North East

Cleveland	02/04, 08/04, 09/04, 14/04, 21/04, 23/04, 20/04, 30/04, 01/05, 01/05, 07/05, 07/05, 17/05, 03/06, 04/06, 11/06, 21/06, 25/06, 25/06
North of Tyne	20/04, 23/04, 18/05
Northumberland Nat Park	20/04, 23/04, 18/05, 21/06
Scarborough & Ryedale	14/04
Swaledale	04/04, 05/04, 24/04, 15/05, 26/06
Teesdale & Weardale	05/04

North Wales

Aberglaslyn	15/04, 02/04, 16/05, 29/05, 04/06, 11/06, 04/06
Llanberis	05/04, 27/04, 12/04, 13/04, 13/04, 14/04, 17/04, 22/04, 23/04, 24/04, 24/04, 28/04, 30/04, 30/04, 30/04, 30/04, 30/04, 01/05, 02/05, 04/05, 04/05, 08/05, 12/05, 14/05, 14/05, 15/05, 21/05, 21/05, 27/05, 27/05, 28/05, 28/05, 29/05, 31/05, 03/06, 06/06, 07/06, 13/06, 15/06, 05/06, 05/06
North East Wales	08/04, 15/04, 28/04, 05/05, 06/05, 21/05, 22/05, 01/05, 04/06, 18/06, 18/06
Ogwen Valley	03/04, 08/04, 09/04, 15/04, 16/04, 16/04, 18/04, 22/04, 22/04, 22/04, 23/04, 25/04, 27/04, 08/05, 06/05, 14/05, 17/05, 19/05, 21/05, 21/05, 22/05, 24/05, 25/05, 30/05, 02/06, 02/06, 05/06, 04/06, 05/06, 14/06, 18/06, 18/06, 24/06, 18/06, 24/06
Snowdonia National Park	03/04, 29/05

Peak District

Buxton	16/04, 18/04, 19/04, 07/05, 29/04, 07/05, 04/06, 06/06, 19/06, 23/06, 29/06
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Derby	09/04, 13/04, 17/04, 01/05, 01/05, 08/05, 22/05, 28/05, 28/05, 02/06
Edale	09/04, 12/04, 16/04, 17/04, 17/04, 18/04, 20/04, 23/04, 19/04, 25/04, 07/05, 29/04, 30/04, 04/05, 07/05, 08/05, 15/05, 21/05, 21/05, 22/05, 24/05, 31/05, 01/06, 04/06, 06/06, 07/06, 19/06, 19/06, 23/06, 26/06, 26/06, 28/06, 29/06, 30/06
Glossop	21/04, 07/05, 05/06, 05/06, 04/06
Kinder	17/04, 10/04, 21/04, 25/04, 29/04, 30/04, 02/05, 07/05, 05/06, 29/05, 05/06, 27/06, 27/06, 27/06
Oldham	28/04, 29/04, 10/05, 28/05, 21/05, 05/06, 05/06, 15/06, 17/06
Woodhead	21/04, 07/05, 05/06, 07/05, 05/06

Peninsula

Cornwall	10/04, 12/04, 17/04, 23/04, 01/05, 08/05, 17/06, 23/06
Dartmoor (Ashburton)	26/06, 24/06, 24/06, 28/05, 09/05, 23/04
Dartmoor (Okehampton)	17/06
Dartmoor (Plymouth)	09/05
Dartmoor (Tavistock)	09/05, 28/05, 29/05, 17/06, 25/06, 09/05
Exmoor	02/04, 06/04, 29/04, 01/05, 07/05, 22/05, 17/06

South Wales

Brecon	16/04, 17/04, 24/04, 04/04, 06/04, 04/05, 26/04, 03/05, 04/05, 11/05, 27/05, 25/05, 29/05, 29/05, 29/05, 12/06, 12/06, 14/06, 27/05, 05/05, 05/05, 30/05
Central Beacons	16/04, 17/04, 24/04, 04/04, 04/05, 26/04, 03/05, 04/05, 27/05, 25/05, 29/05, 29/05, 01/06, 04/06, 12/06, 12/06, 14/06, 18/06, 27/06, 27/05, 05/05, 05/05
Longtown	16/04, 17/04, 06/04, 26/04, 29/05, 14/06, 18/06, 10/04
SARA	18/06
Western Beacons	17/04, 04/04, 03/05, 04/05, 11/05, 27/05, 29/05, 29/05, 01/06, 04/06, 14/06, 27/06, 27/05, 05/05, 05/05, 30/05

Yorkshire Dales

CRO	02/04, 05/04, 10/04, 16/04, 19/04, 22/04, 23/04, 24/04, 26/04, 27/04, 27/04, 17/04, 30/04, 30/04, 01/05, 26/05, 16/05, 22/05, 29/05, 29/05, 27/04, 03/06, 04/06, 11/06, 18/06, 25/06, 25/06, 26/06
Upper Wharfedale	12/04, 30/04, 04/04, 16/04, 22/04, 22/04, 25/04, 04/05

Search Dogs

England	02/04, 05/04, 21/04, 07/05, 09/04, 13/04, 29/05, 05/06, 05/06, 25/06, 25/06, 23/06, 25/06, 09/05
Lakes	05/04, 17/05, 12/04, 12/04, 01/05, 23/04, 28/05, 20/06
Wales	15/04, 28/04, 31/05, 18/06, 02/06, 18/06, 02/06
South Wales	04/04, 03/05, 04/05, 29/05, 29/05, 04/06, 18/06, 27/06, 05/05, 10/04, 05/05, 30/05

Coastguard

	06/04
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Non-specialists

	15/04, 02/04, 16/05
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Southern Scotland

Border	21/04
Moffat	12/04

RAF

Leeming	22/05, 29/05
Valley	21/05, 24/05



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DMM UPDATE: NUTS, ROPES AND SLINGS

Over the last few years our product development plan has been very ambitious, with the result that we now have a hardware range that is unrivalled in many categories worldwide. This is especially true in Active and Passive protection categories.

While we are fully committed to continue the development of hardware, what is less well known is that we have also invested heavily in the sewing facility at DMM, and can now sew standard 11mm dyneema quickdraws in all lengths, as well as open slings. Not only this but we have perfected the sewing of 8mm open slings and quickdraws which will be sold on the new Alpha Light quickdraws. The 8mm is also used on the Torque Nuts and the Dragon cam slings. Our



standard width of Nylon is 16mm for quickdraws and slings, but we also offer 26mm wide Nylon which has a higher strength rating of 30 Kn.

Having this facility on site here in Llanberis means we are ideally set up to produce bespoke or one-off slings in different lengths to fit into systems that you may well have

designed for specific purposes. If you have any requirements along these lines please feel free to contact us at DMM, or for full details of our standard range of slings and quickdraws please consult our website.

www.dmmwales.com. Oh and lastly, our range of Dynamic ropes is in stock and selling through very well - half ropes, full ropes, and wall rope.



incidents



OOPS! THE RESCUER RESCUED 4 SEPTEMBER

RICHARD PRIDEAUX
DEPUTY TEAM LEADER NORTH EAST WALES SAR

In the world of MR, there are lots of commonly spoken phrases: 'What do you mean the misper's at home in bed?'... 'Hurry up and wait'... But one of the more emotive and heartfelt has to be: 'I'd crawl on my hands and knees before I'd call out the team to rescue ME!!' I've said it often enough and, until now, believed I'd crawl out on my belly if I had to. I'll advise casualties to stay put and not to risk further injury, and remind team members to look after their own safety and wellbeing above all else. But would I call out MR for myself? Would I 'eck...

It was a wet Sunday afternoon, we'd just returned from an overnight party in Cumbria and the long drive home. I felt the need to rid my body of some of the toxins several ales inevitably leave behind in the bloodstream, and the weather seemed perfect for a short blast out on the mountain bike. I picked up the biking rucksack, packed the usual bits, mostly related to the bike breaking something or other. Only a small portion of the weight is given over to a minuscule first aid kit and a few other items. On the last minute I threw in a GPS as well.

After half an hour of sweaty, skin-prickling ascent I'd climbed 300m up into the hills and forest behind the farm and began to negotiate a series of 'locals' trails that have been cut into Clocaenog forest. These link firebreaks and forest roads with wet and mossy single track sections. They require careful riding at the best of times and lead into some remote areas of the forest.

About a kilometre into the trails I hit a submerged branch on a particularly wet section and found myself being catapulted over the bars. It's strange how time slows down when you are about to come a cropper. I had time to think, 'This is going to be a bad one' and 'Oh look, a tree!' and, most importantly, 'I wonder what the cracking sound was?' I don't really remember much of what happened next, for I found myself sat upright on the forest floor with a GPS in one hand and my phone in the other. I rang my girlfriend Lisa, gave her the eight-figure grid reference and then briefly explained what had happened and asked her to bring the car up to the forest track. I then decided to ring the other deputy team leader, Huw, and ask for a bit of advice. Apparently my conversational ability was hampered by the fact I appeared to be drifting about on the edge of consciousness. And then my phone died.

A quick primary survey established I wasn't leaking any red stuff in major quantities, everything else seemed to be as mobile as it was before, and just my right arm was a bit swollen and painful. I looked around, decided

it was easier to walk back uphill to the track and await Lisa. The first fifty metres or so wasn't too bad, but the sharp pain either side of my C-spine encouraged me to stop moving, so I lay down on the edge of the track where I was less likely to be run down by a concerned significant other.

Lisa (a trainee team member) arrived, called me an idiot, and put a KISU over me. After a quick chat we decided maybe I did need a bit of help after all, and she drove off to get a signal and call Huw, leaving me with my MR rucksack and radio 'just in case.' Meanwhile, Huw had been so concerned for my wellbeing, he'd called the team out - AND the police helicopter! He was worried I was now lying unconscious in the rain in a remote forest with unknown injuries, and would need some kind of assistance.

So there I am, lying on my side in a forest clearing covered in a nylon bag and listening to the rain gently falling. It was like bodying for SARDA without the prospect of being licked by a collie at the end of it! In the distance I hear a helicopter flying low, and my pride winces at the thought it may be for me. I was actually quite relieved to see the blue and yellow Eurocopter, not the more familiar yellow of a Sea King! It made a couple of low passes and I surmised it must be looking for someone, so I may as well be that someone! I dug around (with one arm, not easy) in my MR rucksack and found a handsmoke. I pulled off the cap, fingered the ringpull and gave it a yank. I was careful to point it away from my face but, unfortunately, pointed it too far away and effectively shot myself in the leg!

The helicopter turned around, hovered in the general area for a while then put down. Everything else happened quickly - Lisa came back, shortly followed by the crew from the police heli and their response bag (no Entonox, buggler!), then the sight of one of the team Land Rovers. I had a strange mixture of feelings welling up inside me. On one hand I felt relieved it was my mates coming to help me. I knew they were good at what they do, and they'd take care of me. I also knew my mates were coming to help me, and I'd quite likely die from them taking the... well, you get the idea.

I asked for Entonox, and gave a few more 'orders' before being told in no uncertain terms to 'shut up and be a bloody casualty!' I was touched by the tenderness of the normally rough and tough mountaineers that surrounded me. I've been an 'exercise casualty' many times but it was a valuable experience to be on the receiving end of cascade for real.

I was packaged up, hurled into a county

ambulance and taken to the nearest A&E to be met by Lisa, my mum and Lisa's mum, and they wiled away the three-hour wait before I was seen by gently taking the... well, you get the idea.

The outcome? A broken AC joint or clavicle (they still aren't sure), no spinal injury (just swelling thankfully) and several weeks of



doing buggler-all. The team's press officer jumped at the chance to raise the profile of the team a little higher, and the day after my accident was spent giving interviews over the phone for different newspapers, the BBC and a certain Judy Whiteside. I even had a photographer turn up at the farm and I had to pose and grin like an idiot whilst leaning on my bike!

Did I crawl on my belly to the roadside and keep it all hidden from the team? No. Was I grateful they were called and I received the care I did? Without doubt. Would I do it again? Not so sure... but it has given me a deeper appreciation for what it is like to be a casualty and, more importantly, what it's like to be lying in the rain wondering if anybody is coming to help you. We should never underestimate what it feels like to see a Land Rover full of well-trained, enthusiastic and disciplined volunteers turn up and know that they are going to help you. We all know that the call-out where we get to directly help somebody makes up for a dozen stand-downs and false starts, but when you are the person being rescued that feeling is multiplied a hundredfold. Thanks, guys!



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SNIFF, SNIFF SNIFF...

IAIN NICHOLSON AND MIJ

Trailing, or 'scent specific search dogs', have been around for a number of years now, but in the past couple of years there's been a great deal of interest as more people have seen the benefits of having a trailing dog at an incident. In essence, a trailing dog will follow one person from their scent, and this can be days after the person has been there.

At the least, a trailing dog handler hopes to give a direction of travel until the trail is lost, at the best he or she will find the person.

SARDA (Wales) were the first association to train trailing dogs, and have enjoyed a great deal of success. Handlers of trailing dogs often work alongside those with air-scenting dogs, which has proven successful. Trailing dogs in their own right have made finds in mountain and urban/rural environments, and are proving invaluable in many searches within mountain rescue.

Trailing differs from the open area search dog work in that the dog works on a line attached to a harness during the trail. This gives the handler control over the dog. To get the scent of the missing person, the dog needs a scent article from that person to allow it to discriminate that person from everyone else. Once the dog has the scent, it will seek it out, working on or off the line. When the trail has been located, the dog is clipped onto its harness and will follow the missing person's trail using the scent left by the misper as they have travelled. Where an article is not available, the missing person's scent can be obtained from other sources, such as their vehicle, by the handler taking a swab of the scent from the set or other area of the car's interior.

It is essential for a trailing dog team to know the location the person was last seen in order to give the dog a start area from which to look for the trail (generally the Place Last Seen or PLS). As long as the PLS is known and a scent article is available, once the trail is acquired, a trailing dog can begin to trail the missing person.

If the trail is lost, which can happen due to a number of factors including weather conditions or pollution, the direction of travel given helps the search managers focus their effort in a smaller area.

Trailing dogs are different in that they don't clear areas – they look for trails. It's not uncommon for a trailing dog to head in a different direction to the team, as they are following the scent of the person, and hence a good understanding and working relationship between trailing dog team and search management needs to be maintained.

Scent can and does move. It's a living thing, and hence can be affected by the weather greatly, blooming in warm and shrinking in the cold. It's not uncommon to trail a hundred metres from where the person has walked on open land, and

in urban areas, scent will pool and lie in hedges and other collecting areas.

So, what's a human scent? It's known that there are over 370 different scents identifiable on a human body, with approximately fifteen to twenty of these specific to any individual human. These scents are dropped by everyone on skin rafts (small pieces of skin) as we all move around, and it is the bacteria living on these that a trailing dog is taught to identify, discriminate, and follow.

Where there may have been a sighting on a hilltop or path, a trailing dog can be deployed to that point to see if it can indicate the presence of that person's trail, and thus confirm the sighting of the person as correct or not.

With the increasing use of search teams in more urban and rural areas, trailing dogs have been used to 'ring' the perimeter of a building (such as a hospital or nursing home), to see if it can acquire an exit trail. If none exists, there's a possibility the person is still in the building, or has left by other means.

Example one

In the case of a search with Langdale Ambleside MRT at Kirkstone Pass, the PLS was the main car park. All exits and footpaths where Mij failed to indicate the presence of the person's scent would be eliminated and effort concentrated in the area indicated by Mij. In this case, all exits (and the pub!) were eliminated as Mij didn't indicate, with only one exit

being indicated. The path was trailed along until the trail was lost in melting snow. This provided a vastly reduced area for the team to search, with a find by the team in 45 minutes, compared with what may have been a lengthy overnight search.

Example two

In another incident, police had been looking for a very vulnerable missing female for a number of hours prior to calling in Bowland Pennine MRT to assist. Police search units and a tracking dog had searched the area, with no sign of the misper and a worry, based on the police dog track, that she was heading to the moors. With a scent article acquired from the house, Mij trailed into the local farmland and toward the moorland. At the point where the police had decided (based on their tracking dog) that she had exited the area via a gate, Mij continued and looped back toward the misper's house, disappearing through a hedgerow at the edge of the moor a couple of hundred metres further on. Sure enough the misper was in the hedge, standing in a stream with a collie waiting for her reward!

The misper was invisible from the other side, despite being dressed in bright clothing. ASU had not seen the woman as she was under tree cover. This illustrates the difference in trailing dogs, who follow one scent – hence one specific person – and tracking dogs, who follow any track. ■



PHOTOS ©DARYL GARFIELD

NSARDA TRAILING WEEKEND

September saw the first NSARDA Trailing Dog weekend, with an aim to inform those interested in Scent Discrimination Trailing dogs in the concept, training and operational aspects of trailing, and also to discuss how we train more trailing dogs to the NSARDA standard. The interest in the discipline was much greater than expected, and the weekend saw 26 handlers, representing SARDA and lowland search dog units, attending the weekend seminar at Bowland Pennine's Smelt Mill Base in the Trough of Bowland, Lancashire.

Saturday's seminar sessions were aimed to be informative and educational, with the history and concepts, and training of trailing being explained by Tim Middlemas and Iain Nicholson. Richard Fallows provided people with an insight of his experiences in training a trailing dog. The afternoon brought the more practical sessions, venturing into the pouring rain and laying a trail, with an aim to a show how scent moves. By evening, the discussions were flowing well with handlers discussing all sorts of topics from kit to deployment and, of course, the usual dog-based discussions that come with any SAR dog course.

With Sunday came the sun, in time for the more practical sessions. Richard and Bryn demonstrated the methods by which the dogs are taught to discriminate in the early stages of training, followed by Iain and Mij running a demonstration of a 24 hour trail laid the day before. With the 'brave' following Iain and Mij on the trail through the stream crossing (somewhat deeper than the day before), commentary along the trail was provided by Iain, with Tom providing information for those observing from the road above. An excellent weekend was had by all, and further NSARDA Trailing Dog Seminars will be run for those taking on the discipline with the new NSARDA Trailing Dog Group.

SEARCH DOG BEINN (AND TED) ROGER PICKUP



PHOTOS ©ROGER PICKUP

To lose a search dog through old age is hard but reconcilable, but to lose one at an early age suddenly through no apparent reason is devastating. This is what happened on 5 May this year, when I found Beinn lying in the garden – peaceful but with no signs of life. I checked him over, even used a light pen (MR training does come in useful!) but, soon after, the SARDA Lakes vet confirmed what I already knew.

The previous day he was well – he'd even met Twirlies Judy and Gail, and Chris Bonington, during their Coast to Coast walk, so everything that happened the following day was completely unexpected. In his all too short six years he made an impact: he was a lovely, friendly family dog (the most important aspect), a constant companion outside mountain rescue, and attended over 100 searches (granted on some we were turned around as the casualty was found before his paws were even wet), countless training sessions, numerous open days and, of course, the intensive training and assessment that put him on the call-out list at two and half years of age. He'd have got there sooner had I not inconveniently broken my Achilles tendon midway through. He had three good finds: one on Crinkle crags in sub-zero temperatures and high winds, where I am certain one of the four casualties would have died had we not got there when we did; a suicide, missed in a preliminary sweep by the team whose area the body was in; and a benighted gentleman who had gone to ground in deep bracken many yards off the path at the back of Red Screens in our team area.

Through Sue Jones of Crosthwaite, Cumbria, who bred him and kindly let me have him as a 15-week pup when my previous search dog died, he also had the dream job in Sue's breeding 'programme'. He was seven-times more reproductively successful than his handler, having fathered 21 pups. Two of these, Sam and Glen are now fully graded search dogs (Glen appeared on the BBC One Show in August with Bill Batson). My contribution – well I just fed him and he made me look like I knew what I was doing!

With dogs you can't replace them but a search dog handler without a dog is like a... you can fill in your own analogy here!! Luckily May 5th was also significant for another reason: a litter was born whose great great grandfather was Beinn's father, a fateful link that couldn't be ignored. Thanks to breeder Lorna Shelbourne, a close friend of Sue Jones, I acquired a new pup. I had the great fortune to visit the litter from week one and, through regular visits over six weeks, and with Lorna and Sue's expert eyes, we decided on one particular pup who we named Ted.

He's a tricolour collie of a final, as yet, indeterminate size. He already shows a different character to Beinn, and is currently a delinquent who should be wearing a hoody and is terrorising my other two dogs in his search for a playmate with unrestricted availability. Yet at crucial times, he is a dog who can transform into the most innocent looking doe-eyed fluffy object and would melt the heart of the hardest person (for example after eating my daughter's Dior hairbrush (I reckon no-one in MR will know or should know the significance of this, but I assure you, to my 20-year-old daughter it is significant), or digging through and invading next door's BBQ... they didn't release him back for at least an hour... they fell for it as well).

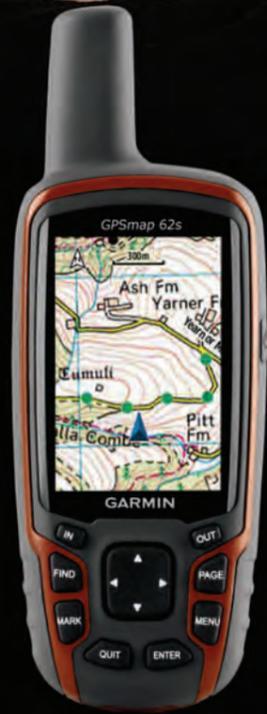
As for SARDA, the training has started. At sixteen weeks he can 'speak' on command and is already socialising with the big boys and girls of Lake District Mountain Rescue Search Dog Association. So, for the third time, training starts for me too. I have great memories of Beinn and much to look forward to with Ted. ■



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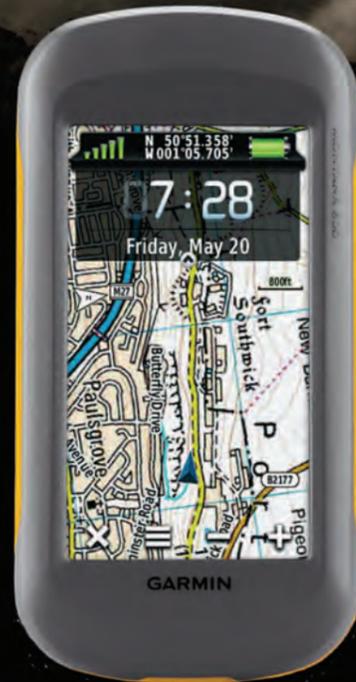
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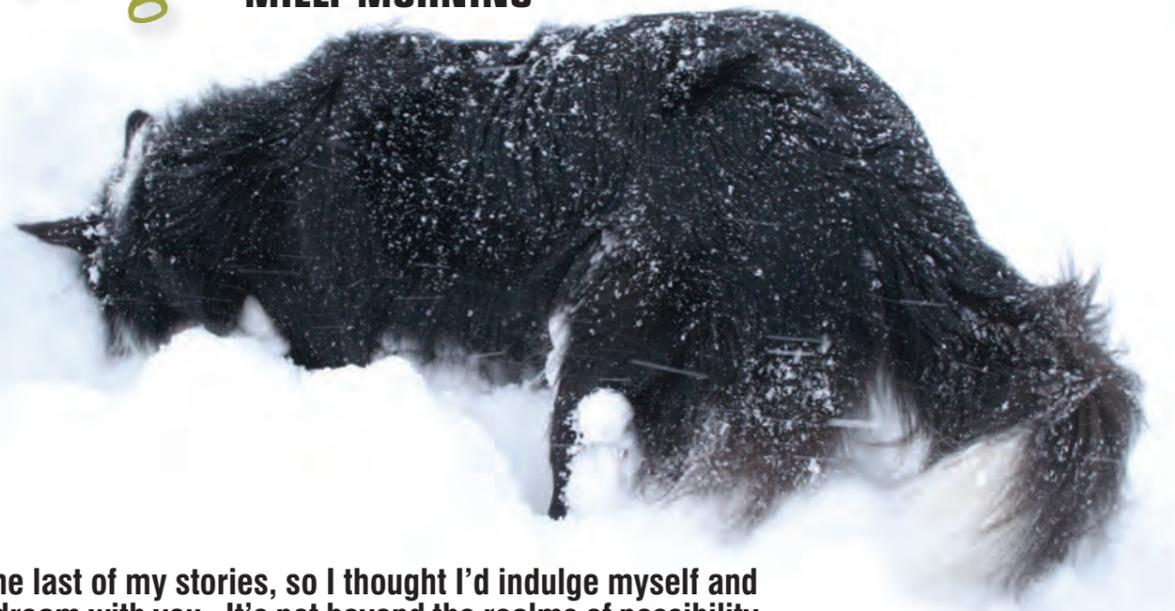
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dogs



I HAD A DREAM... MILLY MORNING



This is the last of my stories, so I thought I'd indulge myself and share a dream with you. It's not beyond the realms of possibility that YOU might take a lead role in my dream... here goes.

It was mid-January, still dark and cold as I was woken from my deep, doggie sleep by the familiar morning sounds about the house. As Special Human opened the back door to let me out for my morning toileting, a pile of snow sloughed onto the kitchen floor. Cursing, as time was running short, she brushed it out and I noticed that overnight the already thick blanket of snow covering the garden had been added to by several more inches.

Getting across to the bottom of the garden was becoming more of a challenge by the day. I'd worn a groove through the snow, but overnight this had totally drifted over. With the help of the light shining through the doorway, the back garden looked magic, a true winter wonderland...

The day was forecast to be good - dry and sunny with a strengthening wind. There'd be lots of people enjoying the hills today! We'd had a fantastic winter so far. Snowy times are my favourite time of year - snowballs to run after, doggy 'snow-angels' to make and digging for things hidden in the snow by Special Human. Now that really was my favourite pastime! It's great fun practising - sometimes I'd find 'articles' buried and, if I was really lucky, one of those stupid humans would actually have been buried in the snow for me to find! Weird lot, eh?

It was way more fun than the boring summer stuff. Small air gaps in the snow would allow the human smell to percolate up to the surface of the snow pack. Wot a give away! I'd sniff 'em out, start digging and seconds later Special Human would be there with a shovel digging beside me (doesn't she know that's a doggie job?) Didn't care tho' cos I just

loved jumping and catching shovel loads of snow in my mouth.

The usual drive to work at Glenmore was a little more 'exciting' than normal. At the best of times my eyes were out on stalks as we whizzed along, trees flashing past. Today the trees were laden, heavy with snow. Unceremoniously chained to my kennel outside Glenmore Lodge, I lazily watched as the snowflakes became less frequent and, mid-morning, a weak winter sun broke through the thinning cloud.

Thump, Thump Thump... that all too familiar drone of a Sea King helicopter broke my peaceful world. Within seconds, Special Human was there putting on my coat and full body harness and running across to it. (Did I call this a dream? 'Nightmare' might be a more apt description!)

Within minutes we'd been dropped into Coire an't Sneachda, the weather clear now, with spindrift ripping across the Coire floor. We were at the base of the Goat Track, a popular route up and down to the plateau. I'd done it many times. Today it looked different. There'd been a massive slab avalanche. Debris was strewn in a wide area across the corrie floor. I instinctively knew this was my time... this was what all the training had been about... here I could make a real difference... humans were buried and my nose was the most important asset the rescuers had. I understand from Special Human that the chances of survival after burial for more than fifteen minutes are very slim. I had to work fast!

Glancing up towards the rim of the corrie, I could make out the Crown Wall extending approx 500m

wide just below the edge of the plateau. The avalanche debris was blocky, difficult terrain but blocks were good, they left air pockets for humans to survive in and for their smell to escape through to the surface of the snow. I wove in and out, over and through the massive blocks, some of them way bigger than me. Nose down, concentrating hard, I had it... I had a smell... no lost it... and got it again. This time it was strong, powerful, I could smell the fear, the trauma, and the blood. I started digging. Special human was there in seconds. Shovel out, she started digging too... Cautiously... far more cautiously than me! YES!! There it was, half a metre down. Was it a leg?... an arm?... a rucksack?... difficult to tell at this stage... Special Human was shouting... other humans ran over... a head was carefully cleared, the casualty was breathing... still alive ...moving... speaking... injured but alive.

Then I jerked awake. The familiar tones of the BBC Breakfast TV presenter filled the room... 'Search and rescue dog hailed a hero as she digs victim out of avalanche'... ■



MAIN PHOTO ©BOB SHARP
INSET: SPECIAL HUMAN HEATHER MORNING AND SEARCH DOG MILLY ON QUALIFYING



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For a full range of suppliers and sponsors go to the members area of mountain.rescue.org.uk.



Adventure Eyes online shop goes live

Mountain Rescue supporters Adventure Eyes have launched an online shop, packed with thousands of carefully selected products appropriate to those who love the outdoors. It's a key move towards the company becoming a dominant provider of quality adventure information in the UK.

Their online shelves include guide books, a variety of reads, both fact and fiction, and a range of instructional 'How to' books, plus some stonking classic films – all handily categorised to make viewing

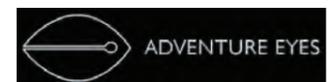
and selection a doddle. It's an ideal stop if you fancy extending your own library of outdoor literature and films and a fantastic resource if you're stuck for that elusive gift idea!

Most recent addition is the maps section with all the relevant maps for your adventures across the UK. A special section devoted to students is also being developed, based on university and college course reading lists and close liaison with outdoor course leaders.

For those of you on the move or

with Flash-less gadgets, the shop will soon be available to view on the Adventure Eyes blog.

And, if you've not yet had the benefit of Adventure Eyes support, then get emailing the girls (Louise Ansell and Kate Ryley) with your latest fundraising ideas. Over the last few months, they've been very active in promoting a number of teams and individuals through their website, Facebook and Twitter feeds – the Twirlies on Tour, Kinder, Rossendale & Pendle and Scarborough & Ryedale teams, to



name just a few – so take a look at adventure-eyes.com or email info@adventure-eyes.com and get yourselves promoted!

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FROM NEW YEAR'S PACT TO ADVENTURE EYES MONSTER RIDE FOR MOUNTAIN RESCUE

On New Year's Day 2011, Sian Belfield, Emily Morrissey and Kate Ryley decided this was the year for a challenge. What started as a slightly hungover New Year's pact quickly evolved into a big event and on Monday 8 August they set off from Land's End to cycle the length of Britain. 1022 miles. One puncture and a load of calories later, the Adventure Eyes Monster Ride girls made it to John O'Groats in thirteen and a half days. The event has raised over £1000 for Mountain Rescue so far, and it's still rolling in. A number of cash donations were also made during the event and these will be passed to the Mountain Rescue Committee of Scotland in recognition of the fine work the Scottish teams also do.

All three cyclists are involved with Adventure Eyes, a recently launched provider of online outdoor adventure publications who also help to raise funds and awareness for related charities and events. Using the cycling challenge to raise funds for Mountain Rescue seemed to make

perfect sense, as Kate Ryley, from Adventure Eyes said: 'We chose Mountain Rescue England and Wales because, as outdoor people ourselves, we know these are the unsung heroes we all hope will be there if our adventures go wrong!'

Louise Ansell, co-developer of Adventure Eyes and support driver for the Monster Ride added: 'The Monster Ride was undoubtedly tough at times but the girls showed incredible perseverance, even when the knees were moaning and the winds were against them! We also has some great support from followers on Facebook and Twitter. Dartmoor Search and Rescue Team (Ashburton) and Scarborough & Ryedale Mountain Rescue Team deserve a particular special mention for the help they gave in promoting the event. It was much appreciated.'

The ladies are ecstatic with their achievement and so pleased they have been able to contribute towards such a good cause that has



such relevance for the Outdoor Adventure world. They met so many amazing people along the way and in their own words, 'cannot express their gratitude enough for the kindness shown.' You can find out more about the Monster Ride at the Adventure Eyes blog. For anyone who may be tempted to cycle from Land's End to John O'Groats or vice versa, Adventure Information will soon be available to view and download from the Adventure Eyes site.



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SOMEONE TO WATCH OVER YOU...

Ever found yourself in a vulnerable or emergency situation, unable to contact anybody for help and, to add to the problem, nobody knows where you are and what you are doing? Well, the new personal safety service WatchOverU can help you by automatically contacting your friends, family or colleagues, when things don't go to plan. It does this without requiring you to have access to a working mobile phone or other device and, because you may be incapacitated, it can raise the alarm without any intervention from you.

SIMPLE TO SET UP. SIMPLE TO USE

The service is simple to setup - simply go to the WatchOverU website at www.watchoveru.com and register as a user of the service. Then create a profile by specifying your normal contact number and the three telephone numbers the system should call to raise an alarm. These are stored as default numbers but you do have the option to override them each time you use the service.

Once you're registered, the system is simple to use. Just before you start your activity, create a WatchOverU event by phoning the service and responding to the prompts. You specify a check-in deadline (a date and time by which you expect to have completed your activity and checked in), then record a message giving details of who you are, what you will be doing and where you will be doing it. You are also given the option to request a reminder and change numbers if required. You can then start your activity with the comfort of knowing that, if things don't go to plan and you don't check-in for some reason, someone will be notified. In most cases you complete your activity as planned and just call the service to check-in. Your event is then marked as completed with no further action required.

If you fail to check-in by the specified deadline, the service will automatically call each of the three numbers specified, to pass on your contact details and play the message you recorded earlier. It will then request an acknowledgement from the person answering the call and they will initiate the appropriate action to help you.

The website provides profile management and event monitoring/audit facilities designed for business users but these facilities are available for everyone to use.

The service operates on a pay-as-you-go basis with NO monthly subscriptions. When you register, you are given free credits so you can try out the service and see how it can help you. Also, Mountain Rescue readers will get the equivalent credits added to their account for free when they top up and forward the email receipt to sales@watchoveru.com quoting MREW001. Check out www.watchoveru.com for more information.

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JOHN O'GROATS TO LAND'S END CYCLE RIDE

ROGER HARTLEY

We'd just finished the Coast to Coast walk. The last eight or nine days had been fine and we were in good spirits. I can remember forming the words in my head and, before I knew what had happened, I'd said it. Colin was on it in a trice, buoyed up by success and beer in equal quantities.

It took us a week to outline the plans, we'd do the ride from north to south, that way it would be all down hill (thought I'd get that one out of the way) but, more importantly, Land's End seemed a better place to end up than John O'Groats. The date was set as the first day of the school holidays because of my new job and the only other thing to decide was the route. That was mostly left up to me, Colin has little hillwalking or navigating experience and, because of my association with mountain rescue, he thought I'd be the best person for the job. This may have been the first big mistake. I basically put a pin in John O'Groats, a pin in Land's End, joined them together with cotton and tried to plan the route as close to that line as possible. With hindsight this is not a good plan – it gets you the shortest route but takes no account of the hills you have to climb!

Colin worked on the fundraising: we'd do the ride for Grace (Colin's niece) and Scarborough & Ryedale Mountain Rescue Team (SRMRT). Grace has cerebral palsy and is treated at Euro-med in Poland. The treatment is expensive but effective so we felt a collaboration would help both charities. I set up a blog which would track our progress – find it at <http://gracesrmrtcharityride.blogspot.com> – and also a justgiving page.

Colin was keen to begin booking accommodation, so now all I had to do was work out how far we could cycle in one day then pick the nearest

town to stay. I have been hillwalking for more years than I can remember but my cycling experience can be put on the back of a postage stamp with a two-inch paintbrush. We could only spare twelve days for the ride, plus three days travelling, so it seemed easiest to carve the distance into twelve equal lumps and that's what we did. Colin received his list of unfamiliar towns with instructions to book accommodation as close as possible. Bar a couple of changes due to availability – and discovering there are two Tivertons, one in Devon and one in Cheshire – it was booked.

So, what else did we have to do? Well, get fit for one... oh, and get a bike. I'd decided not to go all out at a fitness plan; I was in reasonable shape for my years and used to walking. I thought I'd go to the gym, perhaps in March or April, just to get used to cycling, then be out on the bike in May and June which would set me up for July. Colin, on the other hand, being twenty-five years my younger, had bought himself a lightweight racer and been at the gym since Christmas! I do hope he didn't think it was going to be a race.

SRMRT are generally a close knit group but I'm sure it was about this time I started to hear giggling when I left the room. Fellow team member Russ offered to loan me his bike for the trip. This was an excellent solution as I had no desire to buy one and

have it kicking around the house for ever more. A week later I got hold of this hybrid bike. It had eight gears on the back, three on the front and more levers than Clapham Junction signal box but, with practice, I could change gear without stalling it.

I got as much preparation in as I could and, interspersed with call-outs, team training and long distance walks, the day finally dawned.

We arrived at John O'Groats after a day and a half travelling and had to cycle the sixteen miles to Wick where we were staying that night. It was cold and windy at the signpost and we were pleased we'd chosen to do it this way round. The countryside is bleak in the north east of Scotland – there are still some derelict crofts, although most have been gentrified. I admire people who can be settled with such bleak but beautiful surroundings. The distance passed quickly and we arrived at Wick.

We had quickly settled into the routine of me in front and Colin following behind. There was some sense to this, I was unlikely to leave Colin, with my extra years and slower bike. The other way round, I might put my head down to get up a hill and never see Colin again! We celebrated with cold beer and, assured of success, went to bed early in case tomorrow's 68 miles were more tiring. Without recounting all the stats for each day (which can be seen on the

blog) the run was gently rolling with two sharp uphill stretches. We ended the day in Tain just past the Dornoch Firth Bridge in a tidy B&B. Our legs ached with the exertions but we'd completed the first proper day.

Next day was Slochd Summit on the Drumochter Pass. How is it that, the day we have to cycle over 1500 foot road height, the warmest day for twenty years is recorded in Aviemore? Coupled with head-on winds, this made for hard work but we peddled right up to the doorstep of the YH. We visited the town, ate, drank and looked for somewhere to breakfast the following morning. We considered the outdoor shop that was randomly giving away porridge but that was just too weird. It took another day and a half to finally be finished with the A9 and, while it was refreshing to be on different roads, we now had to navigate.

I'd forgotten, from my childhood, how much there is to do when you ride a bike – watch for traffic, manhole covers, curbs, pedestrians that don't hear you coming, signs and lights that are too close to see when you're in the bicycle box at the front of the traffic... We had some close shaves in Perth when we dropped off the end of the A9 but we eventually made it to the Forth Road Bridge, north of Edinburgh. We circumnavigated every housing estate south of the city, some that were due to be blown up that

week, but there was no other way off the bridge.

The ride from West Penton to Carlisle was mostly B roads. This made for quiet cycling but the accumulated ascent was over 8000 feet. It was a warm day with little wind and we were entertained by the antics of buzzards circling in rising thermals. We were well looked after at Craighburn Farmhouse; it was unanimously agreed that their food had been the best of the whole trip. Sadly the next day we had to move on and this was not going to be easy, with head-on winds and Shap, not the highest point on the trip but certainly the hardest to reach. But most things pass and in two days we'd have the longest day (85 miles) then the two extremes of height and distance would be behind us.

We sailed through Cumbria, Lancashire (on Yorkshire day) and Cheshire, and on to Shropshire through the Long Mynd Hills and the Welsh Borders. The old Severn Road Bridge allowed us access to the Avonmouth Bridge on the M5 and that night's rest stop of Portishead.

The next day we set off in a downpour that would have had Noah and his family reaching for their sou'westers and battening down the hatches. This was only the second day of rain in the whole trip but for an hour the conditions were dangerous and great care had to be taken. The tempest eventually subsided as we loosely followed the M5 down to Taunton. A further 20 miles saw us in Tiverton (the one in Devon) and a welcome overnight stop. Only two days to go! We could both tell the ride was slowly wearing us out; whatever we did we couldn't recover what we had lost in the day.

We hit the last of the country roads to Oakhampton and then the A30 trunk road that would eventually lead us to Land's End. One of these smaller roads included a 15% hill, I was unsure how steep this is as I had grown up with the '1 in something' way of denoting steepness. A quick

look at the hill soon confirmed this was one to walk up!

In due course the A30 was reached. This road being a major link it's had a lot of the hills smoothed out. We were settling in to a good pace when Colin got a puncture. Fortunately, our backup was not far away and we were soon on the road again. We refreshed ourselves at Jamaica Inn on top of Bodmin Moor, which is the setting of Daphne du Maurier's *Jamaica Inn* leaving just nine miles to Bodmin which soon passed.

The last day dawned and we breakfasted in near silence. We knew by nightfall it would be over, one way or another. Just one road left, the A30 rolled away from Bodmin towards Land's End. Colin had one more puncture, which in due course was fixed, but the closer we got the more buoyant our mood became. We were met in Penzance with the news that it was uphill to Land's End – 'How could this be?'

But we agreed this now didn't matter – we could walk the nine miles in three hours and still get our photo taken at the southern signpost! Fortunately we were able to cycle most of it and, sooner than expected, we were there.

Photographs were taken, beers drunk and snacks eaten, our spirits were up and we could have cycled another ten yards or so, but we didn't. Many people have given us advice on all sorts of things to do with this trip and we thank them one and all, but the one thing that has caused more conversation than any other is which direction to do it in. I still don't know whether it's best to go north to south or south to north but I couldn't help feeling sorry for all those fresh cyclists setting off for John O'Groats. ■

Roger and Colin have so far raised £3,411.00 with donations continuing to roll in beyond their glorious finish date. To donate, go to <http://www.justgiving.com/Roge-Hartley>



COLIN AND ROGER: BEFORE AND AFTER!

TACKLING THE MONGOL RALLY FOR MOUNTAIN RESCUE

MATT HOLMES, OVERLOOKING WEST CUMBERLAND BAY, SOUTH GEORGIA



Matt Holmes takes on the gruelling Mongol Rally next year, to raise funds for both Mountain Rescue England and Wales and the Lotus Children's Centre Charitable Trust, dedicated to providing care, accommodation support and education to orphaned, abused, and abandoned children in Mongolia (www.lotuschild.org).

Currently working for the British Antarctic Survey at King Edward Point research base in South Georgia, 29-year-old Matt has always had a yearning for adventure and travel and this seemed the perfect challenge.

'The idea of doing the Mongol Rally excited me many years ago but I never plucked up the courage to go ahead and do it. I've spent the last two years at BAS and the thought of going back to the UK, without taking time out to see some of the world was a little daunting. It was too good an opportunity to miss an adventure of a lifetime and raise money for charity at the same time. We hope it will take approximately four weeks to complete but nothing is certain so it may take us longer!

'I chose Mountain Rescue, as I spend a great time of my recreational time up and down the UK kayaking, walking and rock climbing. If I ever came into difficulty and needed help from mountain rescue, I'd be reassured knowing I helped raise money towards equipment and vehicles to provide a first rate service.'

The Mongol Rally starts on 14 July 2012 at Goodwood race circuit with the finish line in Ulaanbaatar, the capital of Mongolia, some weeks later. This is an unsupported event, funded by the individual teams. It is organised by The Adventurists who also organise other adventures to raise money for charities. The first Mongol Rally took place in 2004, and it continues to grow – this year, over 350 teams embarked on the 10,000 mile journey.

'There's no set route to follow and the vehicle you use, is something your Mum'd use to do the weekly shop – a big-powered 1.0 to 1.2 litre car, over terrain where you need a 4x4! And you have no support crew. We will face many obstacles on the way, from getting stuck at border crossings to travelling on roads where it becomes a mud track or desert.'

So far, Matt has the team website up and running with links to donation pages, and a blog which enables everyone to follow his progress from the planning stages right through to the finish line. The blog is viewable on the website or the team's facebook page. Team t-shirts will also be available for sale. To donate and follow their progress go to www.mission-ulaanbaatar.co.uk

'Over the next couple of months,' says Matt, 'I'll be promoting the website as much as possible to get some donations coming in. Letters will be sent out for potential team sponsors to help contribute towards parts, spare tyres and other equipment needed. As this whole challenge is funded purely at our own cost, any help is appreciated – no matter how small – to get our trusty steed to the finish line. Ans, all being well, I should have some news on other team members who will join me on this challenge.'

Matt can be contacted at mission-ulaanbaatar@live.co.uk



THE BIG



TIM MOSEDALE

Not even in my wildest dreams did I ever think that this is where it was all leading. I started out on my outdoor career at a centre in Wensleydale and after seven years I'd worked up to being deputy to head of centre and senior instructor. It was a great job at a small centre – I was out on session a lot but also responsible for staff training, the off-duty, the group programmes, the fleet of vehicles, risk assessment etc. The boss wasn't going to be moving on and eventually it was time to spread my wings.

When I first arrived in Keswick, from the Yorkshire Dales, I had eight part-time jobs – anything to pay the bills. At about the same time I was offered some work in Nepal and jumped at the chance. It had never occurred to me this was a possibility but I knew it was an offer I couldn't refuse. This then led on to me working for KE Adventure Travel, in Keswick. I'd sent in my CV and resumé, followed by a phone call a week later. In the midst of being told that they were 'very busy', 'lots of leaders already' and 'Keswick is a long way to come for a chat' I mentioned we had the same postcode. 'Oh... I'll get the kettle on then, see you in five minutes.' I was there in three.

It was great employment. I loved the culture and environment as much as the landscape and work. I'd lived in Cambodia for six months in a previous life and whilst there I'd had a quick whistle-stop tour of Asia and been hooked. To be back in Asia and working in the mountains was just awesome.

I'd often been asked 'As a mountaineering instructor you must want to do Everest?' a question I'd never quite understood. Now I was working a lot in the Khumbu, I was getting 'As an expedition leader you must want to do Everest?' The answer was always an emphatic – and honestly

from the heart – 'No, thanks.' I'd go on to explain that it's very cold up there, potentially pretty dangerous, very expensive, loss of income whilst away, potential loss of digits and life etc etc... And anyway, without the experience, I'd never get employed and I definitely didn't want to go along as a client. Not that I wanted to go anyway. Not for me thanks. No siree.

And I genuinely meant it too. My previous life had been as a commissioned officer in The Royal Corps of Transport so I had a bit of an understanding of different types of leadership, motivation, delegation, logistics etc. I'd also been on the Arctic Warfare Instructors course – a pretty challenging eight weeks in Norway (one of only a few courses where you are officially on double rations). Out of 35 on the course only five of us passed. I saw grown men in tears because of the cold, because of the knarly desperate conditions we were in (with pretty flimsy gear at times), or from trying to ski wearing planks of wood carrying 80kg and because, at the end of the course, we had to ski into a hole in the frozen fjord and get ourselves out. Fairly brutal stuff. I hadn't realised at the time, but it was another pivotal experience for me.

All this experience and training came into play whenever I was on an expedition and I found it to be a remarkably fortuitous background – totally alien in many ways to being a civvy, but leadership skills and an understanding of logistics are all so transferrable. As are the skills required to look after yourself, and still lead

others, in the worst of conditions, even when you're at your lowest ebb. I don't generally let on about my army background because otherwise you get pigeon-holed and people jump to assumptions. If clients do find out they are generally pleasantly surprised that I've managed to make a reasonable transition to being a 'normal' person.

I'd been lucky enough to have a friend in Keswick ask me if I could put together an Ama Dablam trip and I jumped at the chance. It was a great trip – just a bunch of mates having a go at a very impressive mountain. No climbing sherpas or high altitude porters – just a cook crew, some porters to Base Camp and a Sirdar. We had a great laugh and it was then I found out I was also pretty good at altitude.

Having put in all the effort to run that trip I decided to advertise and I've been going back every year ever since.

It's amazing that people ask 'don't you get bored of climbing the same mountain every year?' It's the most amazing mountain, in the heart of spectacular mountainous terrain where I get to see and work with climbing sherpas who have summited Cho Oyu, Shishapangma, Manaslu, and Everest (one chap eighteen times) who are now family friends. I've been working with Kame, my Sirdar, for nine years now and it's a privilege to be with them every time. When I compare that with climbing Snowdon, the Ben or Mont Blanc a few times every season, I realise I've managed to manoeuvre myself into a very privileged position. Sometimes you have to make your own luck, I guess.

By now I'd also picked up work every summer with Paul Walker from Tangent Expeditions and I really enjoyed the solitary landscape and

the journeys I was able to allow people to undertake. On most first ascents I was asked, 'What shall we call this peak?' to which I generally replied that it was their expedition and so it was their choice. Funnily enough most of the mountains were therefore named after wives, girlfriends, children and dead dogs!

Turn the page for more



MAIN SHOT: A TYPICAL CREVASSSED AREA IN THE WESTERN CWM WITH EVEREST IN THE DISTANCE INSET: TIM ON TOP OF THE WORLD
BIG E PIC: MORNING VIEW AT EVEREST BASECAMP
RIGHT: SPOT THE (NOT SO) DELIBERATE MISTAKE... YUP, HE'S GOT HIS CRAMPONS ON THE WRONG FEET...





LEFT: A FIVE-SPAN LADDER OVER A FAIRLY DEEP CREVASSE – JUST DON'T LOOK DOWN!

ABOVE: A FLOATING LADDER! AT THE BEGINNING OF THE EXPEDITION THIS LADDER SPANNED THE CREVASSE BUT, BY THE TIME WE'D SUMMITTED AND WERE ON OUR WAY DOWN, IT WAS NO LONGER WIDE ENOUGH TO SPAN THE EVER WIDENING GAP

ALL IMAGES ©TIM MOSEDALE

more than part-time, expedition leaders and Stuart Holmes... well, very bright light under very large bushel springs to mind.

I was to be in the company of some of the nicest (and most experienced) guys I could ever hope to be with and Ali knew most of them too. So whilst Ali (and I) found out on Boxing Day 2004 that 'it's turned blue!' and I was going to be a daddy, she still gave me her blessing to go on the trip. I signed up in December and was going away in March. I started eating pies and doughnuts and, despite working every day in Scotland that winter, managed to put on 2½ stone. It's the hardest training I have ever done.

These guys had invited along (only) four climbing Sherpas who were their friends – two of whom I already knew having worked with them previously. So it wasn't climber and guide or employer/employee, it was a bunch of guys (and their Sherpa friends) on a BIG mountain. It was a low key, low budget, but highly professional effort and, considering not a crossed word was said for the whole trip, was a roaring success. I went along just thinking I'd see how it went. I had no

aspirations for the summit (having only been to 6,856m previously) and just approached each day as a new day and a new challenge.

After a while it was obvious we were all having a great, fun time and so much at home in the harsh environment that is the north side of Everest and I honestly thought we'd have six or seven (if not all eight) out of the eight westerners on the summit. As it happens, things conspired against a few of the guys towards the end of the trip and, before you know it, there were only three of us on the top. But all four climbing Sherpas also summited which was superb. Phendan had been on the top before but the others Sherpas hadn't. They'd all worked so hard and Zambu, for example, had carried loads to the top camp eleven times. On the north side, the top camp is at 8,300m (so 99m higher than the summit of Cho Oyu) so this is an amazing feat and we couldn't have done it without them.

Thankfully it has opened a door for all of them and they are regularly employed on Everest (or Cho Oyu/Manaslu) and have managed to break away from the trekking peak trips they so often did.

I knew if I had the chance I'd love to go back. But I also knew I wouldn't go back on the north side. It's a particularly serious summit day and if a client got into difficulty, then you may as well get out your rosary beads. Also it's the climbing Sherpas who generally get involved with rescues and I didn't want to have the onus of endangering their lives, let alone those of any clients, even more so now I knew them all so well.

A few Ama Dablam trips and a Cho Oyu trip later and an opportunity arose. I was asked to lead a group to Everest Base Camp for a chap who would then stay on Everest. I mentioned I may know a few people who'd also like to have a go at Everest. 'You've got the job.'

I cherry-picked from my database and emailed 23 people who I thought had, not only the aspiration and

experience, but also the right approach and temperament, as well as the ability to afford it and get time off work. Twelve were interested. That soon dropped to seven or eight and then the credit crunch happened. We were down to three so we delayed a year and eventually, in April 2011, myself, a friend of mine who was to be our Base Camp doctor and five hopefuls started trekking.

Rather than racing up to EBC, sitting there for a fortnight with headaches wondering how we would ever climb Everest feeling like this down here, we trekked for three weeks elsewhere. It was a great acclimatisation schedule but it also allowed everyone to forget about work etc and to relax and enjoy the experience without having the overbearing nature of 'Everest' dauntingly in view. Whilst we would never get away from the fact that this was definitely an organised trip, I wanted to try and recreate the style of expedition I'd been on in 2005. To that end I was very conscious of the fun factor and everyone enjoying each other's company.

There was not a headache in sight for the whole trip and we arrived at Base Camp as a team, a unified dynamic group, rather than a bunch of clients. We were enjoying ourselves and the environment and the rapport was noticeable. I've seen other trips where the clients are so tense (and intense) that it is just no fun at all. Indeed you see people calculating and trying to out-manoeuvre each other in a dog eat dog slow race for the prized summit. They certainly don't lift a finger for each other as they definitely don't want to risk their own chances.

My team went the extra mile for each other. When we were on the hill, whoever arrived first at a camp got a brew on and then, after admiring the view and getting their breath back, started sorting the tent, roll mat, sleeping bag etc for their tent partner. The sort of thing that comes naturally to experienced mountaineers who realise that synergy is so important.

You don't count the cost or take turns – it just happens.

When we first entered the Khumbu Icefall it was quite an emotional experience. Suddenly we were in the steps of the great pioneers. We'd all read the books and it was all so historical and evocative. Everyone upped the ante and changed from fun trekking mode to fun expedition mode. It was noticeable that everyone just sharpened their senses.

A few forays up and down the hill through the icefall and up the Western Cwm and we were ready for our summit bid. In the old days folk used to camp higher and higher on the assumption that they were acclimatising. Nowadays we realise that round about 6,500m is the threshold and beyond there a) you don't acclimatise and b) you just deteriorate.

The weather was all over the place for a few days and indeed we arrived and slept at Camp 3 (7,100m) on the way to the summit only to have to come back down to C2. It wasn't bad enough for long enough to warrant going to Base Camp so we stayed at C2 for five nights. Then back to C3 and on up to the South Col. Again the wind spiked and we stayed at the South Col for 24 hours and then set off in to the night. Exciting stuff. The downside, however, was that not only had some other teams sat it out as well, but others had then arrived the following day for their summit bid – so there were twice as many people as we'd have hoped.

It turned out to be a fantastic moonlit night, but at times a painfully slow journey. There was a queue pretty much most of the way up to The Balcony. My feet got slightly cold and were getting colder due to inactivity. I pondered this for the interminable minutes standing still and couldn't work out why. I had the same boots as 2005 when it had been colder and windier. I had smartwool liners and mountain socks the same as last time. I had some foot warm up sachets and I'd checked that they were working.

Yes we were going slowly but why were my feet this cold? Ponder, ponder.

The only reason I could come up with was that the liner socks were my wife's and too tight for me, and constricting circulation, albeit ever so slightly. So on arriving at The Balcony, when everyone else was changing cylinders or taking on fluids and food, I whipped my boots off, took off my mountain socks and removed my liners. They froze the instant I'd removed the inner boot and it was paramount I get my big socks back on and my feet in to my boots before they froze as well.

I'd been rehydrating along the way whilst waiting for folk to move so there was no other reason for me to stop. Within a couple of minutes I'd managed to sort my feet out and was on the move. I overtook about 30 to 40 people who were still loitering and being tended to by their climbing



Sherpas. The rest of my group had sensibly moved straight through, as we had agreed previously in the event of any queues. They could change cylinders later.

I soon caught up with Jen and Susan who were going fine. We fragmented slightly around the South Summit, as I'd encouraged everyone

Turn the page for more



FROM LEFT: MANI STONES IN THE EVEREST REGION
EASTER SUNDAY AT EVEREST BASE CAMP AND HELLO KITTY!!

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SETTING UP CAMP IN A SNOW STORM

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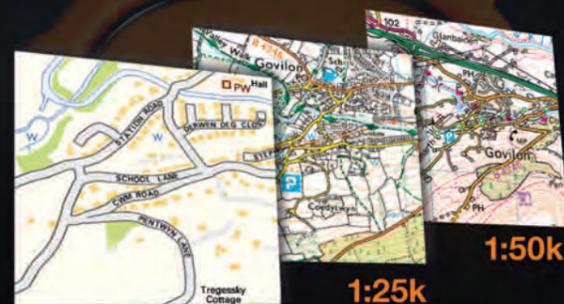
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Used by:



The Big E continued

to go at their own pace. Yes, we were a strong, dynamic, closely bonded group – but not on summit day. You go for it with your Sherpa and don't wait for the others – don't jeopardise yourself. Maybe we'll meet on the summit, maybe not. Giles had managed to get ahead of the crowds and summited at just after five in the morning and Partha summited at around 7.30. I'd seen them both as they were descending and they seemed to be suitably chuffed. Smiles and handshakes, a brief chat and then onwards. Ever so slowly. Onwards and upwards.

I summited around 9.15. Jen and Susan and their climbing Sherpas arrived whilst I was still on the summit – which is hardly surprising as I spent an hour and a half up there. It was a great day to be on the top again. Not too cold and no wind. The view was as spectacular as I remembered, albeit spoilt slightly by the cloud that meant only the very highest peaks were visible. In 2005 my camera only had the facility to do 30 seconds of video but I managed to fit in a 360° panorama and we only stayed for maybe fifteen minutes. This time I had unlimited video capacity and managed to get a slower more comprehensive video. I get a lot of comments from folk on YouTube about how good it is, which is a great compliment. It was a fantastic culmination to a



great expedition. Without a doubt it is the best and most exciting work I have done. I enjoyed it so much that I'm going back again next year! Watch this space. ■

*As well as having Elm Tree Lodge Guest House in Keswick, Tim Mosedale guides and instructs in the Lake District and runs a trip to Ama Dablam every autumn. He is now also running Everest expeditions from Nepal every Spring.
Phone: 017687 71050
Web: thebig2012.co.uk*

INSET TOP: OUR FRIEND PASANG (WITH TIM, RIGHT) WHO LOST HIS FINGERS AND TOES TO FROSTBITE ON THE NANGPA LA IN A 7-DAY SNOW STORM IN THE 70s – HE NOW PAINTS THE MOST AMAZING THANGKAS!

BELOW: LOOKING TOWARDS THE SUMMIT OF EVEREST FROM THE SOUTH SUMMIT – STILL TWO HOURS TO GO!

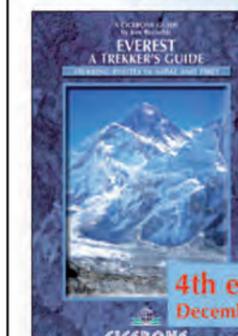
BOTTOM: A LAST LOOK UP THE LHOTSE FACE – STILL SLIGHTLY IN AWE OF WHAT WE'D JUST ACHIEVED!



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 - Winter Climbs in the Cairngorms (6th ed, Dec 2011)
 - Walking in Sardinia (Oct)
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“What if we didn't take it to our limit...”

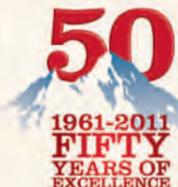


Wouldn't we be forever dissatisfied?”

Doug Scott

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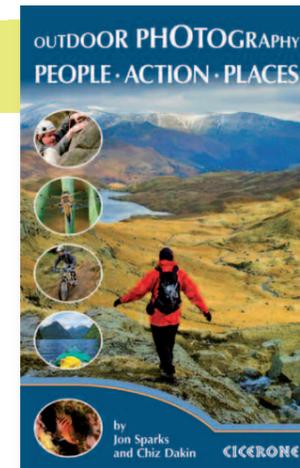
STUFF Book

OUTDOOR PHOTOGRAPHY
by Jon Sparkes and Chiz Dakin

Review by Mike Margeson

In their introduction, the authors state that 'Photography should add to the outdoor experience. It shouldn't get in the way.' Knowing a little bit more about what to do and how to do it can only help. Going beyond the point and shoot in order to get the sort of photographs most of us get completely by fluke! I found the layout and plain language really useful. I particularly like the little summary text boxes with top tips. Whatever your outdoor activity, and whatever your level of photography, there's some good advice and ideas for you, with chapters focusing on water activities (both on and above as well as under water) on the rope, people and wild places just to name a few. There is also good advice on putting it all together, using and storing images. I also think the Geekspeak glossary as an appendix is useful. All in all a handy little how-to guide, well presented throughout and illustrated. I am sure many will find this guide useful.

'Outdoor photography' by Jon Sparkes and Chiz Dakin is published by Cicerone. www.cicerone.co.uk. 248 Pages. Price £14.95. ISBN: 978-1-85284-646-6.



FACEBOOK FAN COUNT: 1612

Some of the stories that got you chatting last quarter...

...latest news, in September, was the lucky escape of two Brecon team members when their team's mobile command vehicle was involved in a three-vehicle collision during a call-out near Builth Wells. Good to hear that both are unharmed – not an experience they'd wish to repeat I'm sure. The accident means the team now need to step up the fundraising to replace this valuable piece of kit – we wish them well.

...in the last issue, I speculated about how much the eBay auction of a copy of Mountain Rescue mag – still sealed in its plastic wrapper – had raised. David Lees reports back to me that it raised the grand sum of 99p for Oggie team. Pity it didn't attract more but it DID serve to highlight another issue – that MREW should be listed amongst the charities available on the site to receive proceeds of eBay sales, should sellers wish to nominate us. That ball has now started rolling...

...needless to say there was a great deal of interest in the unfortunate 'incident in the woods' for a certain North Wales deputy team leader. It was fascinating to watch the whole thing unfold, almost real-time, from the comfort of my sofa, courtesy of my own Facebook friends, so the least I could do was chase up a report! You can read it in full on page 23. I understand Richard is now making a full recovery and making good use of all the time he suddenly has on his hands...

...in August, there was much discussion about the announcement of proposed government funding for mountain rescue teams. A great deal has been written about this over the last several months – some of it more informed by gossip than truth (but then why let the facts get in the way of a good story?) so it's sometimes difficult to see the wood for the trees. Opinion raged from the 'Send it back!' end of the spectrum to the more gracious and only slightly admonitory 'Let's be thankful for any funding – it's a start'. I do love it when everyone gets so heated though – and wouldn't expect anything less from such a passionate bunch of individuals as mountain rescuers (nor, of course, their supporters)!!

Keep watching the Basecamp page and keep those comments coming! JW

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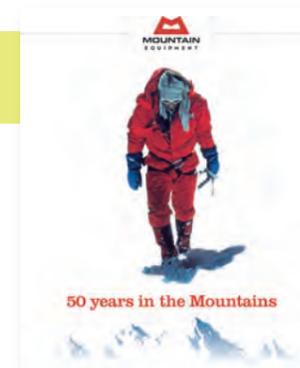


STUFF Film

FIFTY YEARS IN THE MOUNTAINS
By Mountain Equipment

Review by Mike Margeson

As part of their 50th anniversary celebrations, Mountain Equipment – with the help of Brian Hall – has made an excellent historical and inspirational film, tracking the five decades, the changes and development in climbing, with the help of some key exponents from each decade. There are interviews, alongside fantastic photography, with Doug Scott, Martin Boysen, Peter Habeler, Reinhold Messner, Andy Parkin and Stephen Venables and bang-up-to-date talking with Heniz Zak and Dave MacLeod. This short film is an insight into what climbing is all about and a record of how it has evolved. Mountain Equipment has been at the leading edge of functional high quality equipment for climbers and mountaineers throughout. I still have in use a Snowline down sleeping bag I bought for my 18th birthday as a second – just a few years' use then!!! From the very early days Mountain Equipment has supported and worked with mountain rescue, one of the very first projects the first pile-covered casualty bag, yellow in colour for those long enough in the tooth to remember – they were bomb proof. Then there was the Windlite pile-covered jacket, originally Entrant then Cyclone, such a brilliant winter jacket it became standard issue to RAF MR teams. I can still remember making the change from my double Ventile winter jacket to a Windlite. Always the feature of an ME product was, and still is, its functionality and robust construction. The present mountain rescue Kongur jacket and salopettes being no exception. On behalf of Mountain Rescue, I would like to congratulate Mountain Equipment on its 50th Anniversary. Here's to the next 50!



'Fifty years in the mountains' is available to download free from www.mountain-equipment.co.uk



DIAGNOSIS... DIAGNOSIS... ...DIAGNOSIS... DAVID ALLAN

There can be little doubt that the most difficult aspect of casualty care is the establishment of a good working diagnosis. This has been confirmed for me during another year of practical exams when candidates have regularly impressed with their treatment and 'packaging' skills but have, on occasion, struggled to form a

clear picture of the injuries sustained. In the most interesting example the candidate's enthusiasm to apply something to the cervical spine before doing anything else whatsoever had both examiner and mock casualty wondering whether asphyxiation was part of the treatment regime! What follows relates to trauma rather than medical illness but parallels can be drawn.



FIGURE 1

It might be argued that worrying about a diagnosis is unnecessary. Put everyone into a vacuum mattress and cervical collar, give a shot of pain relief and oxygen as required and get them off the hill. There are circumstances when this approach will be all that is possible, usually due to weather conditions (Figure 1) but also sometimes as a result of the location of the incident.

In the majority of instances, however, it will be possible to establish the nature of the injuries. Firstly, this will enable treatment to be accurately targeted. Secondly, the most appropriate means of evacuation can be determined more clearly. Thirdly, and this will become increasingly important in the future as large trauma centres develop, the best receiving centre for the casualty can be decided. There is good evidence emerging to show that the correct

choice of destination hospital is more important than the speed of transfer in terms of survival from serious injury. The temptation to send everyone to a central trauma centre however must be resisted or the system will be swamped with minor injuries. (Quite apart from the inconvenience of casualties fetching up in Birmingham or Manchester with a minor ankle injury and no immediate means of repatriation.)

The value of a 'diagnosis of exclusion' is often under played. Knowing that a casualty is not at risk of a cervical spine injury for example will make the whole management and transport very much simpler. If a patient is pink, well perfused and able to talk easily in sentences it can be safely assumed that no serious chest injury is present. An ability to open the mouth fully, move the jaw from side to side and bring the teeth together in a

normal position effectively rules out fractures of the mandible.

How can we make diagnosis easier? Starting with a blank canvas is always going to be a challenge. Knowing what the possibilities are in a given set of circumstances and understanding the mechanisms of damage will give a head start. The damage inflicted will always be determined by the forces applied. Here $F = force$, $m = mass$ and $v = velocity$. In an era of increasing girth this is particularly relevant.

In Figure 3 it is clear that if both fall from the top of a stile the chap on the

$$F = mv^2$$

left will have a much greater chance of sustaining serious injury. Age is also a factor. Children are flexible and will bounce, young adults have strong bone structures but over the age of 50 few people will bounce and most will 'break'.

Patterns of injury are also important. Knowing what to expect enables one to target a diagnosis quite quickly. There are an entirely predictable number of possibilities from a fall onto the outstretched arm. Knowing the age of the casualty and the exact position of the arm in the fall leads to a high chance of making the diagnosis before going anywhere near the arm. Injury patterns are well demonstrated in the case of pedestrians struck by the front of a car. (Figure 4). The age, or size, of the casualty alone gives a direct pointer to where damage is to be expected. This illustration also gives lie to the common phrase of being 'run over'. Only small children experience this; others are 'run under' and will often end up on the bonnet. Time spent considering patterns of injury is never wasted and many interesting pieces of information can be stored away. Victims of heart attacks fall forwards whilst drunks fall backwards (Figure 5).

All of the prior knowledge about



FIGURE 3

mechanisms and patterns of injury can, very profitably, be mentally rehearsed en route to the casualty both on the road and walking up the hill. Revisiting this fund of information once the history of the accident is related on site will enable a mental list of probabilities to emerge.

Unless the airway is impaired or active bleeding is present getting a precise history of the accident is the first step and this should not be rushed. Casualties themselves may have an unclear recollection of the distance of a fall or of the timescale. Getting information from witnesses can be very revealing and may be the only opportunity to do so. At this stage only questions relevant to getting the diagnosis are appropriate. Details of eating and drinking and allergies can come later (Figure 6). Obtaining the information to lead to a diagnosis is a full time occupation and should not be coupled with 'hand holding and reassurance' which is delegated to someone else at this stage. It often pays dividends to step away and review all the facts that have emerged before beginning the next stage of



FIGURE 4



FIGURE 5

examining the casualty. If you do not have a fairly good idea of a diagnosis from the evidence gained from history taking then it is unlikely that physical examination will give the answers you seek. The only reason to take your hands out of your pockets up to this stage is to make notes.

Even when we come to examination eyes go before hands. The visual expressions will often be the best indication of the severity of pain being experienced. Allowing the patient to move their own limbs and noting the outcome is usually as good as prodding and grasping. The one sign to be sought above all others when the hands-on bit starts is the pulse. This remains the best and most easily reproducible indicator of concealed bleeding and developing shock. A patient with a normal steady pulse is not in immediate danger. Taking regular pulse readings is invaluable. The pulse will increase before the blood pressure falls by as long as one hour when there is continued bleeding. Recognising a normal pulse should be as much a reflex activity as undoing a screwgate karabiner.

There are traps for the unwary. Some situations present a challenge that must be recognised. Encountering a casualty within minutes of an accident can be very difficult. The unfortunate victim is overwhelmed by the event. There has been no time for localisation of pain and there is risk that superficial eye catching injuries will obscure the real picture.

Children present a special challenge in respect of history taking and are often very poor in localising pain. Without a helpful parent this can be very difficult. Those with impaired hearing or language problems require a slow and patient approach. There is an overwhelming temptation to fill in the gaps when questions reach an impasse.

Finally those familiar with the work of the late artist Lucien Freud – his favoured subject matter the very much larger lady – will know he identified one of the great problems in examination. Determining where the anatomy is in this situation can be a challenge in itself.

Nowhere does the Boy Scout motto have more relevance than in clinical diagnosis. A wealth of knowledge of possibilities and probabilities will always pay dividends. ■



FIGURE 6

MOUNTAIN RESCUE ENGLAND AND WALES MEDICAL SEMINAR

SATURDAY 5 NOVEMBER
CHARLOTTE MASON COLLEGE

08:30-09:15

Registration, coffee and trade exhibition

HYPOTHERMIA

INTRODUCTION AND CHAIR:

Les Gordon (10 mins)

09:25 SEVERE HYPOTHERMIA INCLUDING EFFECTS ON THE BODY

Dr Peter Paal, Associate Professor, Innsbruck (20 mins)

09:45 WHAT DO WE KNOW ABOUT THE PREHOSPITAL MANAGEMENT OF SEVERE HYPOTHERMIA?

John Ellerton (15 mins)

10:00 2010 AVALANCHE GUIDELINES

Dr Peter Paal (20 mins)

10:20-10:45

Coffee + trade exhibition

10:45 OVERVIEW OF CPB/ECMO

Mr Giles Peek, Cardiac Surgeon, Leicester (20 mins)

11:05 TYING IT ALL TOGETHER INCLUDING PROTOCOL FOR DIRECT ADMISSION TO ECLS UNIT AND Q&A FROM THE PANEL

Les Gordon with the above (30 mins)

PHYSICAL FITNESS IN RESCUERS

INTRODUCTION AND CHAIR

John Ellerton (5 mins)

11:45 FITNESS REQUIREMENTS FOR RNLI AND HM COASTGUARD

Professor Mike Tipton, Professor of Human & Applied Physiology and Miss Gemma Milligan Portsmouth (30 mins)

12:15 PHYSIOLOGICAL DEMANDS OF MOUNTAIN RESCUE

Dr Jamie MacDonald, Lecturer in Clinical Exercise Physiology & Outdoor Activities, Bangor University (30 mins)

Q&A SESSION

(15 mins)

13:00-14:00

Lunch + trade exhibition

PAIN RELIEF IN MOUNTAIN RESCUE

INTRODUCTION (INCLUDING SUMMARY OF OPTIONS FOR TREATMENT OF PAIN) AND CHAIR

Linda Dykes (15 mins)

14:15 ANALGESIA – RESULT OF MREW AUDIT AND EVALUATION OF PAIN MANAGEMENT IN MR

Mr Mike Greene, Consultant A&E (45 mins)

15:00 Q&A SESSION

David Allan, Linda Dykes, John Ellerton, Les Gordon, Mike Greene (30 mins)

15:30 CLOSING SUMMARY

David Allan

Then depart unless you want to participate in the buffet at Langdale Ambleside MRT HQ (16:00-17:30).

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POLYTHENE BAGS IN MOUNTAIN RESCUE OPERATIONS

Some of the tragic deaths and many of the tragic 'exposure' incidents on our fells and mountains could have been avoided by the use of adequate clothing and the availability of some form of protection. For any form of protection to be acceptable it must be light, compact, cheap and of proven worth.

For a number of years, Outward Bound schools, mountain rescue teams and others have carried large polythene bags in which any injured or exhausted party member could be placed to obtain protection from wind and rain. There do not appear, however, to have been any published trials to show how effective is the insulation provided by a bag of this type. One of us felt that if the bags were to be used double, one bag being placed inside the other, and the free ends sealed, air could be introduced between the two layers of polythene. This would produce an insulating layer of still air. Obviously little additional insulation

would be provided between the subject and the ground.

Laboratory experiments

This principle was investigated in the laboratory. Polythene bags containing 10 pounds (4.5kg) of water at 99°F (37.2°C) were placed on a cold concrete block, one being a single bag and the other a double bag with about 7cm of air between then polythene films except where the films were in apposition where the bags were in contact with the concrete. Temperature fall in the single bag was 0.25°F (0.14°C) per



minute, whilst that in the double bag was reduced at 0.19°F (0.1°C) per minute. From these results, it was

ROBERT R GRIEVE MB, ChB

House Physician, Sharoe Green Hospital, Preston

R IAN SMITH MB, ChB, Dobst RCOG Preston, Lancashire

✳ Reprinted from 'The Practitioner' August 1969. Vol 203, pages 203-205
Supplied by Phil Lund, Bowland Pennine MRT

hoped that, with a subject within the bag generating heat, the delay in cooling afforded by the double bag would be significant.

Field experiment

Six volunteer members of the Northern Rescue Organisation were taken to the north facing slopes of Longridge Fell, near Preston, altitude 980 feet (300 metres). Weather conditions were ideal for the experiment: temperature 40°F (4.5°C), the wind was north west, force 5-6, with frequent heavy showers, and night was approaching.

Each subject donned cotton vest and pants, flannel trousers, woollen shirt, duck canvas anorak, woollen socks and boots. All clothing was soaked in cold tap water before being put on. The six subjects walked for half a mile (0.8km) and then lay down on the cold grass of the fell side in a well-exposed position. Two had no protection other than their already saturated clothing, two lay in single polythene bags, 7 feet x 3 feet (213 x 91cm), and the remaining two had double polythene bags with an airspace of about 10cm maintained between the layers.

Pulse rate, blood pressure and rectal temperature (using direct

continuous thermometers) were recorded at frequent intervals. It was essential to determine a common end-point, but a search through the literature was unhelpful, for little work appears to have been done under field conditions. Each subject was therefore asked to report when he experienced shivering and when this became continuous but controllable. When shivering became uncontrollable, this was taken as an end-point. Most subjects at this stage were found to have a fall in blood pressure and/or a rise in pulse rate. In those subjects exposed without protection, these findings were very marked and of quite sudden onset, whereas in those with protection subjective stress and any hypotension an rise in pulse rate were more gradual.

The two subjects who had no protection became acutely distressed after one hour and 1¼ hours respectively. To the observers it was most alarming to see how suddenly this severe discomfort came on and how quickly they began to shiver uncontrollably, became apprehensive and lost all interest in their surroundings. These changes of mental state are those typically associated with the onset of 'exposure'.

The pair in single polythene bags fared better and remained reasonably comfortable for two hours ten minutes and two hours twenty minutes, respectively, when they also began to shiver convulsively and were distressed. This was heralded in both cases by a marked but gradual fall in blood pressure; there was no associated disturbance of consciousness.

One of the double bag subjects remained for 3½ hours and, although he was as distressed as his fellows when he gave up, he did not exhibit uncontrollable shivering but severe cramp in his legs and buttocks. His companion, at four hours, was still feeling comfortable and shivering only occasionally. The trial was terminated after four hours as the observers were feeling the ill effects of the weather.

Cold store experiment

Encouraged by this experiment, with the wind and rain gusting down, we decided to test the protection afforded by the bags in cold, dry, still air. Under these conditions external protection is not so important as in wet blustery conditions when much of the heat loss is due to wind chill effects.

A similar experiment was therefore

conducted at a refrigerated meat store. Here the temperature was maintained at 4°F (-15.5°C) with a relative humidity of 40 per cent. The volunteers' clothing was not wetted. Only three subjects were available for this experiment. The first, without any protection, after one hour, was shivering uncontrollably and exhibited a rise in pulse rate. The single polythene bag enabled its wearer to remain for 1¼ hours before he also became distressed and shivered continually. The fellow in the double polythene bag reached a similar point after two hours and twenty minutes.

Conclusion

Although in each of the experiments the subjects were matched as closely as possible for height and weight, this cannot be regarded as a closely controlled trial. The results, however, have convinced all those who were present of the protection afforded by the polythene bags, in particular those providing an air space, and we feel that this equipment, being cheap, light and compact, should be part of the kit of all fell walkers and climbers, particularly those responsible for parties of inexperienced young people. ■

NESRA ADVANCED CASUALTY CARE COURSE 1-8 APRIL 2012

The NESRA advanced cascare training scheme, incorporating the book and training CD, is aimed at team members who have an interest in cascare and have already passed two MREW cascare exams in the past. The course concentrates on performing normal casualty care to a high standard, plus some more advanced techniques around fluids, airways and drugs. Currently the procedure is as

follows for new recruits to the scheme:

- Year one: Attend an 8-day course 1-8 April 2012.
- Year two: Nothing.
- Year three: Attend a second 8-day course – around Easter 2014.
- Year four: Attend a 5-day course – around Easter 2015
- Year five: Nothing
- Year six onwards: Attend a short course every two years to maintain the qualification. >>

* New recruits can only start by attending one of the long courses which are run every two years. In addition to the above scheme members are required to undertake 30 hours per year CPD through observing at A&E/ambulance stations etc. NESRA also provide a refresher training weekend each November which counts towards CPD. The next refresher weekend is 18-20 November and it is recommended that, if you are considering applying for the Easter 2012 course, you attend this November's training.

If it's Easter then the beautiful North Yorkshire village of Carlton in Cleveland will be the location of numerous 'terrible accidents' as the village hosts NESRA's annual Advanced Casualty Care Course. The course has developed since its

conception in the late 1970s to a training programme of the highest standard, giving its participants the knowledge, skills and confidence to treat the diversity of casualties that the modern mountain rescuer faces. The course is based on NESRA's interactive Casualty Care Course and is presented by paramedics and doctors who are often experienced mountain rescue personnel. Many of the practical sessions are held 'on the hill' (weather permitting) and include sessions on injecting and cannulation. The scenarios start easy, a fractured leg here, a dislocated shoulder there. They soon lead on to the multiple injury and multi-casualty situations: It's tragic how that paraglider just happened to crash land on that group of mountain bikers... The organisers must stay awake at night thinking up new incidents and torments for the participants!

I have attended the course on a biannual basis since it started. The training received has enabled me to help a couple of hundred casualties in the last two decades ranging from hikers with hypothermia to climbers with compound fractures. I always start the course with trepidation and leave with a head buzzing with new ideas and confidence with old skills refreshed and new ones developed in preparation for the next time the pager sounds. **Pete Mounsey, Cleveland Search and Rescue Team.**

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MANAGING THE WATER SEARCH

AL READ OGWEN VALLEY MRO

Water search is an increasingly common task undertaken by mountain rescue teams and it can be a challenging environment to plan, manage and operate a search in. This article aims to discuss some of the management issues associated with water search; it is mainly concerned with where to search rather than the precise details of how to search – that is covered on a various courses including the Mountain Rescue Water Rescue syllabus.

times are about one hour but this depends on other factors such as body mass and personal protective equipment.

Water course type

Most people are just slightly negatively buoyant when they have lost any buoyancy provided by air trapped in clothes. They will generally sink slowly to the bottom of a water course until decomposition gases refloat them at some point in the future. The exception to this is when a person has a high body mass index, in which case they may always be slightly positively buoyant.

transport a person a distance but how far is dependent on a number of other factors, including the frequency of snag or entrapment hazards. The roughness of the water course also has a bearing of how far a person will be carried (a boulder-filled mountain stream will have a different influence on a person when compared to a manmade smooth concrete flood channel). Once a person is on the bottom of the river they will become stationary, or only slow moving, until they rise again due to increased river flow rate or the build up of decomposition gases.

Nature of the water the missing person entered

Cold water is very debilitating for an unprepared person, whereas warm water is more survivable from a casualty's perspective and they will have more energy to struggle for longer and potentially move from away from the initial planning point.

Fresh water versus sea water may have an influence in some locations, especially in estuaries where fresh water can over lay denser salt water (and even move in different directions). The direction a missing

Water search factors

There are a number of considerations a team need to consider when managing a water search including:

The Point Last Seen (PLS) or Last Known Position (LKP)

The PLS or LKP is used to establish an Initial Planning Point for the search.

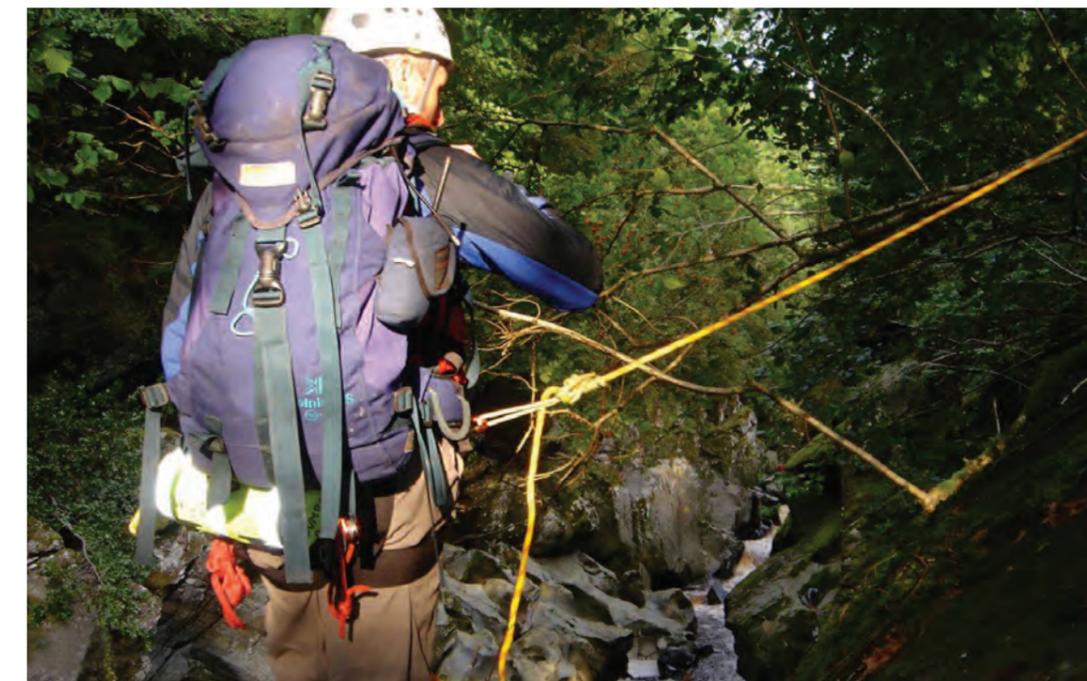
Obtaining witness statements may be required and it can be helpful to mark the location with a marker buoy or create reference points to help identify it when the search team is close to it.

It may be useful, if conditions allow, to reproduce the scene for a witness as judging distances and scale is extremely difficult.

Time

The time at which the person entered the water (or was estimated to have entered the water) combined with the speed of water movement can be used to determine a theoretical maximum distance travelled by the missing person (and used to provide containment by 'closing the box.')

Survival time is also a factor in determining when to suspend a search, in water at 10°C the survival



OGWEN VALLEY MRO UNDERTAKE A WATER SEARCH PHOTO: OGWEN VALLEY MRO

Static or very slow moving water has little energy to move a person unless they are buoyant and exposed to surface wind drift, a history of wind strength and its direction can then become important search planning data.

Water that is moving quickly can

A water course that is in spate has a full depth of water movement and is picking up material from the bed and sides of the water course. It has a very large amount of energy and can transport people and other materials considerable distances.

person would move is dependent on whether they are in the fresh or salt water.

In terms of body recovery, warmer water promotes the refloating of a body due to rate of build up of decomposition gases.

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Rigiflex Newmatic boats are RCD Category C certified for waves up to 2 metres high and these are used by HM Armed Forces, fire and rescue, RNLI, national and local government authorities and hundreds of RYA sailing clubs and centres – in fact, current serial numbers are now over 75,000 – proof indeed that these durable, stable and fast craft are perfect for safety work.

Terry Quinn has been a specialist in Jeanneau Rigiflex for more than 20 years and offers advice in model choice whether for sea rescue, canal or river workboat, or one of the hundreds used for flood relief throughout England and Wales. For more information email info@rigiflexboats.co.uk.

NEW REACH AND RESCUE POLE SPEEDS UP DISTANCE RESCUE AND ENSURES OPERATOR SAFETY

The Reach and Rescue Pole was designed in conjunction with a leading UK Fire and Flood Rescue division, to improve operator safety and capability at water, ice, mud and flood related incidents. It's key function is to accurately deploy a flotation or rescue device to a casualty as quickly as possible, saving valuable time on a rescue that might otherwise have been wasted, leading to possible tragedy. This directional method of administering aid is also more accurate than the existing Reach, Throw and Go procedures.

The pole is designed with operator safety in mind: a 3 metre hazard zone has been implemented to ensure a safe distance between the operator and the hazard. And, being telescopic, the largest pole folds down to 2.6 metres allowing easy storage in a quick release bag. On water, ice or mud, the flotation buoy can be attached to the top section – rescuers decide which accessory is applicable for the type of incident and attach it to the pole using the snap-on easy release head section. To use, the operator points the pole toward the victim, releases the first clamp on the first section, extends the section and closes the clamps, repeating until desired distance is achieved. The pole is retracted by repeating the operation in reverse order.

A quick connect detachable carabiner (Carago) is available to facilitate rescue at heights of suspended victims in harnesses, making Reach and Rescue Pole Kits a versatile multipurpose piece of rescue equipment.

The key benefit of the pole is the speed it takes to fully extend from its compact state all the way up to 17m for the larger pole. Our video on www.reachandrescue.com shows how the pole can be fully extended and accurately deployed in 45 seconds, and fully retracted again within another 29 seconds, totaling one minute, fourteen seconds for the entire rescue, less if the distance to the victim is closer than 17m. Also, the pole is the high visibility end section so can be seen by the victim, even in lower visibility.

The pole is incredibly versatile from an operational perspective, with a large selection of flotation and retrieval attachments available in kits or individually, so can be tailored to suit the requirements of the rescue situation. It can be operated easily by one or two people in all weather conditions and deployed from both shoreside or vessel. A failsafe rope ensures the pole sections stay intact if damage occurs during a rescue.



Clothing and equipment

Having the right equipment will help to keep a person afloat for longer whereas the wrong equipment will mean a person will struggle to stay afloat. Wearing waders without a suitable life jacket can quickly overwhelm a person as they fill with water and become difficult to swim in.

A heavy jacket can quickly become a major hindrance, especially if trying to lift arms out of the water.

Waterproof clothing initially traps air and can provide some buoyancy but it leaks away, especially if a person struggles.

Experience

In the water rescue world the experience of going to 'Victim School' is considered as an essential experience for all people who may be required to operate next to water.

environment will often have suitable personal protective equipment, such as dry suits, lifejackets or personal flotation devices.

People with little or no experience of water will quickly be overcome by the environment, panic and attempt to swim ineffectively.

Mental capability

Along with experience, mental capability is another important factor in determining how much effort a person may put into surviving. Alcohol and drugs severely reduce a person's ability to respond to an accidental entry into water and are a major contributing factor in many drownings around the UK each year.

A positive mental attitude along with a strong survival instinct can keep people afloat for longer and, in moving water, they will travel further; even in still water they may struggle

data about how far a person is found away from the initial planning point. There are a few studies that provide statistical information, such as Marian Hardy's 1988 study about the distances bodies travelled after they were found by water search dogs. The study indicated that:

- In still water the average distance was 50 yards from the PLS (16 cases).
- Streams and rivers in normal flow the average distance found was 1.1 miles from the PLS (26 cases).
- Spate conditions can move a victim a considerable distance with an average distance of 13.3 miles (8 cases).

Gibbs and Woolnough (2007) Grampian Police study into missing persons includes a section on people who go missing in water and provides some search tactics that may be considered useful when briefing teams.

that aims to collect and analyse information about water-related deaths and this may offer further insights into how far away people are found in water search incidents.

Anecdotal evidence tends to support the belief that people who go missing in water are often found at distances shorter than expected. Speaking to fishermen and Environment Agency officials can often provide supporting evidence of water course behaviours.

General guidance for water search managers

Detailed guidance on where to search is still missing but water search managers may want to consider:

Slow moving or static water search intensively around the initial planning point out to range of 1-2 times the depth of water. It is also worth searching downwind of the initial planning point, especially in windy conditions.

In moving water, search around the initial planning point and downstream. There is evidence to suggest that people tend not to travel as far as theoretical downstream distance and are often found relatively close to the initial planning point.

In slower moving water, search pools and slow moving shallows as well as entrapment locations.

In faster moving water, check entrapment areas, including those generated by the water flow. If a person has additional buoyancy (such as a PFD) then they can travel further.

In spate conditions, it is possible for a person to be transported considerable distances. They may be covered by debris and can often be difficult to find.

Estuaries often have a complex three-dimensional flow pattern and a person held in the water column may move in a direction different to the apparent flow.

References

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National Water Safety Forum, 2011, *UK Water Related Fatalities 2009 WAID Report*.
Perkins, D., Roberts P. and Feeny, J., 2011, *The UK Missing Person Behaviour Study, Centre for Search Research and Mountain Rescue England and Wales*. ■



SWIFTWATER RESCUE TRAINING PHOTO ©HOWIE CROOK

Learning about aggressive and defensive swimming is a key skill for survival in an energy-sapping environment. Knowing how to read moving water and avoid obstacles is vital.

People with experience of the

away from the initial planning point heading towards the shore or a potential safe haven.

Statistical information

Although over a thousand people a year drown there is actually very little

Perkins, Roberts and Feeny (2011) also have a small section of how far people have found in water-related incidents with the 100% range being 4.5 km (11 cases).

The National Water Safety Forum (2011) has created a new database

ADVERTISEMENT FEATURE

BELLS – As useful for mountain rescue as for rescue from water

When John Rinfret invented and launched his Balcan Emergency Life Line – BELL – in 1973, it was immediately recognised as a vast improvement on the limited reach of the traditional lifesaving equipment available. This usually comprised of heavy lifebuoys which could weigh 9lbs and thick heavy ropes which needed to be coiled before being heaved by well trained users. Whilst the potential distance the BELL could be thrown could be easily demonstrated, Rinfret realised that to give clients confidence to use it he needed to meet existing specifications for such a line. However, upon approaching the Marine Branch of the DoT in London he was told a specification did not exist and he should relate it to that used for the quoit and line fitted in internationally approved lifeboats and liferafts used in the shipping industry, where it could be expected to be used in the most arduous of conditions at sea. Rinfret was relieved his specifications exceeded those for the quoit and line, being 10 lbs stronger and 32ft longer! As the potential for the widespread application of BELLS increased, Rinfret did all he could to gain further approvals for his simple device from recognised authorities. Dunlop's report of April 1975 confirmed the BELL could be thrown from lifeboats and liferafts with repeated

accuracy much further than their own quoit and line. RFD reported in May '74 that a BELL had been packed in a liferaft and dropped from 60ft and 120ft without damage. They also placed it in a cold chamber at -30°C for 24 hours, after which it was thrown and the line paid out satisfactorily.

In 1975 the MOD had assessed BELLS for their own specialist uses and wrote confirming they had fully met our claims for range and accuracy. As a result, they were used in the Falklands conflict. In 2000, after the Royal Navy lost its Crown Immunity status, they assessed BELLS as superior to all other lifesaving devices and allocated NATO Stock Numbers (NSNs) to all three models due to ease of use and the most accurate long reach to the 40 metre line length and BELLS are now in extensive use throughout the armed services.

Alfie Ingram, retired leader of Tayside MRT, wrote to say his practical experience of the BELL is that, apart from its obvious use for water rescues, it has proved ideal for acting as a messenger line to throw across gorges to allow a heavier, stronger rope to be hauled over. Lossiemouth RAF MRT has found the same thing!

It will therefore be understood why Rinfret was recently appalled to read of a drowning in a frozen lake in Northamptonshire where a man had gone onto the ice to attempt to rescue his friend and had fallen in. The fire and rescue team involved only carried a 20-metre-long throw-bag which was too short to reach him and had to watch him drown, just 30 metres away!

The team manager had been advised by their national safety consultants against the use of BELLS in favour of throw-bags, with their excessively strong but short ropes, so their radius of rescue had been reduced from a potential of 40 metres to



less than twenty. Rinfret believes fewer drownings would occur if the BELL was available.

This aspect raised a very interesting legal issue for which Balcan sought Counsel's opinion when a drowning occurs out of reach of the lifesaving equipment provided. The opinion stated that if the circumstances of a drowning could have been foreseen to show that if more appropriate equipment had been readily available on the market with say a longer or more accurate reach, then a liability could be established.

The Corporate Manslaughter Act agrees with this so there may be no logical defence against the use of such short lines. Whatever the strength of the rescue rope may be, if it is not long enough to reach the victim, he will die. This is of particular concern because it is recognised that throw-bags, with their excessive strength, were designed and promoted for use in swiftwater rescue where rivers flow between comparatively narrow banks as opposed to open water conditions such as canals, rivers, lakes, reservoirs and the sea where emergencies can occur at much greater distances from safety. As a result it will not be difficult for prosecutors to claim that quite obviously inappropriate lifesaving equipment had been used.



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BELLS – THE DIFFERENCE BETWEEN LIFE AND DEATH

SARLOC IN PRACTICE

JIM GALLIENNE CORNWALL SAR

After some lengthy discussions in 2007, the teams that now form the PenMaCRA region met with South Western Ambulance Service to discuss call-outs, or perhaps the lack of them. The result was a Duty Controller scheme which continues to reap benefits, enhanced by the range of technological advancements now available to mountain rescue.

There were originally a couple of issues. Firstly teams in the south west are all too often seen as 'search teams' by the statutory services, which hugely overlooks the capability they have in rescuing people from difficult to reach areas. To a certain extent this is still an issue, and one which can only be addressed through profile and awareness raising at all levels. With high staff turnover in control rooms and on the ground, it is always difficult to keep mountain rescue at the tip of their tongue, not least because rescues can be few and far between (as are our mountains!) A good liaison officer can be worth their weight in gold and if they like your cause and understand your role – they will do all the hard work for you.

When looking at the south west, and comparing the numbers of call-outs between teams, it's important to note that much of our work is searching for missing people which are either stood down en route or mammoth 8-hour to 3-day searches involving huge amounts of resources. Looking back at the call-out statistics for my own team, it's frustrating to note that

sometimes the missing person just isn't in the search area to start with, with past subjects being located in Yorkshire, Coventry and the Philippines...! How we long for a proper rescue with an actual person at the end of it that we can meet, and still be back in time for smoked kippers.

The second issue we had was that when the ambulance service did have a job, their protocol was to request mountain rescue via the police. This more often than not lead to the mountain rescue response actually being a confused policeman on the edge of a moor with a Ford Focus police car, rather than the prompt tipping out of a capable team to get the job done. Sadly, this delay could be anything from three hours through to no team at all.

Finally, the ambulance service weren't interested in boundaries and who covered what area. Their system is dependent on saving time and very much a one button approach. They wanted a single number for mountain rescue.

A 'follow me' number and duty rota was quickly established for controllers from some of the PenMACRA teams, and successful jobs soon followed for injured kayakers on the River Dart, fallen horse riders on the fringes of the moor, broken ankles in deep and remote moorland locations, and sliding ambulances in snowy weather. The difference with this system though, is that teams are contacted directly by the ambulance service, something which the police have been keen to support and they have helped us sort out the insurance related issues with this.

More recently though, the use of mountain rescue technology has really come to the forefront.

The last edition of Mountain Rescue briefly noted that Cornwall SRT had trialled the new SarLoc system. The ten minute presentation from Jon Whitley at a regional meeting, and a two minute trial in my back garden was able to prove its worth within a week. Friday 15 July came with the first call coming through just after midday for a job near to Princetown on Dartmoor. A female teenager within an organised school party had injured herself falling off a mountain bike, and the weather was outside of the air ambulance's permitted levels. Tavistock team was quickly dispatched, with communication with ambulance control done via the duty controller, sat warmly at home in darkest Cornwall with a nice cup of tea and a laptop.

Unusually the second call of the day soon followed via the HEMS desk, this time near to Trowlesworthy Warren on the south moor of Dartmoor. The tricky bit was that ambulance control only had a rough area for the solo casualty and his dog. After Plymouth team had been deployed to the vicinity, a quick call back to ambulance control was made to ask the unusual question of 'what type of phone is he using?' They didn't know and I was given the telephone number for the casualty so I could ask myself. For some reason, human nature makes us ask the daftest questions, so perhaps it was the trepidation of using new technology and raising someone's hopes of a quick rescue when I asked 'How are you?' of the casualty, only to have the reply of 'I'd

be alright if I could ***** move!' He was in good spirits if not in good shape, and success – yes, he had a smartphone but poor signal. He had slipped off a rock and injured his back. Sheltered by a rock in the poor weather, the air ambulance had passed him three times but not seen him.

The text message with instructions on how to allow access for SarLoc soon followed, MRMap was fired up, and the wait began – soon resolved by a ten figure grid reference for our casualty. If only searches were this easy. The new location was passed to Plymouth team and to ambulance control for forwarding to the air ambulance. After some intermittent reassurance calls later, the sound of the air ambulance landing behind him was soon heard, promptly followed by Plymouth team to assist him. The success was outstanding, resolving issues in resources, time, frustration and suffering.

I would like to thank everyone involved in the development of the technology we now have access to. More importantly, the people we assist are even more grateful. Perhaps SARCALL, another excellent tool and piece of forward thinking will eventually supersede our Duty Controller scheme, but the use of old fashioned MRT skills and modern technology is helping us in the south west to provide the most effective service to the casualty, and deliver a modern, reliable and professional service that our statutory partners can have confidence in. Thank you. ■

NB: SARLOC was developed by Russell Hore of Ogwen Valley MRO.

PROPOSED 4G MIGHT DISABLE GPS

In September, go4awalk.com reported how changes to the US 4G mobile broadband may interfere with GPS. The two technologies are increasingly used by many walkers as navigation aids to supplement the map and compass and mountain rescue teams too are using these technologies more. So what are the concerns regarding the new system?

LightSquared is building the 4G wireless network based on both satellite and land-based LTE (Long Term Evolution) technology. It will include 40,000 beacons, transmitting in a part of the wireless spectrum very close to current

GPS, with a signal strength much greater. Two US government agencies have found that transmissions from LightSquared's base station would interfere with (or even disable) some GPS receivers. This could have a major impact on the operation of GPS and all the services that make use of location data.

Growing concerns have prompted the creation of the Coalition to Save our GPS. They and LightSquared cannot agree about the cause of the clash nor any solution.

The coalition say the problem is the massively greater strength of the transmissions from the LightSquared network. LightSquared maintains GPS receivers have not been built with filters strong enough to tune out this interference. In June, LightSquared suggested it would be

technically possible to solve the problem with a buffer zone between the mobile broadband spectrum and the GPS spectrum. The coalition were not impressed with this, however, raising concerns about LightSquared's overall deployment plan and their approach to dealing with the interference issue.

Disruption to the US GPS is likely to impact on future use of GPS here as, with Galileo, Europe's own GPS will use some of the same frequencies as the US GPS. Both sides are in discussion with US regulators.

Given the importance now of GPS for the consumer and safety-critical services – and the potential impact of this outside of the US – we expect to hear more about this soon.

HOW MANY CAVE RESCUE TEAMS CAN YOU FIT IN ONE HOLE?



**EMMA PORTER
AND GRAHAM SMITH
MIDLANDS CRO**

Midlands Cave Rescue Organisation (MCRO) is formed from local cavers and mine explorers based in the West Midlands, Shropshire and beyond. What most people don't realise is that there are literally thousands of holes in the ground in the area that we cover.

As one of the smaller cave rescue teams in Britain, in the event of a major rescue, MCRO would be calling in many of the neighbouring cave rescue teams to provide additional rescuers, support and equipment. Whilst we already work very closely with Gloucestershire CRG (GCRG), early September saw representatives from a staggering eight cave rescue teams based in England and Wales training together. Of the 45 present, team members represented MCRO, GCRG, Derbyshire CRO, Cave Rescue Organisation, Mendip CRO, South East CRO, North Wales CRO and South and Mid Wales CRT.

This was to be a real triumph of multiple teams working hand in hand and, just to add the final blend of complexity, there were two members of the Hungarian Cave Rescue Service along with two Poles and one Lebanese caver (all now members of home teams) thrown in for good measure! One thing was for sure, that with this diversity and the Shropshire and Black Country dialects, communication had to be good!

The evening of Friday 3 September 2011 saw a collection of cave rescuers from far and wide descending upon the village of Pennerley near Minsterley in the Shropshire Hills for a weekend of filth, mud, toil and underground talk! The weekend's training event was being hosted by the MCRO, incorporating an underground training exercise on the Saturday, followed by a series of surface talks and demonstrations on the Sunday.

Saturday's exercise was to focus on communication and pitch rigging to simulate the extraction of a casualty from the 40-yard level in the nearby abandoned Snailbeach Lead Mine in the village of Snailbeach. Snailbeach was the biggest lead mine in

Shropshire and is said to have achieved the greatest volume of lead per acre of any mine in Europe. Underground mining finally halted in 1955 but its long history can be traced back to Roman times. The surface buildings are the most complete set in the county and are, without doubt, some of the best in the country. The mine was chiefly worked for lead ore but quantities of barite, fluorspar, silver, calcite and zinc were also won. It achieved a depth of 1562 feet but, today, it is possible to descend only as far as the 112 yard level without diving, due to flooding of the lower workings.

For this exercise, our casualty was hidden on the 40-yard level (measured from the collar of one of the old haulage shafts). To reach this spot involved the descent of effectively five pitches (three vertical and two slopes at approximately 50 degrees) which, in total, was a descent and haul of approximately 150 metres. The discrepancy between the yards/metres is that the 40-yard level was so named in relation to its depth from one of the old principal haulage shafts. The current accessible level is at a much higher altitude on the hillside and is thus above the old shaft collar (if that makes sense!).

There is nothing like a real-life incident to set the scene and, after a 999 ambulance call-out to one of the team members at the campsite due to collapsing with severe stomach pains and vomiting, teams were quickly formed on the Saturday morning by the two surface controllers. Teams were conveyed from Snailbeach Village Hall (the control base) to the mine entrance by the GCRG Land Rover, one team at a time with a further surface controller at the mine entrance to log everyone in and, most importantly, out.

The teams were tasked with specific roles including pitch rigging, communications and stretcher carrying. Obviously in a cave/mine environment everything on a rescue has to work backwards. The first team in was to concentrate on rigging the fifth pitch which was known to be the last one prior to the casualty. On their heels were the stretcher and first aid party followed by teams to rig each pitch in reverse order ie. 4th, 3rd and

so on. That way, as the casualty starts the journey up and out, each pitch was to be rigged and ready with a haul party at its head.

Communications to the control base from the entrance were handled via VHF radios. Underground communications were to utilise a combination of both the HeyPhone (a cave rescue radio, designed by John Hey for ground communication either from underground to surface or between two underground teams), to allow contact with the surface, and PMR radios between the various teams to allow communication along the mine levels. Due to the nature of ground disturbance with voids, back filled stopes and so forth, past experience had taught us that the HeyPhone may prove problematic at this mine but, in fact, it worked exceedingly well from the hillside directly above the mine to the top of the first pitch.

For this exercise we had deliberately chosen not to use a live casualty due to instability in one area and, as previously stated, communications and rigging were the chief aims of the exercise. Instead our casualty consisted of two tackle bags filled with approx 70kgs of what every mine contains... rocks! Our casualty was 'Mickey' and aptly named as he had been furnished with a nice Mickey Mouse face - so at least we knew which end was which!

Once reached by the stretcher party, the casualty was packaged into a REACT stretcher taking care to ensure none of his insides were likely to fall out! Mickey then began the arduous journey to the surface.

For each pitch the surface control had deployed the teams with two standardised rigging kits which basically consist of 50 metres of colour-coded static rope along with all the necessary kit to set up a Z-rig haul system using Petzl Rigs as the belay device. MCRO has recently switched to these having previously used Petzl Stops and Grigris and so far, after initial skepticism about the suitability of the device in underground situations, we have been very impressed. Its similarity to a Petzl Grigri means even those not too familiar with the device quickly pick it up safely.



Our standard approach is to have three ropes on each pitch, one rigged for the ascent/descent of each of the party/rescuers/stretcher barrow boy. Two ropes are then rigged for the casualty to be hauled up, be this in a full body harness or stretcher. One blue, one red for clarity and each can be rigged with a Z-rig haul system so that haul/backup function can be switched between the two.

When Mickey started moving outwards we began to appreciate what a realistic weight he was!

On the two sloping pitches, our overseas colleagues instigated hauling using a counterbalance system whereby, as the stretcher made its way up the slope helped by the barrow boy, a member of the haul team came back down the slope acting as a counter weight. This is not a technique that MCRO adopts currently as standard practice. Obviously it requires total confidence in belay placements due to the increased loadings and in the tight confines of a cave this is not always going to be practicable. But on this occasion, where the two sloping pitches led directly to the base of the next vertical pitch it was a good choice of technique. Bolt placements were limited at the top of the slopes and it was impractical to position a haul team on the slopes and achieve a haul.

Less than four hours after the start

of the casualty moving he reached the surface in what was a very commendable time. In reality, with a live casualty this time would increase as casualty care dictated and on this exercise, if anything, we were caught out by the speed with which the stretcher made its way to surface. We had rigged a second series of pitches down to the casualty via an alternative route with the intention of allowing rescuers, once they had finished hauling on the stretcher, to make their way back up thus leap-frogging the stretcher and hence making them available to assist with hauling higher up. But, as it turned out, the upper haul teams on the first and second pitches were well set up and the casualty beat the leap-froggers out!

Summing up the practice, we were very impressed with how well the members of all eight teams integrated. This is essential in cave rescue as, in the event of a long or complex rescue stretching over maybe 24 hours, assistance would have to be sought from other teams and this is the reason MCRO has tried to mirror equipment and techniques with that of GCRG. The hauling worked extremely well and as a team we are going to review the counterbalance method which is favoured by many of our colleagues overseas. Various gas detectors were also tested on the entrance level to assist with the

decision-making process of BCRC in selecting a preferred detector to be funded by the MREW grant. Communications worked up to a point; the HeyPhone was a success where we had expected failure and the PMR radios did not function as well as we had hoped. This we feel was in part due to the fact that with a lessened focus on casualty care there was less need to regularly report on the state of a bag of rocks. Must try harder next time!

The only thing left to do was look despondently at the pile of mud that contained the stretcher and ten rigging kits. Fortunately the kits were split between MCRO and GCRG so at least the 500 metres plus of rope was not all headed for one set of willing cleaning hands! With our colleague safely back from hospital, the only thing left to do was discuss events over a pint or two and look forward to the talks tomorrow!

After a very pleasant evening in the Stiperstones Inn, Sunday saw a varied wealth of presentations. After an initial introduction by Steve Holding (MCRO Chairman) and a brief photographic presentation of recent MCRO events, we were put on the straight and narrow with an entertaining presentation on 'An introduction to law for cave rescuers' by Anthony Rich (BCRC and MREW Legal Adviser), followed by an informative

update of BCRC, MREW and UKSAR by Bill Whitehouse (BCRC Chairman).

Then it was time for a leg stretch to a nearby mine shaft to see the amazing MineCam in action. This is a remote-controlled video camera for shaft exploration with demonstrations kindly provided by Peter Eggleston and Kelvin Lake. In the afternoon, Paul Taylor (GCRG Chairman) demonstrated SARCALL and its benefits. Use of this is increasing in prevalence within cave rescue teams, and is currently being considered by MCRO.

Tibor Dianovszki took us on a whirlwind tour of the history of the Hungarian Cave Rescue Service with 'Rescue beyond borders... the Hungarian experience' and discussed the increasing cross-border cooperation between countries in mainland Europe following some lengthy rescues, one of which lasted five days. The afternoon ended with a presentation on the 'Use of gas detectors', which was of particular relevance as BCRC is currently working on supplying all teams with two detectors, with support from MREW.

This was the second such multi-team weekend training event MCRO has hosted and has proved to be an excellent opportunity to work together, share ideas and knowledge between local cave rescue teams. We would like to express our thanks to all those who attended and participated in the weekend, all of whom contributed to its success. In particular, we would like to thank the contributors to the Sunday programme and Bill Whitehouse, Pete Allwright, Anthony Rich and Paul Taylor for their continued support and, of course, the residents of Snailbeach. ■

NEW RESCUE VEHICLE FOR THE CAVE RESCUE ORGANISATION

In August, the Cave Rescue Organisation (CRO) took ownership of their new rescue vehicle, CRO3.

The team had very specific requirements for the new vehicle and Crake International, part of Lakeland Land Rover, were commissioned to produce the bespoke design. The Land Rover Defender 130 will be used as an off-road ambulance and also as a personnel carrier to transport team members to incidents within the Yorkshire Dales and further afield. The layout of the interior was specially converted to improve the stretcher carrying capability and casualty care. Additional forward facing seats and an external roll cage enhance passenger safety and comfort, both on and off-road. The vehicle has state-of-the-art LED exterior lighting for improved working conditions at the road head or forward base, and has been fitted with a snorkel to increase its capabilities in flood conditions.

The old Land Rover was suitably decommissioned and offered for sale on eBay to help offset the cost of the new vehicle.

CRO are the local mountain and cave rescue team for the Yorkshire Three Peaks region, however it's important to note that the majority of their rescues occur above ground. The team receives no direct funding from the government so continual fundraising is essential to ensure the rescue service functions, especially for major expenditure items such as vehicle replacement. With this in

mind, CRO are looking for people to join them in raising funds by undertaking the Yorkshire Three Peaks Challenge – a walk with a difference.

The aim of the Yorkshire Three Peaks Challenge is to complete a route of 24 miles, taking in the peaks of Pen y Ghent, Whenside and Ingleborough, within the twelve-hour period. The event will take place on 12 November 2011, which means there will be limited daylight and the onset of winter conditions, creating a very special challenge.

Participants will need map reading and compass skills to navigate round the route, but the volunteers from CRO will be on hand if any help is required!

Last year's event in August took place on one of the wettest days of the year but that didn't dampen anyone's enthusiasm! Everyone donned waterproofs and tackled the 24-mile route with determination, managing to raise an amazing £3,000 for the team. Many thanks to

everyone who took part!

This year, the team are asking for a minimum sponsorship of £50 to enter – any additional funds can be



MEMBERS OF CAVE RESCUE ORGANISATION WITH THEIR NEW TEAM LAND ROVER

eBAY AUCTION SUCCESS

The Cave Rescue Organisation recently made good use of technology by putting one of their old Land Rovers up for sale on eBay (possibly the first time this has happened?) to raise funds towards their new vehicle. The decommissioned Defender 110 Station Wagon went up for sale during September, attracting over £12,000 in bids by the final day.



Turn the page for more cave stuff

ANYONE FOR A THIRTEEN MILE STRETCHER CARRY?

Saturday 2 July saw nine members and friends of Midlands Cave Rescue Organisation (MCRO) participating in the Birmingham and Black Country half marathon, carrying one of the team's cave rescue stretchers. The intrepid runners braved vicious Canada geese, scary pit bull terriers, and dark canal tunnels all along the towpaths between Wolverhampton and Birmingham. With only one wet foot between them, the run was successfully completed as a team with 'Vic' safely carried the 13.1 miles, although there were a few sore muscles the next day. The event raised over £1400 for the team, which will be used to purchase new radios.



GLoucestershire CAVE RESCUE GROUP MOVES TO SARCALL PAUL TAYLOR

SARCALL, the bulk SMS text messaging platform developed in North Wales by John Hulse of the Ogwen Valley MRO, has now been in use by North Wales teams and the North Wales Police for around two years as their primary method of call out.

Of course, SMS text messaging is not new, nor is bulk messaging and many rescue teams across the country having been using various forms of this type of messaging for call out and team notification for some time. GCRG have in fact been on such a system with their calling authority Gloucestershire Fire and Rescue Service for quite some time. The BIG DIFFERENCE with SARCALL lies in two main areas:

1. The system is based entirely on the web.
2. Teams have control over the information in the system about their respective teams.

On 15 August, GCRG went fully live with SARCALL at both team and calling authority level and, although a number of tests had been made in the weeks leading up to the go-live date, it had not been the intention to put the system into operation until full training of the GCRG wardens had taken place. However, 7 August presented the perfect opportunity to make use of the system, when I received a request from Toby Dryden of the South and Mid Wales CRT to place the team on standby for an incident at Daren Cilau Cave, near to Abergavenny in South Wales. This was a golden opportunity not to be missed. An initial message was sent out to all the GCRG wardens followed by a message to the full team.

Mobiles and home numbers for around 100 people were covered in six minutes. To be honest it could have been a lot quicker but would certainly have not been possible, even with the four phones available in my office, to have passed the information over to that number of people in the time.

These messages were followed by a series of further messages throughout the evening as the incident developed. Some will say this is not the same as speaking to people or knowing what level of response you are going to get. I'd be the first to admit this is the case but as a method of getting bulk information out quickly you can't beat it.

Think of a scenario where you have called your team out and asked them to go to an incident and then, for whatever reason, they're not needed. How many phone calls do you now have to make? One message, one click, and they all get a message. Okay not everybody will be stopped from having a wasted journey but, if you get 50%, that's a good few who can go back home to bed.

Despite many GCRG members getting the information cold, it all worked very well and prompted numerous people to make contact and advise that they were not available for a variety of reasons. The initial time-saving gives a great breathing space to get on with other matters.

Many lessons were learned which would not have come to light otherwise so it's been an excellent learning curve and already the group is moving into the next stage of increasing the coverage to include work phone numbers and emails. The number of teams in both cave and mountain rescue that are moving over to the system is increasing all the time and I would urge all rescue teams to give it some serious thought. As a team we are finding that the more we use it the more it has to offer.

Thanks go to both John Hulse and Jon Whiteley for all their help in assisting GCRG with the changeover to SARCALL.

Paul Taylor is chair and warden with the Gloucester Cave Rescue Group

CORE CAPABILITIES FOR SCOTTISH MOUNTAIN RESCUE

The Core Capabilities, approved by the MRCoFS in November 2010 have been formally recognised by the Scottish Government and police as a major step forward and example of good practice for the voluntary sector. Chairman Jonathan Hart believes the document demonstrates the unique voluntary public service offered by mountain rescue teams in assisting the police in meeting their responsibility for land-based search and rescue.

'They provide a note of operational capabilities that many Scottish teams excel at – and often exceed – and provide good practice for new or aspiring teams and team members,' he said. 'I believe we're leading the way for the voluntary sector in Scotland at a time of major change for the Scottish Police and Fire and Rescue Services. These core capabilities should further the wider understanding of Scottish mountain rescue as the niche mountain rescue service in Scotland.'

The Core Capabilities will be kept under dynamic review by the MRCoFS Exec with any proposed amendments subject to approval by the General Committee.

Scottish mountain rescue will:

1. Deploy under the authority of the police force in whose area they are located.
2. Maintain the ability to deploy personnel and operate effectively and safely 365 days a year, 24 hours a day, in all weather conditions.

3. Work in a challenging, and at times hostile, environment in all mountainous terrain throughout Scotland.

4. Assist the police in multi-agency search and rescue operations.

5. Deliver best practice cascade and evacuate casualties as appropriate.

6. Operate safely along water margins. Those teams that operate a flood or swiftwater rescue capability should have in place an appropriate agreement with their local police and fire and rescue service.

7. Maintain radio comms compatible with the UK SAR band plan.

8. Operate safely and communicate with the UK SAR helicopter fleet.

9. Maintain appropriate partnerships with other local SAR stakeholders and community resilience providers.

10. Safeguard, as far as is reasonably practicable, the health, safety and welfare of our personnel while undertaking mountain rescue activities.

11. All teams are to be capable of effecting technical rescues on ground above the high water mark.

12. Teams that wish to provide additional and/or enhanced SAR capabilities should have in place an appropriate agreement with their local police force.

The final decision regarding the appropriate operational deployment of a team and the safe use of a team in any situation will always rest with the team leader.

stretcherpics



Have YOU got a Stretcher Epic you'd be happy to share beyond the confines of the meeting room or pub? Kicking off what could be a regular slot, is Andy Cloquet, of Ochils MRT (whose idea it was, quite frankly). In short, we're looking for stories which see teams making a 'fankle' of handling a stretcher: a wee bit of self-mocking reflection, 'a learning point' even. So... on with Andy's tale...

'I was with my climbing club at the CIC Hut late one autumn evening. Our company was asked to help a

walker who was exhausted and near to collapse some way above the hut, having traversed the Grey Corries, the Aonachs and Carn Mor Dearg and descended Coire Leis from the CMD Arete. A rapid, rucksackless ascent of the faint track under the Douglas Boulder and a little searching brought us to the dreadfully weak casualty who, like many conscious casualties, was just about able to apologise profusely for his condition. (Why they can't offer us a bob or two and a lifetime's supply of beer beggars belief, eh?)

'Anyway, we ignored SMC rules about non-residents taking refuge in the hut and, once stretched down, we warmed and rested him, during which time my climbing partner Ben sought advice from

NEW CHAIRMAN FOR MOUNTAIN RESCUE COMMITTEE OF SCOTLAND

May this year saw Jonathan Hart take up the post of chairman for the Mountain Rescue Committee of Scotland, after Alfie Ingram had completed the maximum of the allowable two terms of office.

Jonathan commented: 'My first duty as chairman is to formally thank Alfie – on behalf of the members of the public we serve and the teams affiliated to the MRCoFS – for all the hard work and dedication he (and Joy) have put into the role for the past seven years. I am taking stewardship of an organisation that has been both well-managed and progressed over this difficult and challenging period.'

'My second duty is to thank all the front line individual team members across our civilian voluntary, police, RAF, SARDA and cave rescue teams in continuing to go out in all weather and conditions, at any time of night or day to provide an amazing voluntary, world-class service, free at the point of delivery. The statistics for 2010 clearly demonstrate what a truly fantastic and inspirational organisation we all belong to in Scottish mountain rescue.'

'I suspect that, for the duration of my role, we will see unprecedented change in Scotland, both within our political establishments, and across the public and private sectors at large. This will have a profound impact on Scottish mountain rescue – we will need to consider issues such as modernisation, the potential of increasing costs and administration and, of course, issues with regard to the choice of services our teams supply their local communities – be it in the Highlands and the North of Scotland, across the Islands or down in the central belt and the Borders.'

'Alongside the MRCoFS Exec, I will work to ensure Scottish mountain rescue can rise to these challenges and continue to be an inspirational organisation, providing the very best of patient care in some of the most hostile environments a mountain rescuer will ever



MAIN PIC: ON HEARING THE NEWS THAT ALFIE WAS STANDING DOWN AND THAT MY NOMINATION FOR THE CHAIR HAD BEEN ACCEPTED!!!!
INSET: AFTER A LONG AND DIFFICULT RESCUE OPERATION ON BEN NEVIS, RECOVERING FATALITIES FROM A LARGE AVALANCHE IN COIRE NA CISTE

encounter. I look forward to working with you to meet this aim.'

Last year, Scottish mountain rescue teams responded to 534 incidents and committed 26,600 volunteer hours in responding to emergencies throughout Scotland. A total of 659 people were assisted, of which 255 were injured and, regrettably, 45 died. Of these, sixteen died in mountaineering incidents, the lowest number for over 30 years. The number of non-mountaineering incidents rose to 194 compared to 172 in 2009 – at 36%, the highest ever annual rise reported.

And times are certainly changing for Scotland. In September, the Scottish Government announced that it will be creating (in 2013) a

single national police force and a single national fire and rescue service. In addition, plans were announced for a referendum on independence in 2014, as well as a longer-term goal of creating a Scottish Coastguard service.

But back to Jonathan... an active member of Lochaber MRT, he was awarded a Winston Churchill Scholarship in 2002, to study technical mountain rope and helicopter rescue techniques in the United States. He is the manager of the Highlands and Islands Strategic Coordinating Group (HISCG) and a member of the EU Community Mechanism for Civil Protection Scheme. He and his partner Emma – Lochaber team training officer – live near Fort William. ■

the police and MRT in the Fort.

'Through the police, Lochaber's TL requested air support. Rescue 177, returning from further north, was diverted. During the wait, the TL, who knew Ben and had assured himself of our combined competence to handle the incident without needing a full call-out, requested we use one of the stored radios in the post beside the hut, get the casualty to a spot some distance below and put up a smoke for the chopper that had now run down Glen Lochy and was holding position over Inverlochly castle.

'Ben – an experienced MRT member – efficiently managed us and the nervous casualty, who was now suggesting he'd be okay to walk down instead of being put

in the bird. The reassurance of tightening the securing straps was sufficient tlc for him, and we were ready for 177 which had started its extraordinarily impressive flight up the burn against a fearsome headwind with the crew on night vision goggles.

'Having had a bollocking for leaving our headtorches on, we were concerned not to get anything else wrong! Ben and I were instructed to remain with the stretcher whilst the others were told to get well clear as the aircraft quickly came ear-splittingly and surprisingly low above our exposed, windy and raised position onto the chosen landing site. We held to against the rock – moving down draught and carried the casualty with a couple of the

crew who deftly threw the stretcher on-board.

'Instead of simply flying off, Ben and I were told to stay beside the helicopter to receive the stretcher. Clearly, a few seconds' assessment were sufficient to determine the casualty was capable of sitting so no need for a second flight to return the stretcher.

'The now vacated stretcher was summarily discharged from the door and, instead of putting it on the ground and carrying it off, Ben and I got hold of it vertically as it fell from the aircraft and started to carry it off. Not more than a step away when the stretcher received a massive and disabling wallop from the winchie's boot as he'd spotted that the retractable carry-

poles hadn't actually been so and were frighteningly close to the flight path of the main rotor earnestly accelerating just a few feet above!

'We fell to the ground embarrassed by our momentary lapse and relieved someone had literally been watching our backs. Decking 26 tons of diesel-laden military metal with crew may be on the agenda for some but it's not on my list of One Hundred Stupid Things To Do Before I Die! 'Ochils MRT achieved eight man hours without the incident even being in their patch!'

NB: Andy Cloquet is an MIC and Training Coordinator with the Ochils MRT ('excluding,' he adds, 'helicopter work').

THE ICE AGE

JOHN GORDON

The mid-nineteenth century saw a revolution in geological thinking about the processes that shaped the present landscape. Until then, most geologists explained surface landforms and deposits in terms of a great flood or marine submergence. Although the former extension of glaciers and their effects on the landscape were recognised in areas close to the Alps and in the mountains of Norway, the realisation that large areas of northern Europe and North America had been affected by continental-scale glaciation during a great Ice Age represents one of the major scientific advances of the nineteenth century. Building on ideas by Jens Esmark, Jean de Charpentier, Karl Schimper and others, the Swiss geologist, Louis Agassiz, was pre-eminent in developing and promoting the Ice Age theory, and evidence from the mountains of Scotland played a key part in the story. Scotland was an ideal place for Agassiz to test his ideas since there are no present-day glaciers and the mountains are relatively low in comparison with the Alps. Agassiz visited Scotland in 1840, travelling north from Glasgow through the West Highlands, searching for the traces of former glaciers. He found striations and moraines in various places, including below Ben Nevis, but in Glen Roy and Glen Spean he recognised the Parallel Roads to be the shorelines of former ice-dammed lakes, similar to modern features he had observed near Chamonix. He thus had the compelling evidence he needed, and on 7 October 1840, under the headline, 'Discovery of former glaciers in Scotland, especially in the Highlands, by Professor Agassiz', the Ice Age was first announced to the wider public in the pages of The Scotsman newspaper. Although the last glaciers in Scotland vanished 11,500 years ago,

our mountain landscapes and landforms owe much to their influence. This article introduces the Ice Age in Scotland.

The Ice Age

We now know that ice ages have occurred numerous times in the geological record. The latest, or Quaternary Ice Age, began 2.6 million years after a long period of global cooling following the 'hothouse' conditions of the Early Eocene. This cooling culminated in the expansion of ice sheets on northern land areas in North America, Greenland and Eurasia. The last few decades have seen great advances in the understanding of climate change during the Quaternary Ice Age, particularly from the remarkable climate archives preserved in the sediments on the floors of the world's oceans and in the ice layers of the Greenland and Antarctic ice sheets. The results have revealed that the Ice Age was not one long, unbroken period of glaciation. The climate has regularly switched between warm and cold conditions (Figure 1). There were many long, cold episodes (glacials), broken by shorter, warmer intervals (interglacials) when the climate was similar to, or even slightly warmer than, that of the present day. Typically, glacial intervals have lasted for about 100,000 years, interglacials for about 10,000 years.

Even the glacial periods were characterised by marked fluctuations in climate, and the most extreme conditions when the ice sheets were at their maximum extent generally

lasted only 10,000 to 15,000 years. Not only have the climate shifts been frequent, but they have also been extremely rapid. For example at the end of the last glaciation, 11,500 years ago, the climate in Greenland warmed by as much as 10°C from glacial to interglacial conditions in the space of a few decades.

During the early part of the Ice Age from 2.6 to about 0.75 million years ago, the climate record suggests that small mountain glaciers and icefields formed repeatedly in the Scottish Highlands. Subsequently, a succession of ice sheets enveloped the whole country, extending eastwards out across the floor of the

North Sea (which was dry since global sea level was lowered by as much as 120 metres due to the volume of water locked up in the expanded global ice sheets) and at times merging with the Scandinavian ice sheets. Westwards, the ice sheets spread out across the continental shelf and terminated near its edge west of the Outer Hebrides. Such ice sheets probably built up five or six times during the last 750,000 years. During intervening times, the mountains were occupied periodically by less extensive corrie glaciers and icefields. The scenery of Scotland's mountains has therefore been sculpted during many phases of glaciation.

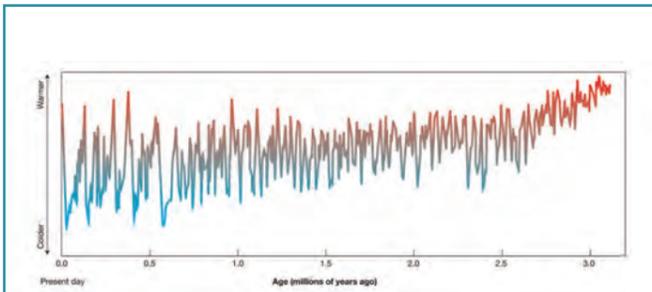


FIGURE 1: Climate change during the last 3 million years reconstructed from a sediment core from the mid-Atlantic Ocean. The diagram represents changes in global ice volume, interpreted in terms of warmer or colder climate. During the most intense glacial periods of the last 750,000 years, ice sheets periodically covered the whole of Scotland and moved offshore; during the many less cold episodes, smaller icefields and corrie glaciers existed in the Highlands. Interglacial periods, when the climate was similar to that of today, or warmer, have been relatively brief.

“It was in Scotland that I acquired precision in my ideas regarding ancient glaciers.”
Louis Agassiz (1842)

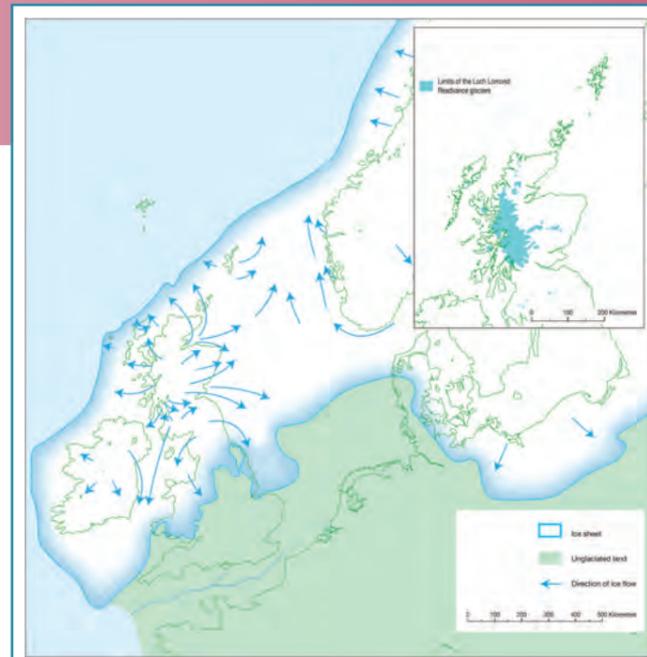


FIGURE 2: A reconstruction of the maximum extent of the last ice sheet around 26,000 years ago when it was confluent with the Scandinavian ice sheet in the North Sea. The inset shows the extent of glaciers in Scotland during the Loch Lomond Readvance, between about 12,900 and 11,500 years ago.

The last glaciation

The last time that the climate was broadly comparable to that of today was during the last interglacial between about 128,000 and 116,000 years ago. After a marked cooling around 75,000 years ago, glaciers were then present in the Highlands in one form or another until 11,500 years ago. The last ice sheet built up before about 32,000 years ago. At its maximum about 26,000 years ago, it merged with the Scandinavian ice sheet on the floor of the North Sea and spread out across the continental shelf west of the Outer Hebrides (Figure 2). The ice sheet may then have retreated for a short time before advancing again around 22,000 years ago. During this later phase, the ice was less extensive, with the icefront possibly located some 30 kilometres off the present coast of eastern

Scotland and some 80 kilometres to the west of the Uists.

The main directions of ice flow have been reconstructed from the patterns of striations and dispersal of erratics (glacially transported rocks). The glaciers grew outwards from major centres of ice accumulation in the Western and Northern Highlands, with an ice shed extending from Sutherland to the Clyde (Figure 2). Local ice centres formed on the islands of Skye, Mull and the Outer Hebrides and merged with mainland ice flowing west and northwest. An ice centre also developed in the western Southern Uplands. At its maximum extent, the ice sheet probably buried all but the very highest mountains. At other times, some of the higher summits in the Northern Highlands, Skye, Rum, Mull and Outer Hebrides protruded as isolated, rocky summits

(nunataks). The presence of summit blockfields on Ben Nevis, Bidean nam Bian, Ben Starav, Ladhar Bheinn, Ben More Assynt, Conival, An Teallach and Clisham, for example, suggests they may have escaped an icy burial for extended periods.

At some stage prior to the last glaciation, ice from the mainland is believed to have crossed the Outer Hebrides. However, the patterns of striations and transport of erratics indicate that during the last glaciation an independent ice cap existed on the islands, with ice centres or domes over the mountains of Harris and along the west coast of the Uists.

The period from about 17,000 to 14,000 years ago was one of intense environmental change as the climate ameliorated, the last ice sheet wasted and vegetation began to re-establish on the unstable mineral soils. Just after 15,000 years ago, the climate warmed rapidly and ice retreat accelerated. The melting ice released vast volumes of meltwater, forming meltwater channels and extensive deposits of sand and gravel in the glens and straths. The glaciers retreated actively, with local readvances (eg. in the northern Cairngorms in Gleann Einich and in the northern Lairig Ghru). Only one regional readvance of the ice sheet is recognised, the Wester Ross Readvance, which is marked by a well-defined end moraine in Coigach and Applecross.

However, the Ice Age had a sting in its tail. By about 13,000 years ago, the climate was again cooling rapidly, and glaciers once more expanded in the Highlands. This final glacial event is known as the 'Loch Lomond Readvance' after its type area at Loch Lomond, and the time period is known as the 'Loch Lomond Stadial'. The largest icefield built up in the West

Highlands, extending from Torridon to Loch Lomond, with smaller icefields on Skye and Mull and numerous small corrie and valley glaciers elsewhere (Figure 2 inset). There was a very strong precipitation gradient from west to east, so that much smaller glaciers formed in the Cairngorms compared with the large icefield 50km to the west, reflecting snow-bearing winds from the SW. Mean July temperatures at sea level in western Scotland were 6°C, some 8°C lower than that at present, and permafrost probably existed down to sea level.

The Loch Lomond Readvance glaciers produced some of the most striking moraines that occur in the Highlands and Islands (eg. in Glen Torridon). Frost weathering was intense on exposed summits, and solifluction on slopes beyond the glacier limits produced a variety of lobes and sheets of frost-weathered debris. Rockfall talus also accumulated below steeper rock slopes. The vegetation reverted to tundra communities, with the loss of all trees and most tall shrubs. Rivers flowed in braided, unstable channels, infilling upland valley floors with sediment.

Glaciers and glacial processes

To understand how glaciers shape the landscape, it is helpful to know a little more about them. Glaciers are moving bodies of ice. They form in areas where more snow accumulates in winter than melts in summer. The snow is transformed into ice, which deforms and flows downslope under gravity to lower altitudes where it



FIGURE 2: Modern glaciers reveal how the mountains of Scotland might have appeared at different times during the Ice Age. A. As the climate cooled, small corrie glaciers occupied many shaded valley heads. B. During periods of more extensive mountain glaciation, glaciers from icefields in the West Highlands flowed down the glens to the coast, like these glaciers on South Georgia. C. Outlet glacier draining from the Vatnajökull ice cap in Iceland. D. Ice sheets similar to that in Greenland covered Scotland numerous times during the coldest parts of the Ice Age, leaving only the tops of the highest mountains as nunataks above the ice surface. A fast flowing ice stream drains through the mountains in the left of the photo.

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Shaping the mountain landscapes of Scotland continued...

melts. Glaciers exist in various shapes and sizes but can be categorised broadly according to their size and relationship to the underlying topography (Figure 3). Mountain glaciers include small corrie glaciers, which occupy shaded basins at the heads of alpine or highland valleys, and valley glaciers flowing out from corries or mountain icefields. Icefields are extensive areas of interconnected valley glaciers, above which higher peaks rise as nunataks (eg. the Patagonian icefields). Ice caps are discrete, dome-shaped ice masses that largely bury the underlying mountain topography. They are usually drained by outlet glaciers, which tend to follow the valleys that lie beneath the ice; examples include Vatnajökull in Iceland and Jostedalbreen in Norway. Ice sheets occur on a much larger scale, like those that cover Greenland and Antarctica today.

The temperature of the ice in a glacier is important, particularly in the basal layers, since this influences whether water is present. Water pressure plays a crucial role in the flow of the glacier, the processes of erosion and deposition and the landforms produced. A glacier is said to be 'cold-based' where the temperature at the base is below the pressure melting point (the pressure at the base of a glacier lowers the melting point of the ice there below 0°C) and it is frozen to its bed. Meltwater is not present at the ice-bed interface and the glacier moves very slowly at only a few metres per year, largely by plastic deformation in the basal layers of the ice. Conversely, if the basal ice layer is at the pressure melting point, the glacier is said to be 'warm-based'. Meltwater is present and the glacier is additionally able to slide over its bed or to move over a layer of lubricated, deforming sediment at much faster speeds of tens to hundreds of metres a year or more. Cold-based glaciers occur today in polar and continental areas and at higher altitudes where temperatures and/or precipitation are low (for example in Antarctica, the north of Greenland and in higher parts of the

Alps). Warm-based glaciers are typical of more oceanic areas where temperatures and snowfall are higher (for example in Norway, Iceland and south-east Alaska).

Some glaciers, however, are composite, comprising zones of warm- and cold-based ice. Where temperatures and snowfall are low or the ice is relatively thin (eg. at higher altitudes or over underlying hills and mountains), the ice may be cold-based. Where temperatures and snowfall are higher, or the ice is thicker (eg. in valleys or at lower altitudes), then the ice may be warm-based. Within ice sheets, zones of fast moving, warm-based ice are known as 'ice streams'. They can flow at speeds of several kilometres a year or more and typically produce highly streamlined subglacial landforms.

Generally, warm-based glaciers are able to carry out much greater erosion and landscape modification than cold-based glaciers because they are sliding over their beds and are faster moving. This can result in quite marked differences in landforms and landscape modification, as subsequent articles will reveal.

Conclusion

The Ice Age glaciers changed considerably the pre-existing mountain landscapes of Scotland and left behind a legacy of distinctive landforms. They carved out corries and glens, breached pre-existing watersheds, deepened pre-glacial river valleys and deposited moraines. In the Cairngorms, the glaciers excavated deep glens through the mountains but left the plateau surfaces in-between relatively unmodified. In North West Scotland, the ice sheets extensively scoured the landscape, forming ice-scraped hills and loch-filled depressions. As the glaciers melted, they fed large rivers of meltwater which deposited extensive spreads of sand and gravel. The next articles will look at these changes in more detail and how the Ice Age glaciers shaped the mountains of Scotland. ■

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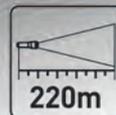


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