

MRC NEWS

www.mountain.rescue.org.uk



THE OFFICIAL NEWSLETTER OF THE MOUNTAIN RESCUE COUNCIL OF ENGLAND & WALES

ISSUE 3

JANUARY
2002

NEWS FROM THE MRC

Developments & discussions
from MRC, November 2001

NEWS FROM ROUND THE REGIONS

A look at some of the
incidents and news from
teams across England,
Wales & Ireland

VIEW FROM THE TOP TABLE

David Allan

RIGGING FOR RESCUE

What exactly is it? In-depth
article from Ade Scott and
comment from two team
members who attended

NEW STRETCHER COMMITTEE FOR MRCofS

Background and update

SEARCH & RESCUE OF HORSE AND RIDERS

David Bartles-Smith
Teesdale & Weardale MRT

IKAR CROATIA 2001

Paul Horder

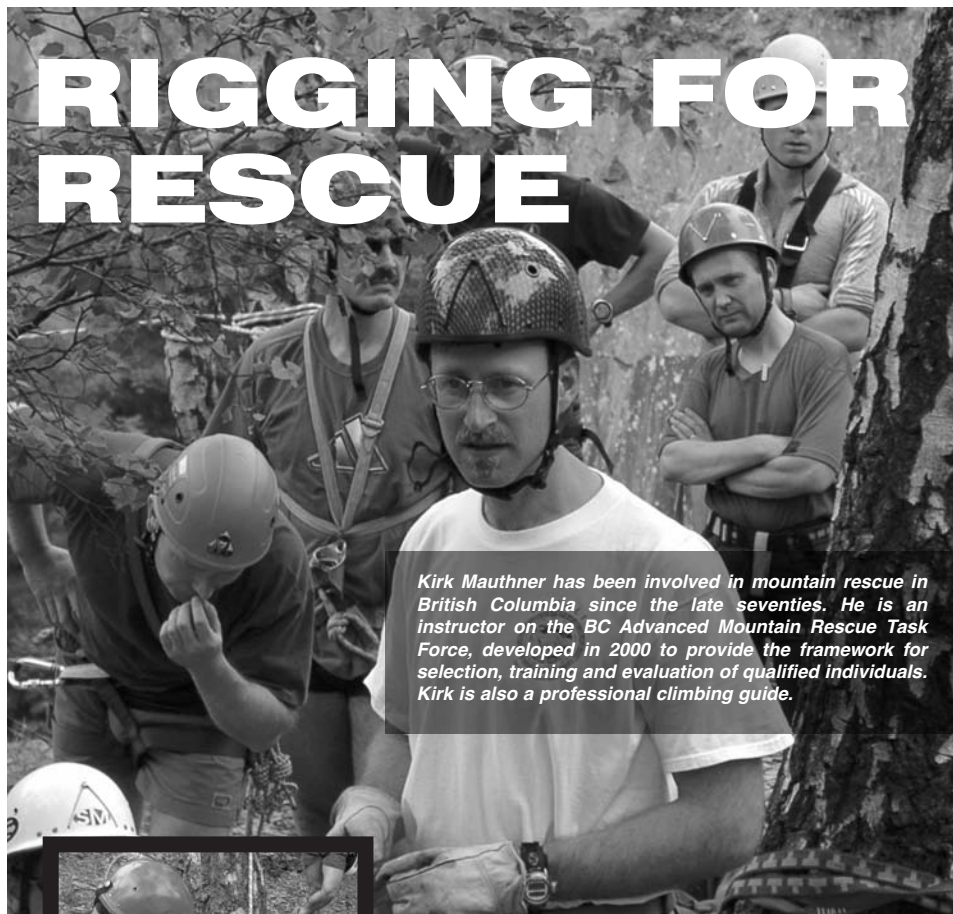
CONFERENCE 2001

John Poulter & Rob Small
Edale MRT report from
Durham

UK SAR STRATEGIC COMMITTEE

The structure explained
Dr Anthony Jones MBE

RIGGING FOR RESCUE



Kirk Mauthner has been involved in mountain rescue in British Columbia since the late seventies. He is an instructor on the BC Advanced Mountain Rescue Task Force, developed in 2000 to provide the framework for selection, training and evaluation of qualified individuals. Kirk is also a professional climbing guide.



Rigging for Rescue were buzz words for 2001 with twenty team members, representing seventeen teams, taking part in the Rigging for Rescue Courses – sixteen on the two day course, with two assisting, and two on the week long course in Scotland. The hope was that course members would return to their regions and teams, armed with ideas and fired with enthusiasm, to cascade their skills down through the membership. But in the meantime, what exactly is Rigging for Rescue?

With thanks to Ade Scott at Technical Rescue Magazine for article and pictures.

Rope veterans amongst you may remember the indomitable Arnor Larson who founded Rigging for Rescue in 1986 – a pioneer of technical rope work and a man who could argue the hind legs off a donkey. Arnor was instrumental in forming and leading the British Columbia Council of Technical Rescue, which was an ad hoc group commissioned by the British Columbia government to provide recommendations and standards on rope rescue to the government's Provincial Emergency Programme. He was responsible for much of the groundwork in rigging that we still don't necessarily take for granted even today! Ten to fifteen years on and many of the issues hotly debated back in the early eighties are still argued about today. But these days, Arnor's successors, Kirk and Katie Mauthner put test data where chinese whispers existed before and, through their comprehensive training seminars, are spreading the word. And the word isn't 'tradition'.

Article and reports continued on pages 8 & 9

ISSUE WELCOME TO ISSUE 3 THREE MRC NEWS

NEXT ISSUE

Issue 4 will be July 2002.

You can send articles, news items, photographs, anecdotes, letters... complaints even... hard copy or disc (in Microsoft Word/Quark XPress format for copy and JPEGs/Photoshop EPS or TIFF for scans, please) to the editors **Judy Whiteside & Andy Simpson** 8 Bridgefoot Close, Boothstown Worsley, Manchester M28 1UG via telephone/fax on 0161 702 6080 or via email to newsletter@mountain.rescue.org.uk We look forward to hearing from you...

Every care will be taken of materials sent for publication however these are submitted at the sender's risk.

EDITORS

Judy Whiteside *Rossendale SRT*
Andy Simpson *Rossendale SRT*

WEB SITE • TECHIE STUFF

Paul Baxendale *Bolton MRT*
Paul Horder *Keswick MRT*

WEB SITE • DESIGN & GRAPHICS

Dave Freeborn *Patterdale MRT*

HANDBOOK

Eve Burton *Buxton MRT*

STATISTICS

Ged Feeney *Penrith MRT*

Editor's Note.

Articles carried in the MRC News do not necessarily reflect the opinions of the MRC.

...A WORD FROM THE TOP TABLE...

We are coming to the end of an unusual year. There has been very little activity on the hills and the statistics for 2001 will be an anomalous blip. Nevertheless, there has been a great deal of action within mountain rescue away from the 'front line'.

This gives me an opportunity to sing the praises of those who work hard, often out of sight, sometimes out of mind, and usually without thanks. I refer to those who organise courses, travel distances to meetings on our behalf and try to make progress with mounds of paperwork.

Thanks to all of these people, mountain rescue is a stronger body with better communications, more shared ideas and greater recognition in the world at large.

In the new government paper addressing a Search & Rescue Framework

...AND ONE FROM THE EDITOR...

So here I am with Issue 3. And they said it wouldn't last!! More than a year since I took on the seemingly impossible task of Editor and set about making contact with every single team in England and Wales, as well as our friends in Ireland and Scotland. I admit, the initial response was a little wary in some quarters. "Yeah, yeah... MRC newsletter relaunched? Believe it when I see it..." And I had heard that some teams were insular, secretive, prone to the odd border skirmish... not inclined to share information with their neighbours let alone the whole country!

But you didn't let me down. Thanks to your contributions, Issue 1 was a resounding success.

So far so good but, by May, the accolades still ringing in my ears, the doubters were at it again... "You know what MR's like – you won't get the same response again." And the equally confident, "Hope you haven't peaked too soon..." (Far from it, darling, far from it.)

Issue 2 hit the hills in July, bigger and better still. Although, thanks to the vagaries of the Post Office delivery service and the now patent inadequacy of the heavyweight manilla envelope, there are a

for the UK, the following reference is made to mountain rescue – *Whilst the teams are volunteers, their standards are high and the service provided is professional and, as such, is an invaluable addition to the police role.* A better indicator of the importance of mountain rescue within the emergency services would be difficult to find.

This year has also seen the efforts of collating information begin to bear fruit. The seemingly tedious recording of the details of rescues is now enabling us to make our own assessments of lost person behaviour, for example, rather than being dependent on conclusions reached in other countries.

To this group of unheralded, indeed often criticised, people go my unreserved thanks. Please keep the wheels turning even when this seems to be having little visible return. You are making a difference to the way we work.

I hope that 2002 will be free from the problems that have beset hillgoers in 2001 and wish all within mountain rescue a contented and successful year.

DAVID ALLAN
Chairman

good few copies still rolling around in the bottom of small red vans. Not quite how we envisaged spreading the MR message to a broader public! As the concrete envelope is not yet available on the open market, I have resorted to Jiffy bags. Only, I must add, after exhaustive testing of countless samples of so called indestructible envelopes. For the technically minded, tests involved filling said samples with 50 copies and throwing them up and down stairs, to burst like over-ripe tomatoes on impact. All this to the discomfort of him indoors (the operational one, in case you've forgotten) who was usually attempting a spot of shut eye in the bath at the time. Call me old fashioned, but why should he have a kip while I'm working?

So, I hope that this copy has reached you in pristine condition and within days rather than weeks of dispatch. Because there lies another problem. One or two team contacts have become so attached to their particular batch of copies that they have refused to part with them. Abandoned in car boots for weeks on end with no home to go to... neglected and cold... unloved... no doubt driven to the odd call out or two. So near yet so far away. Ask yourself, how would you feel?

Of course, that won't happen this time because every single team member will receive their very own copy as intended... er, won't they?...

JUDY WHITESIDE
Editor

PS. To the dozen or so team contacts who continue to ignore my letters and emails... Happy New Year.

MRCNEWS

DISTINGUISHED SERVICE RECOGNITION FOR PETER ANDREW

The November MRC meeting accepted a proposal by the PDMRO that Dr Peter Andrew MBE be posthumously awarded the Certificate for Distinguished Service. Peter was working as a GP in New Mills and joined the New Mills MRT in 1959 when it was first established so was involved in MR in the Peak District from the very beginning. A major incident in 1964, when three scouts lost their lives through hypothermia, led to a series of meetings which set the pattern for the mountain rescue service and brought about the inauguration of the PDMRO. Team Doctor and Incident Controller, Peter was elected PDMRO Chairman in 1967. In the early 70s the structure was reviewed and changed, a difficult time for MR in the Peak District. However, Peter's conciliation and leadership skills considerably eased the transition. When Kinder MRT was formed in 1971, Peter was their Team Doctor and active in first aid training for team members. We all know that rescue has its risks. Following agreement between the MRC and the Home Office in 1972, Peter negotiated with the six police authorities covering the Peak

District and agreed insurance protection for MR personnel on both operations and training. He was elected to represent the PDMRO at the MRC in 1977, and immediately appointed Secretary to the Medical Sub Committee, serving jointly with Oliver Cowpe as the Hon Officers for Morphine. At about this time, there were the first stirrings of an MRC accredited certificate for first aid training of mountain rescuers. Peter was heavily involved and very committed to improving skill levels to the high standards expected today. In 1979, he was elected MRC Vice Chairman (a new post) and Chairman in 1985, placing him firmly on the national stage. In 1989, the Department of Health agreed to fund first aid equipment provision to mountain and cave rescue teams – a significant achievement for Peter, enabling the Northern Regional Health Authority to supply equipment to teams throughout England and Wales with an initial budget of £30K. He retired as Chairman in 1995, elected President in the same year. At about this time there were a number of serious incidents in the Scottish mountains. MPs and media raised questions particularly concerning the costs incurred in rescues. The government asked the Scottish Affairs

Select Committee to consider, amongst others, whether walkers and climbers should carry insurance to cover the costs of rescue. Peter submitted evidence on behalf of the MRC in support of the MRC of S. The Select Committee concluded that the status quo should remain. Peter was awarded the MBE in 1996 in recognition of his services to mountain rescue in England and Wales. As MRC Chairman, he steered and guided the mountain rescue service nationally through many years and major changes in both its constitution and construction in England and Wales. His commitment to the improvement of the service at the point of need has driven it forward, to the benefit of countless people. It is not possible to overstate his influence locally, regionally and nationally. Peter died last year while out walking.

IKAR 2001 CROATIA

As a talking shop, IKAR has become a very effective body, firmly recognised by the European Parliament as a valuable source of advice and expert opinion. IKAR 2001 was markedly different to previous years due to a significant increase in video and powerpoint presentations and a new Chair of the Terrestrial Commission,

OBITUARY COLIN PIBWORTH (1928–2001)

It is with regret that we report the passing of Colin Pibworth, one of the early pioneers in Mountain Rescue in the 1950's and 1960's in Eryri as well as Desert areas. Qualifying as a Team Leader in 1961 he was, over the years, Team Leader at RAF Khormaksar (1961), RAF St Athan (1967), RAF Sharjah (1969), and RAF Masirah (1972).

Pibworth was involved in the numerous rescues over what is referred to as Black Easter Weekend 1951, when Easter happened to fall very early in March and the snow was unusually deep and heavy. One woman was killed descending with her party in South Gully on Tryfan, two others fell at the foot of Clogwyn Du'r Arddu, three fell down Trinity Gully, one other fell at the bottom of Clogwyn Du'r Arddu, another man fell on the Watkin Path... Over that weekend, RAF Valley recovered three bodies and four casualties. At the time much of the excellent equipment (which they were reported to have been possessing) was in fact their own gear, supply of good SAR gear not being realised at the time.

Pibworth was also Team Leader for Operation Desert Blenheim in 1963, recovering the bodies of six air men from the South African Air Force from their crashed Bristol Blenheim in Kutra Oasis and taking them back to Tobruk for burial in the large cemetery.

Living in Rhosgadfan, for those who knew Colin Pibworth, he will be sadly missed.

head of Rescue Services in Zermatt, Switzerland. IKAR 2002 will be in Malbun, Liechtenstein, 16-20 October and, in 2003, the MRC of Scotland will be hosts, confirmation if it were needed, of the growing recognition of the UK contribution to mountain rescue in Europe and beyond.

EQUIPMENT NEWS

Work on the new cas bag progresses – the Mark II prototype was available at the November meeting. Also available and going out to teams to try via their Equipment reps are twin rope racks with hypo bar

lock off systems made by HB. We also have, from Canada, the new purpose built 540 Rescue Belay device. On the stretcher front, the MRC have a new Tangent Bell Stretcher which is going round the country for any team to have for a month's trial. Contact Mike Margeson to get in the queue on the waiting list!

PERSONAL EQUIPMENT

Mike also reports from the Harrogate Trade Show that there were a couple of interesting items for team members. A very handy new light from Mountain Equipment with six leds

and a halogen beam. A new reflector from Petzel to go in the Duo to replace the small bulb with five leds. Black Diamond have a range of new lights with surge protection to reduce bulb blowing and various combinations of bulbs and leds. Finally, there was an interesting new belay/abseil device from Edelrid called the TVE which was well worth looking at.

CLIMBING HELMETS

A request from the BMC Technical Committee that any incidents involving climber and helmet, where the helmet has been damaged, be reported to them as part of their ongoing research and work on fastenings etc. They would require details of the incident and, if possible, the damaged helmet.

EQUIPMENT MAINTENANCE GUIDELINES

These have now been passed from the draft stage with a few additions, in particular to the bibliography. Copies have been sent out with the MRC minutes, to the Equipment e-group and the website. Discussions about equipment training have inevitably led to the questions of Who checks? What are they checking for? and How? It was strongly felt by the Equipment

Sub Committee that it be recommended to Council that regions consider some regional training for team equipment officers – not a certification course as in industry but, nevertheless, with some external input.

ADVANCED DRIVER TRAINING

The Driving Standards Agency, on behalf of the Department of Transport, is looking at the training of all those who drive vehicles with blue lights and horns. Part of a government commitment to improving road safety, it would appear that they are already well down the road of performance criteria. The resulting report could have a severe impact on mountain rescue. At the moment, anyone with a full driving licence may sit behind the wheel of an emergency vehicle and drive it with blues and twos. The law currently requires no additional training. The debate about what constitutes an emergency vehicle has rumbled for some time and most rescue teams in the country run vehicles the classification of which is open to interpretation. Unofficially, it has been suggested that at least five days full time driver training may be required, followed by a stiff examination and even medicals and eye tests as standard for potential drivers. Of course, there could also be implications for

insurance. And the question most likely to be asked – who pays for all this? The Hon Secretary has been obliged to supply the names and addresses of all teams and contacts – as listed in the MRC Handbook. More news when we have it.

NEW ACCESS AREAS BY 2005

The new Countryside and Rights of Way Act 2000, when it comes into effect, will give people a new right to walk over large areas of open countryside and common land, opening up vast new areas of private land currently barred to ramblers. There will be some restrictions and the new access will generally only apply to walkers. Cyclists and horse riders will still only be permitted on green lanes and bridleways. The Countryside Agency is now in the middle of a major mapping and consultation exercise in an attempt to identify all the land that falls under the new act. Final implementation of the new access areas should take place in 2005. The new rights may have a knock on effect in mountain rescue with the possibility of call outs to unfamiliar areas, unknown evacuation routes and uncertain communication links. Teams may have to focus on area familiarisation in their training.

Letter to the Editor

I would like to thank the officials and all representatives of the Mountain Rescue Council for bestowing on me the Distinguished Service Award, which I have displayed with pride.

I know that the Lake District Search and Mountain Rescue Association members also played a major role in supporting the MRC. Thank you, also.

My final thank you is to everyone in mountain rescue who sent letters of comfort and telephoned my wife Joan during my illness. Many weeks after, I was made aware that the operation was 80% in favour of the undertaker and 20% in favour of me. With those odds flying around even I, being a betting man, would be reluctant to have a bet with William Hills. On the other hand, who would keep an eye on Tony Jones if I popped my clogs too early?

Once again, thanks to all of you. I shall always remember your friendship and good wishes. I appreciate them all. I think I better stop now as some of my colleagues may be just drying a little tear from their eyes... none more so than the Duke of Edinburgh. Is this the same Stewart Hulse of a few years ago, some of you may be asking, or has his illness affected his brain? Since retiring from work and being with my dear wife (I know my place) on a regular basis – one has to mellow or suffer!

*Best wishes and regards
Stewart Hulse MBE.*

EXPLODING LITTLE DRAGON

There was concern in some quarters following the case of an exploding Little Dragon. To set the record straight – the unit in question was an old Mike Mitchell, circa 1985, with no pressure control. Due to lack of cleaning, the carbon dioxide diffuser was blocked and the rubber connecting tube had been clamped on each end with jubilee clips –

a modification, by the user. (Mike Mitchell never clamped any end to allow blow off.) The rubber tube was also perished. Not surprisingly, the hose split when the cylinder was allowed to give full pressure (900 psi). The only damage was to the rubber tube and the underpants of those close! All MkII and MkIII (current) Little Dragons have pressure control and a push connection.

Bernard Kershaw's excellent article in the MRC News (Issue 1) introduced the new structure, which came into existence in the middle of 2000, for the representation of search and rescue – all search and rescue – to central government. Active participation in this has raised the profile of the MRC, its constituent regions and teams, the MRC of S, BCRC and ALSAR in a number of important areas.



THE STRATEGIC COMMITTEE MEMBERSHIP

Department of Environment, Transport and the Regions (DETR) – Chair and Secretariat
Maritime and Coastguard Agency (MCA)
Ministry of Defence (MoD)
Home Office (HO)
Association of Chief Police Officers, England, Wales and Northern Ireland (ACPO)
Association of Chief Police Officers (Scotland) (ACPO(S))
Chief and Assistant Chief Fire Officers Association (CACFOA)
Ambulance Service Association (ASA)
Department of Health
Northern Ireland Office
Scotland Office
Welsh Office
Royal National Lifeboat Institution (RNLI)

The Terms of Reference of the Strategic Committee are:-

1. To develop criteria for the coverage, responsiveness and availability of SAR resources, consulting the UK SAR Operators Group as required.
2. To offer views to Ministers on improving SAR capability, co-operation and effectiveness.
3. To promote effective and efficient co-operation between the various government departments, the emergency services and other organisations including voluntary agencies for the provision of an effective SAR service at national level and, where appropriate, international level.
4. To establish the framework for UK

SAR as described in this document. 5. To provide Terms of Reference for the UK SAR Operators Group. *It should be noted that the Strategic Committee reports directly to Ministers and, in doing so, represents the views and ideas on all aspects of search and rescue.*

THE UK SAR OPERATORS GROUP

Members represent the providers of SAR services and, as such, all are directly involved in the provision of SAR services. The Members are:-
DETR – MCA, Chair and Secretariat
MoD (RAF), Vice Chair
Home Office, Emergency Planning Division
ACPO
ACPO(S)
CACFOA
ASA
Association of Lowland Search and Rescue (ALSAR)
British Cave Rescue Council (BCRC)
Mountain Rescue Committee of Scotland (MRC of S)
Mountain Rescue Council (MRC)
Royal Life Saving Society (RLSS)
Royal National Lifeboat Institution (RNLI)

Acting under the aegis of the UK SAR Strategic Committee, the **Terms of Reference for the Operators Group** are:-

1. To develop a programme of work to implement the tasks set by UKSARSC.
2. To consider the reports and recommendations from associated SAR working groups.

3. To consider the views of the UK Maritime & Aviation SAR and Inland SAR Consultative Committees.
4. To both advise and make recommendations to UKSARSC on a National SAR Framework to ensure efficient and effective co-operation between SAR agencies and those concerned with civil SAR.
5. To determine the Terms of Reference and issue other guidance as appropriate to SAR Working Groups and Consultative Committees.

In the normal course of events, the Operators Group meets four times a year.

It should be noted that land SAR is well represented on the Operators Group – the first time that such representation has been available to land SAR at a national level.

MARITIME & AVIATION AND INLAND CONSULTATIVE COMMITTEES

Members represent the users of SAR services. Both Committees report directly to the Operators Group. Information on developments in SAR can be circulated to users of the services. The first meeting of the Inland Consultative Group was held in early June, 2001.

Much of the detailed work on various aspects of SAR has been, and will be, delegated to Working Groups. These groups are established either for a specific purpose or as standing groups.

An example of a task specific group is the Drafting Group for the UK SAR National Plan, now titled the *Search and Rescue Framework for the United Kingdom of Great Britain and Northern Ireland*. This document will replace the *United Kingdom Maritime and Aviation Search and Rescue Handbook* which was published in 1994. Land SAR has a chapter in its own right. It is hoped that this document will be published in the not too distant future.

Mountain rescue has made significant contributions to both the Drafting Group and the Helicopter Coverage Provision Group.

An example of a standing group is the Communications Working Group with which the National Controlling Committee (1979 – 2001) has merged and become part of. The Working Group brings together all those concerned with the provision of communications for search and rescue. Land SAR is also well represented here. It is worth noting that all those responsible for the management and allocation of radio frequencies are members of this group.

In conclusion, it is suggested that the new structure has got off to a sound start. At last, land SAR is properly represented to central government and, in time, should begin to see the benefits of such representation.

**Dr Anthony Jones MBE
MRC Vice Chairman**

*THIS IS PLOD VALE MRT.
SORRY WE CAN'T GET TO THE PHONE
AT THE MOMENT AS WE ARE OUT
FUND RAISING TODAY - PLEASE LEAVE
YOUR NAME AND NUMBER AND WE
WILL GET BACK TO YOU AS SOON AS
WE POSSIBLY CAN.
THANK YOU FOR CALLING...*



© DAVID ALLAN

Rigging for Rescue is a Canadian company based in Invermere, British Columbia, between the Rockies and the Purcell Mountains. Its objectives and successes very much mirror Technical Rescue mag's own attempted philosophy of dispelling ancient myths through test and application – except RfR do it far better than us!

RIGGING FOR RESCUE

In July 2001, Kirk Mauthner provided a two day version of his usual seven day seminar to personnel from England & Wales Mountain Rescue teams, organised by MRC Equipment Officer, Mike Margeson. The full course in Canada costs Canadian\$750, excluding food, accommodation and transport, so this mini-course was an introduction rather

Central to this is the use of low stretch rather than dynamic ropes, belay devices/systems actually capable of arresting rescue loads, system redundancy and the truth about self equalising anchors. To be fair to the rest of us, there's nothing new or revolutionary about any one of the elements on Kirk's courses but, taken as a whole, they cover ground that

item I thought had been dismissed long ago to be replaced by the term Load Distributing Anchor system. Either way, these are still a much misunderstood system in terms of actual dynamics during failure and, again, Kirk can offer solid evidence that, where multiple anchor points are necessary, self equalizing is not the way to go.

most rescue agencies aren't properly addressing or even aware of. And everything is backed up with test data.

MRC (England & Wales) allocated the funds to hijack Kirk from his tour of the UK and had representatives from a number of teams attend with the intention of reporting back to their respective colleagues and the MRC. Kirk's aim was to get the lads thinking

about the true dynamics of the systems they were currently using.

For most teams, that meant questioning single rope procedures and either no belay at all or a climbing style dynamic belay using a manual device such as a figure 8 or sticht plate. One or two lads were quick to point out that their systems already incorporate most of the points Kirk was trying to get across. However, Rigging for Rescue tests on the use of dynamic and so-called semi-static ropes, as well as self equalising anchors, soon convinced the doubters that we all had much to learn. We've known for some time that Dynamic ropes have no place in a rescue belay system. But not just because the arrested load will be deposited much farther

down the face than the original failure point. Shock absorbency in even the shortest length

doesn't demonstrate any great advantages in dynamic over 'static' or low-stretch ropes. Ask Kirk to prove this. Self equalising Anchor systems were another

The term 'belay' in the UK can mean a number of things, including an anchor, anchor system or even commands to stop or wait. A 'true' belay system is a separately managed, independent and untensioned back-up system, using an arrest device/system. A self-belay would be a separate, untensioned and independent back-up system managed by the person hanging on his or her supporting rope (much like a separate fall arrest line and rope grab used in personal fall protection). A conditional belay would be a form of a back-up applied to the supporting rope, but managed by someone else, like a person pulling on the bottom of a rope while someone rappels/abseils. And a conditional self-belay would be a form of a back-up, for instance a shunt on their primary supporting rope above their descent control device, and managed by that person.

Much focus was given to the use of 8mm, triple wrapped Tandem Prusiks used in conjunction with the 8mm Radium Release Hitch for belay. The key to good belay technique with prusiks was to maintain a grip on the prusiks with a 'kink' in the rope and to pull rope through the front of the prusiks. Kirk showed footage of prusiks used in a straight line taking a number of seconds to activate because of the action of the belayer. The 'kink and feed' method snatches the prusiks into locking mode much sooner. The Radium Release Hitch is a specialisation for Kirk and Katie who have done a substantial amount of work on all release hitches and it would be fair to say that nobody knows more about the subject – if they say the Radium Release Hitch is the best, then you can bet your bottom dollar it is (currently).

Kirk's approach to training, at least on this mini-course, was quite laid back, allowing personnel to run with their own interpretations of a safe system. There is no commercial self-interest in these courses – Rigging for Rescue designed the interesting Traverse Rescue 540 Rescue belay device but Kirk was just



as happy to try the Troll Allp Tech (above top), prusiks and a new version of a brake bar rack developed for UK RAF MRTs by Hugh Banner and intended to be able to deal with two simultaneously loaded ropes (above bottom).

This weekend was a taster of Rigging for Rescue's full training seminar and follows a similar one day course last year. Bill Batson of RAF Mountain Rescue, having already attended the Canadian course, has been quick to try and implement much of what was learnt. The MRC are now seeking to implement their own training programme. It would be naïve to believe that such courses weren't a commercial enterprise, but these are folk who have ranged across the full spectrum of rescue and are not simply teaching a set system for a set environment – they are preaching rigging as a science and an art form, as something to be understood rather than simply learnt parrot fashion. For many fire rescue and industrial teams with a high turnover of personnel maybe this isn't a necessary approach, but if you're an instructor or engaged in rope rescue long-term, you'll glean much useful stuff from these courses and will appreciate the non-commercial ulterior motives.

Thanks to Kirk Mauthner, Mike Margeson, Kev, Chris, Bill, Paul and all the lads of MRC (England & Wales) and that bloke from the cafe with the huge fried breakfasts.

Ade Scott. Technical Rescue Magazine

Aviemore – that's a long way from South Wales! The application form and CV was the easy bit, now I had to get to Scotland.

I was one of the lucky ones to get a place on the RAF Mountain Rescue Service Rigging For Rescue week at Glenmore Lodge. I hitched a lift from the RAF team at St Athan, leaving at 7:30 in the morning. Surprising how many funny looks you get when you're stood at a road junction with a rucksack waiting to be picked up!

Once at Glenmore, we met in the usual place – the bar – with the course due to start at 7.00 and A-level physics has nothing on what we covered that night!

Friday morning brought more physics and the start of some practical work with the backup systems of the tandem prusik introduced. This system is used to cover

the What If? scenario. Basically, we used 2 standard 8mm 3 rap prusik with 10-20mm between them. It does work – in one exercise a piton came out as we were doing the lower. Natural reaction was to duck. The system caught the stretcher and worked perfectly.

Setting up the belays, we decided to use a belay rigging plate, rather than the large figure of 8 knot that is sometimes used. These were fantastic, spacing the belays and equipment, making easy access to all kit. I am a convert!

Through the week, we covered many different ideas and methods – some we agreed with, some we didn't fancy. We were told by Kirk that our rock over here was fantastic. When I asked him why, the reply was "in the Rockies, if you get a good hold you take it with you".

By the Wednesday we got on to the fun stuff. It was also my birthday. Thanks to a certain member of my team sending me a birthday card, that night saw a few whiskies bought for me. Unfortunately, I was also first victim on the gorge lift out as a birthday present!

We used two ropes as highline and a new pulley system to tension. It only took two people to gently tension the system for one casualty, stretcher and attendant. A prusik is attached to the pulley to act as a slipping clutch, so it is almost impossible to over tension the system.

Many thanks to Bill Batson and the RAF MRS for having Andy and myself on the course. If any team would like any more information please drop me a line – richardterrell2@aol.com

Richard Terrell
Central Beacons MRT

LEARNING THE ROPES

Ten RAF MRS troops plus Andy Milner (Calder Valley) and Richard Terrell (Central Beacons) met up at Glenmore Lodge in July. Two places had been offered to the MRC, in recognition of the growing interest in RfR among our civilian colleagues. During an intense week of long days on the crag and in the classroom (Yes, we did work beyond 9pm most nights) we covered many of the practical and theoretical aspects of Rigging for Rescue.

A unique opportunity for course participants to learn from Kirk Mauthner's extensive knowledge, the seminar was also useful in that it was Kirk's first look at the way we have

adapted the techniques taught at last year's seminar. It was gratifying that, in the vast majority of areas, it would appear we have just about got it right, although there are a few areas that require further development. Having three team leaders (Dan Carroll, Kev Hewkin and John Roe) on the course was very useful and after discussing the level of skill and knowledge we can realistically expect of the trained troop, we decided that the MRS should concentrate on becoming good at the basic techniques, leaving the more advanced techniques for AMR/PL courses and the like. Having completed the Glenmore Lodge seminar, we headed south to High

Borrans Outdoor Centre near Windermere to join Mike Margeson, who had arranged a 2 day mini seminar for some 30 or so civilian MRT personnel from throughout England and Wales. Again the seminar was a success although opinions and methods currently employed across the teams clearly differ considerably. A fair bit of healthy debate took place and it is probably true to say that not everyone went away convinced. However, those present will have, at the very least, gone back to their teams with the intention of reviewing their current methods and applying a little bit of critical analysis.

MRS News

IF ANYONE HAS ANY QUERIES REGARDING RIGGING FOR RESCUE, BILL BATSON, RAF CHIEF INSTRUCTOR, IS MORE THAN HAPPY FOR TEAMS TO APPROACH HIM BY TELEPHONE, LETTER OR EMAIL. Flight Sergeant Bill Batson MBE, MRS Chief Instructor. Headquarters No 3 Group (Detachment) RAF Stafford, Beaconside, Staffordshire ST18 0AO. Telephone 01785 223161. Ext 7716. Email ci@rafmrs.fsnet.co.uk



Peter Bell magnanimously volunteered to be casualty in his own stretcher – a new, lightweight design which still exhibits the massive strength people expect of a Bell stretcher. This vertical orientation was more to test the head yoke and lowering/belay than an indication of normal procedure.

than comprehensive look at the Rigging for Rescue concept of examining systems dynamics and questioning everything – sounds good to us.

LAKE DISTRICT

NUDISTS UPDATE

You may recall a cheeky item last February detailing a right of way issue on the outskirts of Haverigg. When the local Ramblers Association and the County Council applied to have the two mile footpath reinstated, users of an adjacent naturist camping and caravan site were concerned that passing walkers might compromise their privacy. Mick Leverton, Medical Officer (retired) for Millom MRT reports that the Public Enquiry ran for six days, in late November. A Report is expected some time in 2002 and there may yet be an appeal. Mick gave evidence as Footpath Secretary for the Furness Group of the Ramblers Association. He welcomed the proposal but asked that it be placed on a route that avoids the Outdoor Club site.

FAIRY GODMOTHER REQUIRED...

A new TETRA radio system is being tested by Langdale Ambleside MRT. The Simoco manufactured handsets transmit either via the PTT button, as do conventional MR radios, or may be used like mobile phones to transmit and receive calls from individuals without being overheard by the rest of the group. Text messages may be sent between individuals or to the whole group. GPS tracking is also possible – a team vehicle, fitted with a tracker, can be clearly seen moving across the OS map on the base operator's display. GPS units are being developed for use with the handsets which should enable individual team members to be tracked on the hill during night searches. The search co-ordinator will know where team members really are instead of where they think they are!

Data is transmitted from the hill using a system developed by HW Communications of Lancaster. The multimedia bag contains a digital camera, GPS and Propaq connected to a standard TETRA radio via the HW Communications kit. Photographs of the casualty's injuries, Propaq data and present location are transmitted to the base operator's display. This provides useful information for anyone providing medical advice to the hill party and enables the base operator to help monitor a seriously injured casualty's condition during a difficult carry.

The system is not yet perfect – the single TETRA switch will not give radio coverage over the entire operational area. "Neither is it surprising that we have experienced difficulties in learning to use prototype equipment which

is still undergoing development," says Phil Taylor, "we're very good at breaking things!" Nevertheless, a system with the ability to simultaneously transmit and receive secure digital quality voice and a variety of data must have potential applications far beyond mountain rescue. As far as MR is concerned, no matter how good TETRA turns out to be, it is likely to be far beyond our price range. Does anyone have a fairy godmother?

STAIRWAYS TO HEAVEN

News comes in from the *Brickfield Chronicle* that an enterprising local businessman has found a novel way to make his way up in the world! Local builder Dave Blunt has struck lucky with his idea to build 'staircases with a difference'. "Well, it were my wife what gave me the idea," explains Dave. "She says to me, "Dave you useless lump of flesh, you ripped out the staircase six months ago and the only way we can get to the bedrooms is by climbing over all that rubble. It's like bloody mountaineering and my mother and the kids are terrified." While sleeping on the sofa that night, Dave hatched his ingenious business plan. "I thought I'd start small, like, then build up from there." He put word around town and, the very next week, had his first commission. "This local bloke I know were tearing his hair out because the hills were shut with foot and mouth. He wanted me to replace the staircase in his old terrace with a full size replica of Crib Goch, so I got a job lot of concrete offcuts from the scrap yard and reproduced the knife-edged ridge from pictures in this guidebook," he explained, holding up a copy of *Britain's Highest Peaks*. To make it even more authentic, he painted the concrete Welsh Grey and stuck two shop dummies to the ridge to evoke gripped ramblers. His first customer was ecstatic.

As word has spread, Dave's talents have been in massive demand. "I put a full scale replica of the Aonach Eagach in a two-up two-down last week and, at the moment, I'm working on a replica of that famous and well trodden epic, Striding Edge, in a converted barn near my home. The old lady wanted it to be spot-on so I've got my mother-in-law, who's a plumber by trade, to rig up an overhead dual-bessicated pipe system with fully pigillated flanges and over-torque. So the minute she sets foot on Striding Edge, whether it's to go to the loo or get into the bedroom, it will automatically start pouring down. The lady's over the moon."

MID PENNINE

BOLTON PUTS ON A SHOW

Bolton MRT has joined the ranks of rescue personnel to demonstrate their skills in front of the TV cameras. Thirty three members took part in a mock search operation at Rivington Pike, and 'rescued' a TV presenter who had abseiled down Anglezarke quarry. Scottish Children's BBC enlisted their help for the third series of *Against All Odds* which features reconstructions of dramatic rescues where a youngster has proved to be the hero of the day, simple first aid tips for children and a look behind the scenes of Casualty and Hollyoaks to reveal how they film major incidents. The team, who will be seen in all six episodes, were filmed carrying out all sorts of exercises to serve as linking shots between the main items on the emergency service crews. Presenter Jake Humphrey braved torrential wind and rain to abseil down the quarry, a regular training spot for the team, before being winched back to safety on a stretcher. Team Leader Garry Rhodes said, "We were honoured to have been asked to take part – even though we had to do so many retakes in bad weather."

NORTH EAST

NEW WEB SITE

Teesdale & Weardale SRT have a new website. Team President Lord Barnard launched the site, created by Richard Warne, before the team AGM at the Rescue Centre in Barnard Castle. Alongside details on the team, its equipment and training, call outs and links to other sites, is a section devoted to the appeal for the team's HQ. Comments Team Leader Alan Best, "A great deal of hard work went into our Rescue Centre appeal. At a time when a number of other teams in England and Wales are looking for funding for new bases I hope some of this information may be useful." The section covers an outline of the project, planning, fundraising and costs. The web site address is www.twsrt.org



NORTH WALES



Dr Anthony Jones MBE, Chairman of NWMRA and DCC Bill Brereton of the North Wales Police signing the Joint Protocol on Information Exchange. The North Wales Association has a similar arrangement in place with the University College North Wales concerning access and use of the Association's records which are archived with the library.

STEAM EVACUATION

"What's the most unusual form of transport that teams have used to evacuate casualties off the hill?" asks Ian Henderson, Secretary of NWMRA and Llanberis MRT. Continuing the Llanberis theme of sitting around whilst other organisations help, the team were able to stop a steam train in order to evacuate two children with minor injuries to a waiting ambulance during the summer. Many thanks go to Snowdon Mountain Railway for their assistance.

Ian also brings two leaflets to our attention. *Traumatic Incidents – Coping with Trauma*, supported by NWMRA, is for circulation to all teams and team members in North Wales. Copies will also be available for members of the public who find themselves involved in traumatic incidents. The leaflet deals with the psychological aftermath of accident (anger, sadness, guilt, poor sleep and so on), how to cope or provide support for friends and family, what symptoms to look for and where to seek further advice. *Will You Be Going Home Tonight?*, produced by Llanberis MRT, covers Winter Safety on Snowdon, clearly highlighting the accident spots on the paths.

PEAK DISTRICT

OPERATION PANDORA

Since the beginning of September, the weather around Saddleworth has been inclement and the water table is extremely high. Steady rainfall continued through Sunday and Monday, 11 & 12 November. A weather warning from the Met Office of heavy rainfall with strong gusts of southerly wind was received by the Environment Agency and, subsequently, a Flood Watch

issued for the Mersey Catchment Area. The rain gauges at Hollingworth and Swineshaw reached 15mm in 6 hours and triggered an alarm. At 2.00am on Tuesday 13th, a visible inspection by a member of the Environment Agency revealed that Hull Brook was in flood, the mill ponds at their peak and about to flood with serious consequences for the area. Higher up the valley, both Castleshaw upper and lower reservoirs were at capacity and their overflows at full flow. Hull Brook was also receiving excess drainage from the surrounding terrain. At 3.15am, the Greater Manchester County Fire Service and Greater Manchester Ambulance service received a 999 call from a Mrs Divine at Hull Brook Cottages that the water was overflowing the mill pool dam and entering the ground floor of her house. She was extremely anxious, as her husband is reliant upon a dialysis machine. At 3.30am the Fire, Police and Ambulance control rooms received radio messages from their officers near to Hull Brook cottages that the mill pool dam had collapsed. A three foot torrent of water had engulfed the cottage and the building partially collapsed, trapping rescue crews and some of the householders. It was known that there are six residents at the cottages who have between them 1 dog, 2 cats, a parrot, 4 goats and 12 hens.

At 3.45am the elderly residents of Eagle Court in Delph contacted the emergency services complaining that their neighbours on the ground floor had been flooded out to a depth of three feet of water and they were all without electricity. Telephones were down, the street lighting had gone out and they could see smoke coming from the electricity sub-station at the rear of the White Lion on Delph Lane near to Denshaw Road. They were unable to make contact with a Mr Longbottom who is disabled and confined to a wheelchair and lives in one of the ground floor apartments. It was known that he has the Meals on Wheels service along with another disabled resident on the same floor, a Mrs Foreshore. Some time later, a livestock wagon carrying a number of sheep was involved in a road traffic incident on the bridge over the River Tame. The vehicle had tipped over, trapping the driver in the cab and the sheep in the back of the truck. In the process, the gas main, sewer and water main on the bridge had all been fractured, adding to the problems.

All of these, plus several other scenarios, were faced by Team Doctor Andy Taylor and

Team Secretary Tony Gillon of Oldham MRT along with members of the Emergency Services, The Environment Agency, the utility companies, the RSPCA and representatives of the various departments of Oldham Metropolitan Borough Council who met in the Lees Suite at Oldham Civic Centre on Tuesday 13 November. Representatives split into two groups to formulate plans to deal with the incidents as they arose and see how well their Emergency Plans worked both for themselves and how they interfaced with the plans of the other organisations. Just in case anything like the above should ever happen.

DERBYSHIRE POLICE THANKS

The efforts of all seven Peak District teams were recognised at a special presentation at Derbyshire Police HQ in early November. Commendations were presented to each team, to the ten PDMRO Incident Controllers and to SARDA. It's fair to say that mountain rescue has been around in the Peak District for a considerable time. A newspaper report on April 28, 1911 tells the story of a local lad lost on Kinder. Two constables, Tipper and Pell, along with 14 watermen from Hayfield, searched Williams Clough, Scout and Upperhouse, eventually finding him asleep at Kinder Downfall. The report goes on to say that he was given an orange and ate heartily. An incident on January 4, 1925 when James Evans went missing on Kinder, showed how a call out was done. An appeal was put out in the Manchester Guardian for experienced ramblers to attend meeting points in Glossop, Hayfield and Edale. The President of the Rucksack Club would take charge from the Edale side of Kinder, the police and Manchester Rambling Club running operations from Hayfield. Searchers would even be allowed cheap bookings by train between Manchester Piccadilly and Glossop or Hayfield! The paper's special correspondent reported 'a need for a co-ordinated rescue scheme supervised by the police.' Mr Evans was found dead from exposure 6 days later. Chief Constable David Coleman presented the awards. "In 37 years the demands placed on mountain rescue volunteers have increased dramatically. We have always been able to rely on their support and help in many varied and sometimes dangerous situations. I have no doubt that the dedication shown by them has saved many lives during that time and it is my pleasure to formally acknowledge what they have done by presenting these commendations."



RAF AMBULANCE FOR GLOSSOP

Glossop MRT began fundraising in 2000 for a vehicle that could fulfil a number of roles – troop carrier, casualty evacuation from the hills and mobile control point. By January they had the necessary £10,000 and a vehicle to fit the bill. The ex RAF ambulance, built in 1991, put into service in 1997 and replaced in December 2000 with only 1,497 miles on the clock, was fitted out virtually as they needed it. A quick spray job, some stickers, a box to secure the stretcher and a table for the controllers and they were up and running. "It's amazing what you can find when you look around," commented Rick Fry, Deputy Team Leader. "Anyone requiring more info can contact me."

SOUTH WEST

DARTMOOR GIVE AND TAKE

John Whiting (DRG Secretary) reports that the Annual **Dartmoor Rescue Group** Training Weekend on the 16-18 November, 2001 was, once again, a great success with over 100 people attending from various teams around the South West. Apart from DRG members, there were representatives from Avon & Somerset CRT, Exmoor SRT Gloucester CRG and Severn Area RA, all sharing their skills and experience in mixed teams. As usual, the different parts of the weekend's programme were organised by the members of the four DRG sections. Special thanks go to prison officers from Dartmoor Prison who acted as casualties for the search and rescue exercise and to Avon & Somerset CRT for leading the steep ground exercise. The most important element of the weekend was, of course, the excellent food provided by the ladies (and gents) of the Tavistock WRVS. What is fast becoming a tradition – the Skittles Challenge Match – went with its usual swing, thanks in no small part to the welcome afforded by the landlord of the Fox & Hounds and his lubricating fluid! "I am happy to report that we sort of retained



the trophy, thanks to the help of an Exmoor member who made up the numbers in the winning team. That leaves the score at 1 to Exmoor and 17/8 to DRG – honour is therefore satisfied, I think!" Thoughts are now turning to next year's event – keep an eye on the website at dartmoor-rescue.org for details. All rescue teams are invited.

NEW DETAILS FOR SARA

As per his recent posting on the newsgroup Jeremy Cowen asks that you please note new contact details for the Severn Area Rescue Association (SARA) – The Lifeboat Station, Beachley, Chepstow, Monmouthshire NP16 7HH. Chairman Alan Palmer 01453 811022 & 07968 508027. Deputy Chairman Mark Harris 01452 506992 & 07881 427507.

SOUTH WALES

NEW BASE FOR LONGTOWN

On Saturday 20 October **Longtown MRT** officially opened their new base in Abergavenny, Monmouthshire. David Davies, Assembly Member for Monmouth performed the ribbon cutting, which was followed by an Open Day. Since its formation in 1965, Longtown has always been a 'mobile team' but the acquisition of a base has at last provided a home – somewhere to train, house a vehicle, equipment and Control Room. Team Leader Mark Nicholls believes that the opening ceremony was a great success and the response from the community, police and local authorities

David Davies AM lets the dignitaries out as Mark Nicholls keeps the beat



excellent. "The base will undoubtedly raise the profile of the team within the community it serves and will greatly increase our ability to train and provide a level of service of the highest professional standard."

IRELAND

IMRA AGM

There was a new format for the November AGM weekend in Galway, departing from the usual remote outdoor exercises to engage in some rather more detailed discussion. The proceedings kicked off on Friday night in a local public house, with teams trickling in throughout the evening. Saturday morning workshop discussions were far reaching, leading to more than a few salient points being raised at the actual AGM for action and further development. These included the need for more direct communication between team officers and IMRA officers in their respective fields; specific training for team officers, especially team leaders; closer reporting ties between the teams and national Treasurer; a formal corporate identity for IMRA; the development of a members log book; and national standards. The Irish Worldwide Rescue Team and Network Insurances gave presentations which were both well received. At the AGM, Joe Dowdall was confirmed as incoming Chair and Diarmuid Scully as Treasurer. The Secretary's position was not immediately filled and will be discussed at the next Executive Meeting, when there is to be an administrative reorganisation. Galway MRT, who proved to be excellent and well organised hosts, were called out to a rescue halfway through the AGM itself, and unable to continue the programme. Not that this deterred the other teams from finishing in good time and heading off to the evening social. Sunday morning was devoted to setting some targets for the incoming IMRA Executive to achieve in 2002. The meeting closed at lunchtime, the new format an agreed success to be repeated at the next AGM.

TWENTY ONE YEARS OLD

On 13 November, **North West MRT** marked



its 21st birthday with a celebration dinner in the Waterfoot Hotel, Derry. A special cake was baked in the shape and colours of the team badge. Uel Hamilton, a founder member and still very active team officer, was presented with a wine decanter, engraved with the team crest, and goblets by Team Leader Joe Dowdall.



Uel Hamilton (left) and North West MRT Team Leader, Joe Dowdall

ALSAR

NEWS UPDATE

It has been relatively quiet in ALSAR since the last newsletter. New teams currently developing are SJAB (St John Ambulance SAR) and WILSAR (Wiltshire Lowland Search & Rescue), with the nucleus of a team in Essex talking to ALSAR about membership and development. Training standards for Lowland Search team training (Basic Search Techniques) have been agreed and published. ALSAR is hosting a Search Controllers Course at Sulhamstead Police Training College, Berkshire in April.

RAF

JAGUAR RECOVERY IN ALASKA

RAF MRS teams from Stafford, Leuchars, St Athan and Kinloss were deployed to Alaska after an RAF Jaguar crashed whilst on exercise there killing the pilot. The Crash and Smash party found that the plane had come down in a remote area of the Yukon National Park on quite a steep rocky slope and requested support from the MRS. "We were told that there would be no requirement for winter kit as the weather was like a Scottish autumn. The mosquitoes were a nightmare. We were shown a vague picture by email... and we would be deploying for one to seven weeks," writes Cpl Mike Potts. Twenty two hours' worth of travelling to Fairbanks, involving numerous airlines and airports and the loss of a couple of hill bags and their box of kit, were swiftly washed away with a few beers and some much needed sleep – rudely

interrupted at 5.30am by the alarm call! The crash site was close to 200 miles away and 75 miles from the nearest road. This meant a Chinook ride in and out every day, weather permitting. Over the next week the team spent nearly 18 hours in a Chinook – very noisy, very draughty and very uncomfortable! Although it did mean seeing the Alaskan wilderness and wildlife, including a few grizzly bears.

The MRS job was to 'babysit' the Crash and Smash guys and give them a hand to recover the wreckage. It soon became apparent that this was scattered far and wide across the rocky (and quite loose in places) terrain. The first day was spent collecting wreckage into big 'elephant' bags that would be picked up later. Next day was cold, wet and miserable. The Chinook was unable to pick them up so it was a night in the tents at the crash site. The routine continued for a couple more days, varying from dry to wet, but the temperature was dropping and the wind whipping up the valley. Despite this, they made good progress – eventually gathering the elephant bags into ISO containers. Job done in a week, rather than the promised seven! An equally tortuous and convoluted journey home passed through Anchorage, where one of the bouncers informed them that it was against State Law to become intoxicated. Word has it that there were one or two law breakers on the town that night!

SARDA

DARTMOOR FOUR DAY TRAINING 3-5 AUGUST 2001

At long last, after the siege of Foot & Mouth, training resumed down on Dartmoor. It was with great pleasure that 40 or so attended the August SARDA training weekend – about 20 handlers, numerous dogs, assessors and bodies. The weather was very mixed, with bright sunshine one minute then heavy showers the next, but that didn't dampen the enjoyment of getting back on the hill again. Sadly, there were one or two notable absentees who stayed away because their own areas were still under threat from the disease. Highlight of the four days was an impromptu barbecue on the Sunday night organised by some of the wives and handlers which was enjoyed by all, largely thanks to the antics of certain members. Eve Burton, apparently, has the photographs!!

STRETCHER PLANS FOR SCOTLAND

The MRC of Scotland has set up a Stretcher Committee to design and develop a new stretcher, an idea that has been a concern of Committee Chairman, Mick Tighe, for over 10 years. When George Smith's daughter, Catherine, died of altitude sickness in 1991, he asked that his estate be used by a Scottish charity in pursuit of research into mountain safety and rescue in Scotland. Bob Sharp and Mick Tighe proposed to the Executors that the estate (in part) be used to assist the MRC of S design and develop a new stretcher. The Executors agreed, with three requirements for the £40k donation – that it be used for charitable purposes, that it be administered in good faith for the purposes described and that the name of Catherine Smith should, if possible, be associated with the development.

Initial discussions were wide ranging and varied. Would a single design suit everyone? Should there be several specific types or a single multi-purpose unit? It was considered important to learn from current models and to examine new materials such as composites, although some may be inappropriate for the mountain environment. The new stretcher should be easy to carry, make provision for personal gear and be simple to erect. It should take account of cas bag and vac mat designs, strapping arrangements and the transport of other first aid items such as oxygen/entonox bottles. The present stretcher was felt to be much too heavy and easily caught by the wind. It was agreed that this exercise was not aimed at redesigning or developing any existing product, but rather identifying a set of broad criteria and designing a new stretcher on that basis. The November Shell/Boots seminar also focused on stretcher design. A reasonable consensus for a new design has now been reached not unlike a commercially available stretcher from the USA. The plan is to acquire one and modify it. The Committee members, representative of several teams across Scotland, are each researching different aspects which "should make for a speedy solution to the design," according to Bob Sharp, "but we then have to go to a manufacturer to make a prototype for subsequent testing. The RAF have agreed to carry out strength testing etc using their special facilities. So, all in all, we are moving along very well." The topic will feature at the UK MRC Conference at Edinburgh in September, so watch this space.

IKAR Croatia was attended by 27 organisations from 18 of the 21 member nations. There were practical demonstrations and visits, including an air-sea rescue, helicopter rescue demonstrations from a cliff face by the police and military organisations and a visit to the local SAR Co-ordination Centre in Makarska, which handles all local emergencies. There was also a show of trade stands. The four main Commissions are Terrestrial Rescue, Avalanche Rescue, Air Rescue and Mountain Emergency Medicine.

❖ Almost all presentations were done with Powerpoint or as video and of very high standard which greatly enhanced the visual aspects of the meeting and considerably aided the professionalism. The question of providing instant translations was discussed as a possibility for next year. This would remove the element of time wasted for presentations to be repeated three times in English, French and German.

❖ Sweden has 550 rescuers. There are 65 rescue stations, each of about 6 persons, and two specialised alpine groups, one in the north and one in the south. All members are paid, equipped and trained by the police. There are about 200 rescues per annum, using police, civil and military helicopters.

❖ In the Slovakian Tatra, there are 26 professional rescues and 84 volunteers and they have 750 rescues a year! They use civil helicopters.

See www.tanap.sk/rescue/.

❖ In Argentina, there are three national parks including Aconcagua and Fitzroy. Fitzroy has 200 volunteer rescuers and a few professionals. On Aconcagua, the main problem is mountain sickness. 70% of those rescued are Americans and Europeans. There is no governmental support and 95% of rescues are without helicopter. In the summer, the helicopters are used in fire fighting!

❖ There was an account of a rescue from a high pressure water pipe which was being overhauled in the South Tyrol. The 1990m pipe (approx 2m diameter) was being sand blasted and painted internally. An injured worker with head, back and hand injuries had to be winched 810m to the surface. Rescue took over 6 hours in temperatures of 25°C.

❖ In the Slovakian Tatra, two climbers fell 400m over a cornice. One was airlifted by helicopter before the weather closed in.

The other (a fatality) was recovered the next morning in very poor conditions of deep, new snow. He had to be dragged up a couloir before a descent could be made. A discussion followed about the method of hoisting. What methods were available? Should a cable or static rope have been used?

❖ A new method of data exchange called IKARUS was described by Nik Klever, where member countries could submit their incident data to IKAR online through a web page. This could then be incorporated into a reporting system available to all, which would be both flexible and multi-lingual to accommodate all countries and all requirements. Those interested can see how it is done in a region of Germany (if you can read German!) www.bergwacht-bayern.de/information.html

❖ Urs Wiget, the retiring chairman of the Medical Commission started a moral and philosophical discussion on "Whether we go in to a rescue situation if the risks are too great?" This was topical in the light of the recent loss of 300 firemen in New York on 11 September. The topic was raised following a tragic accident in the Zinal area of Switzerland in which two professional guides were killed. A difficult decision for police, leaders and members. The conclusion was that, for humanitarian reasons, we would probably always take the risk if there was a possibility of saving life.

❖ In Austria, 12 ski instructors were killed during a training exercise and the Kaprun funicular railway fire had been a national tragedy. Experience has shown that the media will pay rescuers big money for photos etc.

❖ On 17 December 2000, in Italy, the Lombardia Mountain and Cave Rescue Service had intervened in 17 rescues in 3 hours 5 minutes involving 10 dead, 7 injured and 50 recovered from their plight! There had been a month of snow followed by a good warm spell, then temperatures had fallen from 15°C to -15°C overnight. The following day was beautiful and there were many visitors – all of them sliding 250-600m down glazed snow slopes.

❖ The Bergwacht in Bayern experienced a high risk rescue on 23 February 2001 involving a lost 28 year old snowboarder. In spite of advice to close the ski area, it was opened for financial reasons. After a 3 hour search, he was thought not to be in the area but at home. At the last minute, a

track was found. Conditions were very poor and dangerous. A dog found the casualty at midnight. He had been buried for 10 hours, to a depth of 100-150cm, but had managed to maintain a small air cavity to breathe. Apart from hypothermia, he was okay. The questions asked were, "Did he have the right to a rescue if he did everything wrong?" and "When does a rescue stop and when should it continue?"

❖ On 17 July 2001 the South Tyrol experienced an earthquake lasting 8 seconds and registering 7 on the Richter scale. It caused a rock fall in a gorge trapping two walkers. The lady was evacuated quite quickly. The man's body was recovered 5 days later after an extremely hazardous operation involving heavy plant in an unstable environment. Once again, the question was raised about the extent of the risks which rescuers should be expected to take.

❖ There was an enthusiastic, impressive presentation and practical demonstration on alternative methods of avalanche transceiver work. Quite highly technical but worth a look at – there is a website (in English!) at www.genswein.com/manuel-lawine-english.html

❖ The Air Rescue Commission reported few accidents this year and a bright future for air rescue. It has often been remarked that the absence of a representative from the UK is lamentable.

❖ The Medical Commission discussed risk management. They were producing a book and CD with all their papers, in a multi-language format.

❖ Bosnia-Herzegovina was accepted as a new member.

❖ Next year, the Commission meetings will be in Malbun, Liechtenstein from 16-20 October. The Liechtenstein Berrettung website is www.bergrettung.li/

In 2003, they will be in Scotland and in 2004, Zakopane.

Paul Horder (Keswick MRT)



One of our members drew our attention to a scurrilous piece of journalism in your last issue and, as such, it deserved a reply. Plans for mowing the Lake District fells to counteract the wonderful growth of vegetation following the loss of hefted sheep during the Foot & Mouth outbreak have been put on hold. Trials have shown that it was not possible to bag the vegetation cut during the process. The cut grass was left on the fells and provoked an outcry from Lakeland Mountain Rescue Teams who complained that their vehicle tyres could not find sufficient purchase in order to drive closer to the sites of rescue incidents.

The Director of Friends of the Lake District suggested that whilst that was the official reason given by the MRTs, he

had evidence that some team members had actually slipped on the cut grass and were unable to remove the grass stains from their lycra trousers. There was evidence that the buried power points were attracting ravens to peck at them during their search for grubs in the top soil layers. The ravens were, in effect, being recharged and were seen to put in some electrifying performances with their mates. Complaints from the nature conservation interests that they were unable to cope with all the year round nesting ravens, as this was contrary to their biodiversity action plans, has further caused the plan to be reviewed.

Yours sincerely
Ian O Brodie, Director.
Friends of the Lake District.

Can you help me please? For the last two and a half years I have been collating a project and collection of badges to celebrate 50 years of National Parks and those who work within their parameters (MRTs, RAF MRTs, Helicopter S&R, SARDA, Ranger & Warden Services etc) I would like to buy team badges past and present, in pairs, plus dates from when the badges were first used to discontinuation. Also badges from disbanded, amalgamated and foreign teams, plus some written info on their history. Any help you can give would be greatly appreciated.

Simon Mycroft, Sheffield.

If anyone can help Simon with this please forward the badges/info to me and I will pass them on.

Judy Whiteside, Editor.

Lost Rider Where do we start?

A recent training day was held for members of the Cross Border Group of British Endurance Riders, by Teesdale & Weardale SRT. The event looked at equipment, navigation, casualty care, hillcraft, survival etc. and sought to offer riders and organisers a range of transferable skills appropriate to the terrain they encounter. In Northern England and Scotland this will often be remote upland country. Exploration of incident scenarios enabled event organisers and riders the opportunity to gain an insight into search and rescue operations and the expectations that would be placed upon themselves. It also allowed us to explore rider/horse behaviour and consider key factors that would influence search management processes.

The following is a summary of key themes which, I stress, is not exhaustive but feel will help any search manager in developing scenario planning and directing information gathering.

- Awareness of possible limitations of rider's clothing against heat loss and footwear limitations vs prevailing or impending weather conditions.
- Hill equipment carried usually minimal. Requirements of event organisers – map, whistle, compass and silver heat blanket. Navigation skills variable. Don't assume hill competence.
- Horse homing behaviour is significant. Finding riderless horse in relation to PLS and start/home can be significant. A horse is likely to return to box or find other horses. Possible routes between PLS and horse find will be limited.
- Straight line behaviour and catch boundaries are significant. A horse will often stop at the first

obstacle/boundary and stay there. In poor weather a horse will find shelter either behind 'walls' or in lee of hillside out of wind. Trace back route options to this point to identify likely rider locations.

➢ Rider's own concerns about horse can affect lost rider's behaviour both with horse and parted. This behaviour could be irrational in respect of the rider's own welfare. Whereabouts and safety of horse will be paramount concern to an injured rider.

➢ Horse and rider generally more confined to established sound routes such as tracks, bridle ways and locally known safe routes. Less adventurous than a walker. Local knowledge from riders valuable.

➢ Riders are protective – risk areas to horse will be avoided (eg. rocky and marshy ground) However, these areas could also entrap a horse and rider. Navigation error can lead to this scenario.

➢ Horse instinct – significant in following and finding the way to other horses or box. Acute sense of smell – can follow trail of other riders, even days old.

➢ Thrown rider – horse reaction either flight or stationary – unpredictable.

➢ Distances and speed vary.

➢ Rider at risk of ignoring own safety to aid and protect horse.

➢ Role of mobile crew (ie. horsebox helpers to follow and shadow events) is very significant regarding PLS, LKP, rider profile, capabilities. Coping strategies – resultant behaviour from previous experiences etc. Crew are often close friends and family.

➢ Possible use of tracking from PLS or LKP.

David Bartles-Smith, Group Leader
(Teesdale & Weardale SRT)

Keswick MRT GPS/GIS Project Update December 2001

Although hampered in the testing phase by Foot & Mouth, things have been progressing steadily with the kind donation, by ISYS Systems Ltd, of a beta copy of their latest FleetTracker programme. This software enables up to 2000 individual vehicles to be tracked and their positions displayed on one or more maps. An interface programme is required in order for this to be done, which can be easily written by anyone with knowledge of either C++ or Visual Basic.

In the version currently being tested, the ability to manually enter the position of team members etcetera has been included so removing the need for everyone to be equipped with a beacon device. The current combination of FleetTracker and the interface, using manual plots, includes symbols that are user defined and can be made to represent anything. Pop up labels can hold details extracted from a small database, plus the current NGR for the plot. Except when manually entering data, the interface would be minimised and only the map displayed. At the moment, FleetTracker is being used with its own maps. These are not really suitable for MR use and, to improve matters, I have arranged for ISYS to incorporate a number of OS 1:50,000 raster map tiles into the programme. This is being done free of charge at the moment.

The radio beacon side of things has also come on somewhat with one of the manufacturing companies possibly offering trials of a VHF handset that has the necessary modem built in. This requires only the addition of a normal GPS receiver, connected via a supplied cable. Normal voice transmission remains unimpaired although a speaker-mic cannot be used. Additional functions built into the interface programme include data logging, and the ability to add and remove vehicle plots – limited only by the imagination of the interface writer.

ISYS Systems Ltd are offering the FleetTracker programme at £50 to MR and CRTs. It retails at **much more** than this. Multiple examples of the interface programmes can be obtained from myself, assuming you can't write your own. (ISYS provide plenty of information here). Field testing is about to begin in Kendal MRT's area now that Foot & Mouth restrictions are lifting and if anyone wants to hear how we get on, please contact:-

Rob Brookes, Kendal MRT
on 01539 728684
or via rob-brookes@supanet.com
or kendal.mrt@virgin.net



MRC CONFERENCE 2001 DURHAM 14-17 SEPTEMBER

This is not a full summary of the proceedings but a personal view picking up points that made either John Poulter or Robert Small of Edale MRT stand up and take notice.

First, a big thank you to NESRA – the Conference was enjoyable, the *craic* was good, the presentations we attended were stimulating and the organisation worked.

Medical Issues

John Williams and Simon Mardell gave superb presentations with much food for thought.

- ✘ A skilled person should be responsible for managing the airway of all patients, providing airway management and a common contact point for the patient, thus building a rapport. Airway management includes detecting signs of nausea and likely vomiting, reassurance and seeking the patient's informed consent for treatment.
- ✘ A recent BMJ article has suggested if you can intubate a patient without sedation they will very probably die.
- ✘ Remember that a jaw thrust in a conscious or semi-conscious casualty hurts. Often head tilt and chin lift will be sufficient.
- ✘ Patients are usually on their side and in a collar, so we should practise in this position.
- ✘ The LMA is a good piece of kit for airway control and is moving out of hospitals into the field. You may well be thinking, "What is an LMA?" It's an advanced airway, somewhere between a traditional airway and full intubation. Over and above the skills of mere mortals but something the doctors may like to think about.
- ✘ There was some discussion about the giving of fluids to people with uncontrolled bleeding, the wisdom of pouring in gallons of the stuff and the type of fluid to be used. Simon Mardell seems to have done plenty of research on the topic. Mainly of interest to medical professionals.
- ✘ There is a Wilderness Emergency Medical Technician Course. It is aimed at MRC certificate level medics who wish to develop their skills and run on a not-for-profit basis at £550 for an intensive 8 day course. See the following website for further details – www.wildmedic.org.
- ✘ Do we load and go or stay and play? The patient's interests must come first.
- ✘ Heat related injuries, including dehydration, are increasing.

- ✘ Foil blankets are useless in an MR situation. If you have an old one at the bottom of your sack, try unwrapping it – experience suggests it may shred rather than unfold.

Operational Matters

There was an excellent session on canoe and swift water rescue given by Wilf Wilford from the BCU and Paul O'Sullivan from Rescue 3 (UK).

- ✘ Apart from team's home grown resources, it appears there are other resources out there for providing kayak/canoe experts with rescue skills. Wilf Wilford has created the Dales Swift Water Rescue Team, there is the Corps of Canoe Lifeguards and the canoeing public. Wilf intends to provide a contact point to put teams in contact with suitable experts in their area. Further information from Dales Swift Water Rescue.
- ✘ Rescue 3 (UK) provides swift water rescue training, leading to internationally recognised certificates. Aimed mainly at those working on water, it also covers river crossings, swift water swimming, rope work in gorges etcetera. Loads of real gungho stuff for those who like water. A few teams already have people trained up to deal with the 'Children in the river' scenario or the team member who falls in whilst searching the bank of a river in spate.

Image. Press. Public Relations

Anne Leuchars gave a number of thought provoking sessions on how others see us and what we look like on television. She was clued up, not backward in coming forward and very supportive of MR.

- ✘ Perception is Reality. All the good work in the world can be destroyed by a few careless words or a few seconds of film.
- ✘ We should develop a national policy for the awkward questions – "Were people ill-equipped?" etcetera to prevent headlines where MR appears to criticise those in trouble. Her suggestion was never to give opinions, only to report facts and to remember the media may not use much of the interview. Say something that shows MR positively, whatever the circumstances – "The volunteers in the team are glad to be here trying to help despite the bad weather..." or something

- similar.
- ✘ Film and photo opportunities should be stage managed. A snippet of a television news report from an urban search was shown with rescuers looking in the woods on the fringes of a path, using sticks to search and having the *craic* as they went – a not unusual situation and very realistic. On screen, it looked like a group of cheerful people wandering aimlessly carrying broom handles – not a good advert in the middle of a report about the possible murder of a child. The message here was – see a photographer or a cameraman and, immediately, think public relations. Stage manage the photo shoot. Put on your team jackets, line up and look purposeful and remain serious. It may not be realistic but will look much better in the press or on the television. The inference was that, if you offer to help, the journalist will be delighted with the footage provided. Think about police searches you have seen on television. They do it, so should we.
- ✘ We should consider having an officer at major incidents to deal with the press who is not an active hill going rescuer. Press Officer should also be easily identifiable to the press. Handing out cups of tea is, apparently, a really good move, as is recognising and helping them with their production deadlines.
- ✘ Some quotations from Anne Leuchars
- ✘ *You'll never get rid of the butterflies but you can make them fly in formation.*
- ✘ *Journalists aim to get a story not the story.*
- ✘ *Never say "No comment." Say "I don't know but the person over there may have the answer."*
- ✘ *Be helpful and courteous. No matter what the provocation.*
- ✘ *Don't be modest. Be accurate.*
- ✘ We should consider a basic fact sheet about MR, the regional organisation and the team, preferably on a small card available to all team members for handing out to journalists.
- ✘ Stay in control of all interviews.
- ✘ *You have the facts. They want them.*
- ✘ *You are the expert. They know nothing.*
- ✘ *You have all day. They have deadlines and rivals.*
- ✘ Don't be afraid of silence. Stop when you've said what you want to say. Ignore trouble making questions. Just sail on.
- ✘ Spoon information into them before and

- after the interview. Meet and greet. Cups of tea. Toilet and telephone facilities. Make them dependent on you.
- ✘ Treat each question as if it were the only one out of a number. As only one may be used.
- ✘ Write and spell everything other than the basics.
- ✘ Impressions on TV.
- ✘ *55% goes on appearance.*
- ✘ *38% on non-verbal communication.*
- ✘ *7% on content.*

Corporate Image

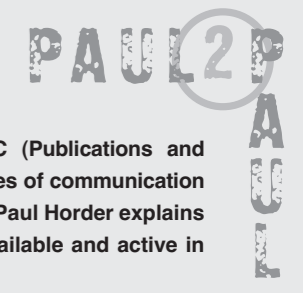
Much of the discussion was about the proposal to employ a professional fundraiser and the suggestion that a common identity should be established throughout the country. Words are important and common identity reflects more than a surface gloss.

This potentially means all having the same name (Somewhere Mountain Rescue Team was suggested as the most appropriate), all wearing the same coloured jacket, common fleeces and thermals – not the same type but similar colours and badging – using standard stationery and vehicle livery etcetera. This will help with national fundraising and image, which should also have positive effects in local fundraising.

Some MR teams are troubled by using the words Mountain Rescue on their badge or vehicles when operating in lowland areas. Our primary skill is mountain rescue and teams should not worry if these skills are used from time to time out of the mountains. The RNLI is primarily there to rescue people in trouble offshore but they still operated inland during last winter's floods. We should stand up and be counted and be Mountain Rescue everywhere.

In our opinion, the MRC is trying hard and generally going in the right direction. We believe teams should support the MRC, congratulate them on their vision and support the common identity goal. We will not get there immediately but over time. If we all join in when we buy new gear and uniform then the common identity will spread. This could even lead to a deal with a national gear supplier providing significant discount, if the MRC buys in bulk. It's a way down the road but we won't get there if we don't start.

John Poulter & Robert Small (Edale MRT)



ELECTRONIC COMMUNICATIONS FOR MOUNTAIN RESCUE TEAMS

The MRC, very much guided by its PISC (Publications and Information Sub Committee), is seeking to improve lines of communication in its sharing of information of all types. In this issue, Paul Horder explains how teams and team members can become more available and active in this age of electronic communications.

As many of you will be aware, the MRC has been developing its own website over the past year or so. As the site is hosted on the MRC's own web server, we have a great deal of control on how it is developed and controlled.

The URL of the MRC website is <http://mountain.rescue.org.uk>. If you look at the Links Page (<http://mountain.rescue.org.uk/teamlinks.html>) you will see a list of MRTs. Teams with their own websites are hyperlinked to their own sites. This is a common location for the general public to find contact details of all MRTs. Many MRTs (but not all) are currently listed with an MRC-format email address. This means that the MRC, the Regions and others may have difficulty in sending mail shots to some teams.

How this facility works is as follows. Send your current team email address to the MRC Webmaster at webmaster@mountain.rescue.org.uk. If you don't have a team email address, then send the email address of the person who should receive any team correspondence. The webmaster will then provide a forwarding facility with an address such as keswickmrt@mountain.rescue.org.uk and post it on the Links page.

You don't have to change any of your own current email addresses – they will continue to work as normal. However, a common format indicates to the public that we are a unified organisation. You can use either in your team publications. The delay in the forwarding process is no more than a couple of seconds! There is a facility in the pipeline for a web page where teams can amend and edit their own team details, as they change.

The Members Page (<http://mountain.rescue.org.uk/members.html>) can be accessed by entering a username and a password. Regional secretaries should be able to provide you with these but, failing this, please contact the webmaster. Also, please keep these details within the MR fraternity only.

If Teams or Members wish to become involved in the MRC Newsgroups (or Discussion Groups, as they are sometimes called), go to <http://mountain.rescue.org.uk/news.html>. There is a choice of method for getting started. If you opt for the Browser method, you can read the News items as web pages but can't respond. If you opt for the Newsreader method, then most people will be using Outlook Express, and participating in Newsgroups is as easy as exchanging emails.

If there are any queries or problems, please contact the Webmaster with technical items and Paul Horder with other enquiries.

Paul Horder – paulhorder@derwentwater.demon.co.uk
Paul Baxendale – webmaster@mountain.rescue.org.uk

techno
corner

UK MOUNTAIN RESCUE CONFERENCE 2002

HERIOT WATT UNIVERSITY, EDINBURGH
FRIDAY 13 – SUNDAY 15 SEPTEMBER

MAKE SURE YOU BOOK YOUR PLACE!
Details coming out to teams late January/early February
Enquiries to Peter Howells 01633 893447

PLEASE NOTE! EEC DIRECTIVE W.O.T.{4}

Following an EEC Directive in respect of standardisation of terminology relating to safety procedures and emergency services, IKAR has issued the following basic list. This will enable all rescue personnel to become familiar with the terminology before the directive takes effect on April 1, 2002. It has been agreed that, except in Germany, the standard Alpine Rescue Language should be in German.

Stretcher	Krankenkarrier
Bell Stretcher	Dingalingenkrankenkarrier vicht kommeninhaffen
McInnes Stretcher	Krankenkarrier vicht foldenuppen
Tragsitz	Tragsitz
Lowering Rope	Grosstringfürgettenuppendownen
Whillans Harness	Stopfallenbollockcruschen
Flare	Uppzūmenbangundflaschen
Mini Flare	Tichiphuttenglimmer
Team Vehicle	Klaxonblarenleitenflaschenbludwagen
Policeman	Konstabuhl
Portable Radio	Kranklensprechen
Sweep Search	Bruschderspitz
Night Search	Verderhellisderrestovem
Call Out	Weiserbludifonringenindasnachtfür
Sling (Climbing)	Lupfürhangenonnen
Sling (First Aid)	Lupfürputtenarmin
Team Member	Daschenuppenundbringem downenutter
Team Leader	Sitzonarsongruppenführer
Snaplink	Karabiner
Chocks (wired)	Damitzjamdt
Helmet (UIAA)	Lidmitstrapfürstoppenedkracken
Triangular Bandage	Dreikornerslingmacher
Helicopter	Hovverderundgrossendinmacher

Information supplied by Terry Wyatt (Kinder MRT)

OLDHAM MOUNTAIN RESCUE TEAM 17th INTERNATIONAL WEEKEND SEMINAR

WHEN
FRIDAY 3 MAY - SUNDAY 5
MAY 2002

WHERE
Saddleworth Outdoor Pursuits
Centre Boarhurst Lane,
Boarhurst, Greenfield
Saddleworth, Oldham

WHO
Open to experienced MR personnel with reasonable crag and rope ability. (There will be an initial limit of 4 members per team.)

HOW MUCH
Price on application includes 2 nights youth hostel style accommodation (sleeping bag required), full cooked breakfasts, packed lunches on Saturday and Sunday and evening meal on Saturday. You must bring your personal crag kit for all outdoor sessions. Minimum requirements – helmet, suitable harnesses, 3 x crabs, 1 x 8' sling. **NB.** OMRT retain the right to inspect and advise against the use of equipment considered inappropriate for the weekend.

Allocation will be on a first come first served basis – so book early to ensure your place!

ENQUIRIES
TONY GILLON, TEAM SECRETARY, OLDHAM MRT
94 Pelham Street, Ashton Under Lyne, Greater Manchester,
England OL7 0DU
email: omrt@aol.com

FURTHER AMENDS TO HANDBOOK INSERT

Page 7. NESRA Brian Wright – retired

Page 9. Devon CRO. Lee Woodward. 4 Well Park Close, Redhills, Exeter, EX4 1TS. 01392 431016.

Page 14. NEWSAR. Craig Reiesen, Tan y Ffrith, Loggerheads Road, Cilcain, Mold, Flintshire, CH7 5PG. 01352 810605. northeastwalesrt@mountain.rescue.org.uk

Page 14. South Snowdonia SART. Jane Downey. c/o Cadair Owain, Llanfair, Near Harlach, Gwynedd, LL46 2SA.

Page 15. SARDA. Malcolm Bowyer. 33, Western Lane, Buxworth, High Peak SK23 7NQ. 01663 732882.

Page 17. No Regional Secretary at the moment.

Page 17. Devon CRO. See page 9 amendment.

Page 17. Severn Area RA. The Secretary, The Lifeboat Station, Beachley, Chepstow, Monmouthshire, NP16 7HH. Chairman is Alan Palmer – 01453 811022 & 07968 508027. Deputy Chairman is Mark Harris – 01452 506992 & 07881 427507.

Page 19. ALSAR. Secretary is now Bon Ellis. Address not known.

Page 23. Call Sign for Borders SAR Unit – REIVER.

Page 23. Dundonnell MRT. Mike Walker. 1 Bridgeview, Conon-Bridge, Dingwall, IV7 8DA. 01349 861828.

Page 23. Addition. Grampian Police MRT. Jim Wood. Police Office, Deebank Road, Ballater, Aberdeenshire, AB35 5QT. 01339 755222. wood@souter2.freeserve.co.uk

Page 23. Addition. Oban MRT. Carol Collis. An Fhuaran, Clachan Seil, Oban, PA34 4RL. 01852 300514. carol.collis@an-fhuaran.demon.co.uk

SLIOCH OUTDOOR EQUIPMENT

Manufacturers of tough, durable **GORE-TEX®** clothing specifically designed for rescue team use.

Designs & sizes altered to meet your requirements.

Lost garments usually replaced within a week.

No minimum order.

We offer a repair service for our garments.

Please contact us for our current brochure.

Designed, made & tested in the Highlands.

Slioch
Outdoor Equipment

Slioch Outdoor Equipment
Cliffon, Poolewe, Ross-Shire
Scotland IV22 2JU
Tel/Fax 01445 781412

www.mountain-rescue.com info@slioch.co.uk

OmniGlow™

Manufacturers & Distributors of Cyalume
and

Snaplights and Glow-Flex Total Visibility Trim,

are proud sponsors of

N.S.A.R.D.A.

&

S.A.R.D.A. Scotland

Unit 4, Netherhampton Business Park, Netherhampton Road, Salisbury SP2 8PU
Tel: 01722 744737 Fax: 01722 743737