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WELCOME TO
ISSUE 59

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

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NEXT ISSUE
ISSUE 60

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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 high resolution PDF/EPS/TIFF (300 dpi).

Cover story



Holme Valley team doctor Adam Dierckx acts as barrowboy, guided from the top by Steve Hayes, as the team makes first use of some of its new equipment on a training exercise in November
© Holme Valley MRT.

PLEASE NOTE

Articles carried in Mountain Rescue do not necessarily reflect the opinions of Mountain Rescue England and Wales. We do not accept responsibility for advertising content.

first
Word
MIKE FRANCE



What a year 2016 turned out to be for so many teams: possibly one of our busiest on record. It doesn't seem so long ago when our 'busy' teams in England and Wales were recording double figure call-outs per year but, over the last few years, the numbers have crept up to three-figure calls per year. As I write, at the beginning of December, one team has reached it's 200th call-out, with a winter month still to go before the end of the year.

What a commitment from everyone, in every team. Every one of whom will drop what they're doing to go out into the hills and mountains, with no idea when they will be returning, to help others in difficult situations, time and time again.

Mountain Rescue in England and Wales is doing OK. Teams work well together, we all have our 'own valley' but come together and help each other for the betterment of the organisation. And that's why we can cover so many call-outs a year.

How can MREW help you, the teams, keep this service sustainable? We can help by keeping the profile of 'mountain rescue' high, so people continue putting money in your boxes. By developing national fundraising so we can continue paying for things like insurance, stretchers, cas bags and vacuum mattresses, and have money to develop new things like the medical module training. And by ensuring we continue to apply for Libor monies for your training. People now expect any rescuer from any service to have a high standard of skills and that includes us.

As your chairman, it's important, when talking with the police, UKSAR and others, that they understand we are there to work with them. To do that effectively we need their support with things like the new ESN radios. To continue with this level of call-outs we need the right equipment and that also means good radio communication with other emergency services at the incident. We need to reassure them we are there to help where and when required at the major incident.

I have raised a question at the UKSAR Volunteers Group that's still ongoing because we need more information, and that's about employer recognition and some support from the government allowing you time to attend call-outs. If you were retained fire officers or members of the TA you would be given time

to fulfil your duties. I think it's time SAR services also had this recognition. We need to show our employers that we bring many transferable skills from mountain rescue: leadership, organisational skills, medical and being a team player to name a few. We need to ensure employers are recognised for allowing MR volunteer members to leave work. They should be compensated in some way for this. Once we have a paper put together we intend to push this out to the UK Strategy Group.

The other body that could help us achieve this goal would be the APPG, chaired by Andrew Bingham MP. Following a meeting with him last month, he agreed to re-establish this group and help us with promoting MR in the House of Commons. He's already helped us with some outstanding monies from last year's flooding and is hoping to hold an event for new MPs with some of us attending to sell the service. What I am looking for, with the help of our MPs, is that employers want MR team members to work for them.

I will continue, along with the management team, ensuring that MR remain a voluntary service at all levels, no matter how busy we get. You are aware we are buying-in services for the things we don't need MR skills for — our banking, sorting out our insurance or dealing with legal issues are now bought-in services. We do need money to pay for this but that's where JD Foundation is helping. I've had a few meetings with a company that I am hoping will help us find a professional fundraiser. Now is the time to make this JDF money work for us long term.

One other development is that we continue to meet with ALSAR and BCRC to ensure joined-up working in land SAR. Over the last 25 years, ALSAR has grown to 36 teams, with over 1,800 volunteers covering over a third of the UK. I hope by now you have seen a joint press release in which we talk about our intentions to explore avenues in which we and our respective member bodies may work more closely in pursuit of our mutual charitable objectives. Lowland rescue is part of the expanding role volunteers play in missing persons search in the UK, and this agreement with us and BCRC will only help us all going forward. ☺

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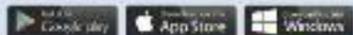
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meetings

MREW BUSINESS AND COMMITTEES

Saturday 20 May 2017
Lancashire Police HQ, Hutton

MREW BUSINESS AND COMMITTEES

Saturday 18 November 2017
Lancashire Police HQ, Hutton

To book in to MREW business meetings, contact: **Dave Close**
secretary@mountain.rescue.org.uk

Or speak to the relevant officer for your subcommittee — contact details available on the MREW website.

stop press



NEW YEAR'S HONOUR FOR HUW JONES

Central Beacons team member awarded MBE in the Queen's New Year Honours List.

Huw has been part of the Central Beacons team since 1981, having joined aged just eighteen years old, after a number of years with the Ystrad Mynach Air Cadets.

He has held various positions over the years. Currently deputy team leader and press officer, he has served as team leader, secretary, equipment officer and trustee. Outside of the team, Huw represents the teams of South Wales, liaising with other teams across England and Wales and coordinating the relationship with HM Coastguard helicopters.

His first reaction to the news has been to recognise the continued support of his wife Tracy and son Lloyd, the direction and love shown to him by his parents Lawrence (deceased) and Barbara and his brother and sister. He acknowledged that without their support he could not have achieved over 35 years of voluntary service responding to calls for help.

Huw lives in Dowlais, Merthyr Tydfil. Professionally, he has been a civil servant since 1981, currently working for HMRC as a project consultant and personal development coach. He acknowledges the tremendous support given to him by HMRC for his voluntary work throughout his service.

inthisissue



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MREW PR consultant and media trainer **Sally Seed** looks at an aspect of media coverage from the past few months and suggests things to be learnt for future media relations.

Worst case scenario and awareness

Sorry to start the new year on a downer, but I was involved in delivering a media training workshop for PDMRO, back in October, along with Steve Howe (ex-journalist and keen climber) and Dave Freeborn (ex-Patterdale team leader and award-winning videographer) and it reminded me of something I think teams need to anticipate.

As some readers will know, the structure of the MREW media training workshop is that everyone gets to do an interview on camera, a telephone interview and then a couple of 'lucky' individuals work with other participants to prepare for a tougher TV grilling.

In planning for the final section Steve, Dave and I have always been aware that there are very few situations where MR personnel would ever be seen as the bad guys and come under Paxman-style pressure. That's reassuring in all sorts of ways but a discussion at the November MREW meeting in Preston made me realise just how valid one of our tough scenarios could be.

It relates to driving.

I have absolutely no expertise in vehicle legislation or professional driver training or changing rules or Section 19 (I think that's what Daryl called it!) but I DO know that, once behind the wheel of a mountain rescue liveried vehicle, team members are as much under scrutiny as any other driver and, if the blue lights are on, even more so.

If something goes wrong and an MR vehicle (and its driver) is involved in a serious road traffic collision, then the spotlight is on. Teams need to have everything in place to show that they've taken their responsibilities seriously, kept spotless records of all driver training — not just blue light training — and maintained their vehicles to the highest possible standards.

The first priority is prevention of incidents — of course — and then having the evidence to show an investigation if the worst happened. But I'd also advocate having the key facts about your team drivers, their experience, their training and your team vehicles to hand, in case of media questions too.

Watching a team member from a Peak District team answer questions about a road fatality during the media workshop was sobering, to say the least. It was good that it wasn't real but the interviewee found it quite disturbing — even in a workshop situation — and others admitted that this is one of their worst fears.

So, as a New Year's resolution for your media preparedness, have a think about how your team would deal with this worst case. Are all records in place to show that you've done everything you can to avoid such a scenario? Do you have the relevant facts and figures on file at short notice? Is your team leader able to express regret on camera in a sincere way and able to talk about what's been done to avoid a repetition since the incident? And are you clear on how team members and leadership would support a team driver behind the scenes if the worst happened?

As I explained at the start, this is one of very few scenarios where MR could be seen as in the wrong. To quote *Crimewatch*, please don't have nightmares about it but be prepared and here's hoping you never need to use that preparation.

If you have recent experience you'd like to share or to see covered in future, please get in touch via sally@stoneleighcomms.co.uk or through the editor. Thanks. ☺

WATCHING A TEAM MEMBER FROM A PEAK DISTRICT TEAM ANSWER QUESTIONS ABOUT A ROAD FATALITY DURING THE MEDIA WORKSHOP WAS SOBERING, TO SAY THE LEAST...



OPERATIONS GROUP UPDATE:

MIKE MARGESON

By the time you read this, the operations group will have met for a second time, with topics such as 'SAR H training', 'Are we getting what we need?', 'Radios and the transition to the digital platform', 'Setting up and ringfencing a national fund — what about JD sports money?'

This new group gives us the opportunity to link the needs of the teams and regions more effectively with the work of the officers and committees. It focuses on the most

communication and transparency. The group includes MITG, the SAR-H group, SARDA, a rep from each region and all the elected specialist officers.

Peer team review has been a great success. We have a good timetable for 2017 and the MREW exec has approved an extension of funding to allow teams to take part in the process for a further year. So if you are considering taking part, now is the time to talk with Tim.

EQUIPMENT UPDATE:

JOHN WEALTHALL

The executive has decided that the JD Foundation money will go towards buying sufficient vac mats and cas bags over the three year period, to ensure a good supply for the years ahead.

It was also agreed that when a team's Bell stretcher falls due for replacement during this period of time, that stretcher will be replaced and the full cost met by MREW instead of the current 50/50 charge.

If teams are looking to buy additional kit items — for example, base layers, waterproofs etc — then the team is to produce their required specifications, preferably more than one, and send this to the MREW Procurement Officer, Davie Thomson. He will then source the best price for you and your needs and let you order the items with the cost being the responsibility of the individual team.

Treasurer
Penny Brockman



has ordered a number of new Paramo jackets. There will not be enough to supply all teams with all your needs, however. Once they arrive, Penny will email the teams explaining what is available in terms of size and number. Teams will then be invited to contact Penny to obtain jackets for their teams. Until then, please do not contact her on this matter.

Following various tests with teams and Bristow Helicopters, it has been agreed that the new wire bridles, as of now, must be connected by a 12mm Delta Maillon through

both of the metal loops on the bridle.

This is a) to help with a quicker attachment of the winch hook and b) make it much easier and safer to transfer to a



Maillon fitted to both bridle rings. Arrows indicate direction of bridle legs to stretcher attachment points.



UNDERSTANDING THE 'WHAT IF'S' OF WORKING WITH HMCG HELICOPTERS

WHY WINCHING IN LOW WIND IS A REAL ISSUE

JOHN HULSE

THE DYNAMICS OF HOVERING: 1

Flight rules require not pulling more than 70% twin torque (ie. 70% on **each** engine) **during live winch training**. But **what happens if an engine fails?**

- Remember that one engine will need to sustain the full torque if the other engine fails!
- If an engine is lost in the hover, the power demand on the remaining engine can be reduced by increasing airspeed
- The amount of power pulled in the hover dictates how quickly to start 'flying away' if an engine is lost
- It takes more power to hover than it does to fly forwards (up to a 'Minimum Power' speed of roughly 80kts)
- However, available torque is highly constrained by the engine characteristics.

CONSIDER THIS: IF ONE ENGINE FAILS WHEN WINCH TRAINING AT 50', IN A WIND OF 15kts, HOW MUCH TORQUE WILL NEED TO BE SUSTAINED BY THE REMAINING ENGINE?

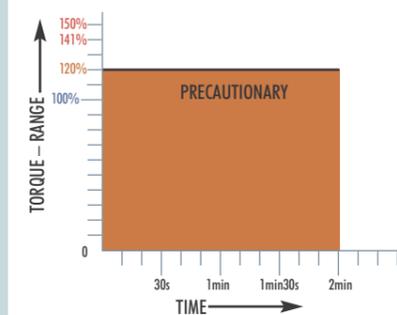
S-92A PER-ENGINE TYPICAL TORQUE REQUIRED DURING WINCHING (2,500LBS FUEL)

| WIND | Tq REQUIRED (20') | Tq REQUIRED (50') |
|-------|-------------------|-------------------|
| CALM | 69% | 77% |
| 5kts | 69% | 76% |
| 10kts | 68% | 75% |
| 15kts | 66% | 72% |
| 20kts | 64% | 69% |
| 25kts | 61% | 65% |

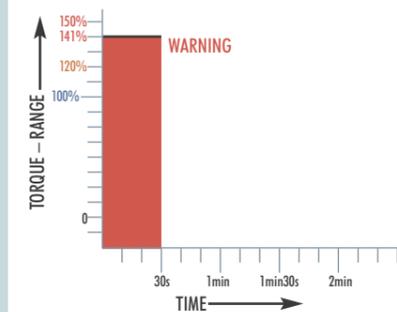
Photo: S92 during training session last winter ©Rob Grange/Keswick MRT.

Data: Engine performance and other data courtesy Sikorsky Aircraft.

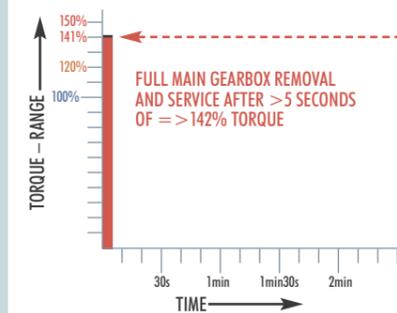
MAX OF 120% TORQUE AVAILABLE FOR 2 mins SINGLE ENGINE STATE, TEMP OF TURBINE 1,006°C



MAX OF 141% TORQUE AVAILABLE FOR <= 30 secs SINGLE ENGINE STATE, TEMP OF TURBINE <= 1,049°C



MAX OF > 141% TORQUE AVAILABLE FOR < 5 secs (SINGLE ENGINE STATE)



CONSEQUENCE OF ENGINE LOSS – ABOVE AND BELOW TORQUE LIMITS IN THE HOVER

- If an engine is lost whilst pulling **above** 70+70%, the resulting flyaway has to be **immediate** and the aircraft will generally descend during the flyaway. *There is every likelihood that the winchman/survivor could be injured and/or the cable cut.*

If an engine is lost whilst pulling **below** 70+70%, there is **potentially** up to 30 seconds to sort out the winchman/survivor and then flyaway in order to get the remaining engine below its next limit of 120% torque (which can be pulled for up to two minutes)

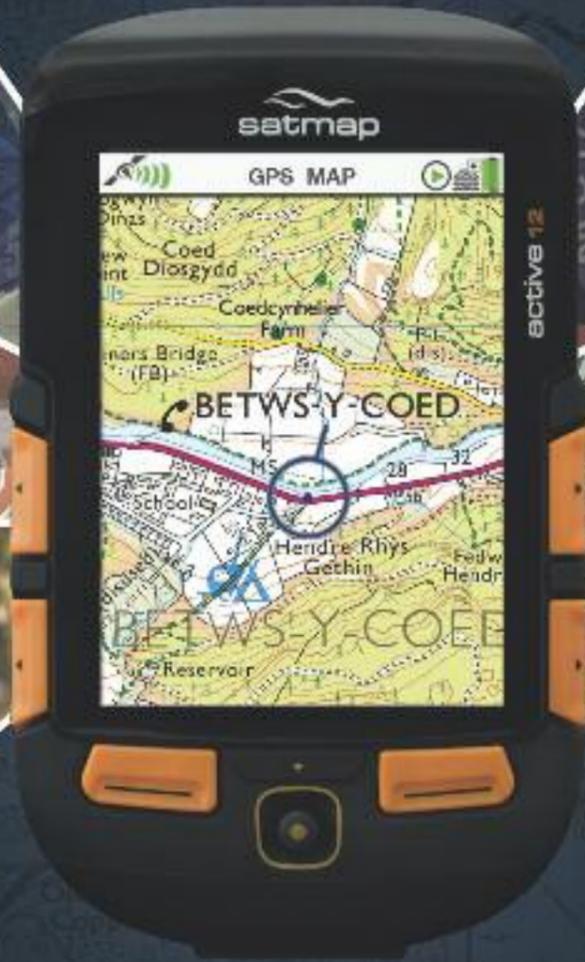
THE DYNAMICS OF HOVERING: 2

- For example, the S-92A generally requires at least 10 kts of wind to get below 70+70% torque, with only 1,000 lbs of fuel on board!
- There are other variables to add in:
 - Air temperature (hot = bad),
 - Air pressure (low = bad),
 - Altitude (high = bad),
 - But wind is the major factor.** The power required to hover reduces markedly once the wind is above typically 15 kts.

WHAT DOES THIS MEAN FOR MRT WINCH TRAINING?

- The aircraft crew will always do their best to support you but safety is their key concern
- Consult with the SAR-H Base before the aircraft departs for the event
- Choose a training site that has some wind!**
- Maximise the available aircraft time to conserve fuel
- Be aware of the need for access to fuel
- Accept that the crew may not be able to winch train. It is their decision, not yours!
- If winching is not possible, it's not the fault of the aircraft crew... see what else you can do with the day.

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LAKE DISTRICT

PENRITH TEAM MEMBERS BARE ALL FOR THE BARE ESSENTIALS



In a bid to raise money towards upgrading their current vehicles Penrith team members braved the elements to create a calendar with a difference.

'We're not one of the richest teams in the Lake District,' explains team member Luke Armitage, 'and we need to upgrade our current vehicles to keep moving — especially given the size of our patch'.

'We bared our natural beauty so we can raise money for the bare essentials!' adds Alan Conway, admitting to being a little apprehensive about at first. 'But I ended up getting into it and found myself suggesting different shots!'

The calendar covers the range of



Above: Penrith team member baring all at Harter Fell. Inset: Carlisle Head End. Images © Penrith MRT.

environments in the Penrith team patch and it wasn't just the chaps who bared all. Emma Johnston says she felt it important people saw that women are 'very much a part of the frontline of the Penrith MRT.'

The calendar was launched in October, at Rheged, with the featured team members on hand to help promote it. On behalf of the team, Alan Conway thanked Friends of Penrith MRT and all those involved with putting the calendar together, not least 'the brilliant designer Rachel Benn'.

RESCUE LEADS TO VALUABLE DONATION TO PENRITH TEAM

In September, Penrith team members were called out to assist a 62-year-old female who had slipped whilst descending from Harter Fell in Mardale, towards Nan Bield Pass. She had severely injured her upper arm which caused significant pain whenever there was any movement. This

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FORMER KESWICK TEAM MEMBER RECEIVES DISTINGUISHED SERVICE AWARD

A now retired member of the Keswick team was presented with a Mountain Rescue England and Wales Distinguished Service Award in October, in recognition of his contribution to mountain rescue over almost 30 years of service. Roy Henderson was deputy team leader for a number of years, and during this time he is said to have provided 'a calming leadership influence' on many rescues. During his time with the team, he attended over 1400 rescues. The award presented to Roy simply said of his work within the team that 'his contribution to mountain rescue has been indisputably exemplary'. Only 68 such awards have been given, since its inception 58 years ago.

At a celebration hosted by the tenants of Derwent Island on Derwent Water, and attended by Roy's close family and friends, Roy was presented with his award by Mike Nixon MBE, who led the team from 1981 to 1993. The citation focused on his efforts in the development of national and international training for KMRT in a number of fields — particularly the rope rigging for rescue techniques — and the invaluable swift water rescue skills that the team has called upon many times including the 2009 and 2016 floods.

Roy thanked all those in attendance for their support over his time with the team — in particular his partner Jan Beedham, without whom 'he couldn't have given all he has to the team'. Jan was also a team member for over eleven years, three as training officer.

Keswick team member Paul Horder said, 'Members bring different skills, attributes and experience with them, and it is this mix that makes the team what it is. In Roy's case, what he brought was innovation in training and safer operating procedures. He made an indelible mark!'

Left: Roy receives his award from Mike Nixon MBE, with Jan Beedham (centre) © Bexc Carter.



Photo: Manikin in action © Penrith MRT.

PAGE 9

pain, and the steep, rocky ground made it impossible for the lady to walk anywhere. Pain relief and insulated blankets were given and a stretcher was needed as well. Kirkby Stephen team members were also on scene to assist, prepared for a long and particularly arduous carry-out but, fortunately, the helicopter managed to land within a few hundred metres of the scene so the stretcher carry was significantly reduced.

In many ways, this was a routine job for the team. However, on this occasion, they were assisted by members of the casualty's party — one of whom works for a company many will be familiar with. Simulaids Ltd produces equipment for medical training and company director Chris Aller managed, with help from Simulaids Inc in the USA, to supply the team with a PP00086 Adult Airway Management Trainer manikin, free of charge. The versatile training aid allows rescuers to train at CPR as well as more advanced techniques such as airway management using artificial airways. It's also provides a near-lifelike experience which can only enhance the training experience.

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On a 2002 plate, it has done just over 77,000 miles. Serviced every year plus three-monthly checks at local garage. For further details contact Mick Pritchard at micksmerlin@hotmail.com or Vicky Whibley at sec@dfmrt.org.uk.

WEDDING GIFT BOOSTS PATTERDALE TEAM FUNDS

Patterdale team members welcomed a former casualty to their base in November, when Sue and Mark Marfleet dropped by with a cheque for £2000. The team rescued Sue when she broke her leg, some time ago, so when she and Mark married in the summer, they asked guests to make a donation to the team. The visit was an opportunity to thank the couple for their generosity.

ONE OF THE LAST LAND ROVERS ROLLS OFF THE LINE AND INTO PATTERDALE

In November, Patterdale MRT took delivery of one of the last ever Defenders — almost certainly the last to go into mountain rescue service — thanks to Lakeland Land Rover at Torver.

MID PENNINE HOLME VALLEY TEAM MEMBERS MAKE GOOD USE OF NEW KIT

A commitment to providing PPE for team members as they undertake their MR duties required the team to find several thousand pounds-worth of funding to provide a new helmet for every call-out member. Local Community Partnerships, a Huddersfield-based healthcare provider, awarded the team a £520 grant towards costs. HVMRT also won a £1,000 prize in Mott MacDonald's annual Community Awards. The firm of consulting engineers considers applications every year from voluntary causes its



Above: Patterdale team members with Sue and Mark Marfleet © Patterdale MRT.

Left: Keys to the new Patterdale Land Rover handed to team leader Mike Blakey.



employees are involved in, and after an application by HVMRT member Jessica Heathcote, the team won the award under the Public Service category. As it happens, this prize has previously been awarded to Edale MRT on four occasions — cementing Mott MacDonald's commitment to supporting UK mountain rescue!

Holme Valley MRT has also recently taken delivery of a new Bell stretcher, after its predecessor was written off when the team's Land Rover overturned on the moors during a call-out in July. The vehicle was repaired under insurance and is now back in service, but the cover didn't extend to the stretchers on the roof at the time. However, thanks to 50% funding by MREW and the remaining cost being generously covered by the Rotary Club of Holmfirth, a brand new £3,400 stretcher is now in service with the team.

£60,000 SEND SHOCKWAVES ACROSS THE CALDER VALLEY

In early December, Calder Valley team leader Ben Carter, deputy Jonathan Cole and chairman Pete Farnell attended an event at Dean Clough Halifax with 250 guests to celebrate the 25th anniversary of the Community Foundation For Calderdale (CFFC). Little did they know what was about to happen.

The CFFC is a philanthropic adviser to individual donors and businesses locally, a strategic grant-making foundation and community leader which aims to make real and lasting changes to key areas of life in Calderdale.

The three team members thought they were simply attending to support the fantastic work of the foundation, until they were called to the stage and presented with a cheque for £60,000 towards replacing the team's incident control vehicle (Calder Mobile 4). WOW indeed!

During 2017, the team hopes to replace the ageing control vehicle, which will cost approximately £70,000 to purchase and specially adapt for mountain rescue service. This incredible donation, they say, is the single largest vote of confidence the team has received, allowing them to proceed with the replacement vehicle project.

'CVSRT is literally in shock and we are eternally grateful to CFFC. This concludes our Golden Jubilee year beautifully. Our sincere thanks to everyone for their support, and for allowing us to continue to provide the essential emergency service to the community. Thank you from a very, very grateful team'.

THE RIGHT FIT FOR THE JOB

Like many other teams, Rossendale and Pendle has been reviewing its options for vehicle requirements, finally committing to the Toyota Hilux, as Andy Bradshaw explains. 'For years the stalwart that is the Land Rover has served our team but as time has lapsed we needed to move on.

After much deliberation and looking at



As seen on the front cover, Holme Valley team doctor Adam Dierckx acts as barrowboy, guided from the top by Steve Hayes © Holme Valley MRT.

Photos © Calder Valley SRT.



CALDER TEAM INVESTS £13,000 IN IMPROVING FLOOD WATER RESCUE CAPABILITY



MID PENNINE

Along with teams across England and Wales, Calder team members have recognised the need to remain vigilant and ready to deploy in the event of flood. Their latest investment in the team's water rescue capability has been made possible by the continued support and generous donations from the community, local organisations and private companies throughout the Calder Valley.

This support has enabled the training of three new Swift Water Rescue Technicians and recertification of five other members to the high national standard required in Flood Rescue Response. All these members attended an intensive 4-day course in Wales.

The team currently has ten SRTs (MOD3) capable of carrying out water entry rescue techniques in both water and flood incidents, who are supported by a further twelve (MOD 2) Water Responders providing bankside support. With training costs and the purchase of specialist water equipment including a rescue sled, aluminium boat and trailer modifications, dry suits and water proof radio communications, the team has invested approximately £13,000 to date.

On Sunday 4 December, as most folk

enjoyed the Christmas Market in Sowerby Bridge, Calder's water rescue members braved the chilly waters at the canoe course on the River Calder to refresh their water rescue skills. The training of basic survival skills included defensive swimming and self-rescue using the river hydrology through the flows of the canoe slalom course. Whilst river levels appeared low, there was still plenty of current along the course to challenge.

Other techniques practised included throw line rescue, wading and tethered swim rescues and the extraction of a non-walking casualty across fast flows using a wading formation to protect the casualty whilst providing stability. There was an opportunity to train using the new Northern Diver rescue sled to affect the

rescue of casualties from the water and time to practice water-based bank searching, which the team is often tasked to do in the search for missing persons.

Probationary members also had the opportunity to experience the challenges of a water environment as they were put through their paces swimming in the river flows.

'Our sincere thanks to all our generous benefactors,' writes Tim Ingram. 'They make it possible for us to continue to grow and develop the team's specialist skills to assist partner services and safeguard the community. We would also like to thank Halifax Canoe Club for kindly allowing us to use their excellent club facilities, which also give members a respite from the chilly waters.'

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potential suitable alternatives we cast our attention on the requirements we have as a team, based on our call-out scenarios and the equipment we carry. We needed a solution which was lightweight, strong, practical, secure and cost-effective. And, having committed to the Toyota Hilux for our everyday response vehicle, we needed to source someone to help realise our brief. Locally-based Pickup Systems specialise in lightweight commercial vehicle conversions, so we arranged a meeting with the managing director, John McGauley.

We started the process in a barn in Lancashire, where we laid out the kit we needed to carry: Medical kit, Oxygen, Entonox, Casualty bag, Vacuum bag, Vacuum splint bag (consisting of arm and leg splints), spare torches, six long slings, MIBs stretcher, Spencer stretcher, Scoop stretcher, MIBs spinal insert, two long rope bags, large technical bag, two short rope bags, four harnesses and helmets, technical rope bag spare helmet bag, four PFDs, two throw lines, spare medical kit, winch bag, sledge hammer, six-plus search stakes, bolt cutters, tripod and, naturally, the faithful Bell!

As we all know, the need to be efficient on a call-out can be the difference between life or death, so we wanted our vision to be bespoke to us and transferable to other vehicles if the need arose. The cab was the easiest to sort but with all this kit and limited

room to play with — the challenge was on.

After a few hours we decided to organise the kit into requirements: ropes, stretchers and casualty, so with everything in a logical order we then turned our attention to how this was going to work. At first we reverted to the default, thinking aluminium the best option but the ease of damage and cost factor hit home, until John suggested we consider plastic, it's light, easy to clean, cost-effective and can take the level of punishment our vehicles inevitably go through.

An interesting proposition but how do we secure our kit inside and we can't guarantee we'll always have space to open loads of doors everywhere on a busy multi-agency job? We opted for plastic roller shutters on the sides and back, which could be locked, and integrated a roller tray for the Bell on the roof — gone are the days of climbing on the wheels to get to it on the roof rack, this is a push button, pull and slide solution which even the slightest team member can use with ease.

The company's knowledge added great value to the process and they too could see something very different was being created.

The vehicles we specified have uprated suspension, a snorkel and winch fitted, full comms and led emergency lighting. An early concern, was how the plastic would be constructed as one unit. We opted for the unit to be welded together to create a sealed,

one piece unit which would give us strength on impact, protect the kit from the elements and never rust.

We also (and still can't figure how) managed to squeeze space for our hill kits to go in the back but this wasn't just a thoughtless space. We'd planned it so if we had to make the vehicle completely secure, we could take the Bell off the roof and slide it into the back unit and lock everything away.

It's a great bit of kit, and the conversion we envisaged has worked better than we hoped. And when it's time to renew a vehicle, because the backend is one complete unit and made from plastic, not only will it outlive a vehicle, it simply unbolts and slides off one and on to another.

Maintenance is easy too. You can empty the whole unit, hose it out and sterilise it throughout. Sustainability being paramount, having a solution like this takes away expensive conversions like we had on the Land Rovers and protects the bottom line. Also, having a local business who gets our requirement goes a really long way and we thank John and Pickup Systems for their support and delivery.

If you're looking at the options we'd definitely recommend a tailored solution made from plastic as a consideration, it's working for us and other teams alike.

Below and right: The Rossendale & Pendle MRT Hilux in action in the shadow of Pendle Hill, Lancashire. Photos © Alex Lawrence (thewhitewall.co).





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NORTH EAST

GENEROSITY FROM THE PROUDFOOT GROUP

The Scarborough and Ryedale team had an early start on Sunday, 6 November to show their appreciation to the Proudfoot Group.

From 5 October 2015, larger shops in England had to charge 5p for a single use carrier bag. Proudfoot, although employing less than 250 staff, also decided to charge for their carrier bags across their chain of stores to promote this environmental scheme.

Over the next twelve months, Proudfoot has been kind enough to donate the proceeds from the sales of all single-use carrier bags to the team. Customers shouldn't fail to notice the scheme with four large information boards — featuring team members — fitted on the wall at the check-outs in the Newby store.

'Having recently taken delivery of a new vehicle and completed an extension and refit to the team base, this support comes at an opportune time for the team,' says Ian Hugill. 'We are truly grateful to Marcus Proudfoot, Valerie Aston and all at the Proudfoot Group.'



Above: Team members and vehicles outside the Newby store. **Right:** Team members Bob and Marie gracing the wall of the Newby store. Images © Scarborough & Ryedale MRT.

NEW BASE IN DURHAM FOR TEESDALE & WEARDALE TEAM

November saw Teasdale & Weardale team members moving into their new base alongside Durham Fire & Rescue Service at their state-of-the-art fire station on the outskirts of Durham city. The team worked with the fire service, architects and planners to develop part of the station originally built to house the brigade's alp, and design a purpose-built extension to include a training/meeting room, office, drying room, storage and archive rooms as well as toilet facilities. The whole project was funded by the fire service through part of their grant to build their station so there was no cost to the mountain rescue team.

As much of the team's work is now in the central and eastern areas of the county, this



new base will not only be closer to call-outs, but also more accessible for team members.

Next year will see the opening of the country's first quad station, incorporating, fire, police, ambulance and Teesdale & Weardale SMRT in Barnard Castle, where the team's old base is located and nearer to their foundations in the Pennines. The older Land Rover (Mobile 1) will be housed there, closer to any winter call-out jobs and there will also be office and storage facilities.

Meanwhile, team leader Peter Bell, who oversaw the building of the new base stood down after four years. Steve Owers takes over the role, after some nineteen years in the role of PR officer. Pete stays on as deputy team leader.

Below: Teesdale & Weardale new base, just outside Durham. **Left:** Pete Bell (left) hands over team leader role to Steve Owers.



PEAK DISTRICT

EXCITING UPDATE FROM DERBY TEAM ON THEIR NEW HQ

Having obtained land at Mackworth near Derby at the end of last year, this November saw Derby team starting work on its new HQ



Above: The road to HQ © Derby MRT.

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site, by constructing a new access onto the A52. The work was undertaken by local contractor JC Balls Ltd with support from other local businesses.

Team Leader, Julian Walden said, 'We are delighted to kick off this project. With the new access in place, our plan is to focus on fundraising for the new HQ building so the next stage of construction can progress.'

Derby MRT currently rent a garage from Severn Trent Water, which houses the team vehicles and equipment but has no space for meetings or training. Such training is held in other locations which sometimes have to be rented for the purpose.

MOUNTAIN RESCUER HONOURED AT BUCKINGHAM PALACE

Buxton team member Peter Farrer, his wife Margaret and three daughters attended an investiture ceremony at Buckingham Palace in November. Peter was recognised in the Queen's Birthday Honours List earlier this year and awarded the MBE for his services to mountain rescue in the Peak District.

He has served the Buxton team for more than 40 years in varying roles and supported the Peak District Mountain Rescue Organisation as its treasurer for many years. He remains an operational team member and a keen hill walker. However, a recent injury sustained whilst descending from a walk on Kinder Scout, resulted in him being rescued by his team colleagues. This was followed by surgery and time in hospital, which has slowed him down a little but he is



Above: Peter in the quadrangle at Buckingham Palace with his medal © Peter Farrer.

on the mend and will soon be fully fit again.

'The medal was presented by Prince William who is patron of Mountain Rescue England and Wales,' said Peter. 'He was amused with my story, and asked that his best wishes be passed to team members. This was a day I will never forget'.

MOUNTAIN BIKER REUNITED WITH MYSTERY WALKER WHO HELPED SAVE HIS LIFE

Sunday 17 May 2015 and the end of a successful day's training exercise was drawing to a close for the Kinder team. Team members had gathered around the Land Rover to debrief, when a call came in from NWAS. 'Injured mountain biker at Ollersett Moor'. No other information other than they were unable to get to the casualty due to his location on the hillside.

Team members piled into their cars and converged on the closest roadhead, ten minutes drive away.

By now further information had come in: a possible severed femoral artery! An ambulance and paramedics had arrived at the roadhead but the casualty's location was just under a mile away up a farm track and onto the hillside.



Above: Shyamenda on the stretcher following his rescue © Kinder MRT.

Team members set off rapidly on foot whilst the team's Land Rover picked up one of the paramedics and set off up the track after them.

The casualty, Shyamenda Purslow, was having a day out mountain biking with his friend, Greg Forbes. Tired, hungry and at the

PEAK DISTRICT CROWDEN FOUNDATION COURSE 2016

Every year, mountain rescue teams from around the Peak District come together for their annual residential foundation weekend at Crowden's Outdoor Centre. The course is aimed at members with 3-15 months experience with their respective teams and it is an opportunity for new members to get to know colleagues in their neighbouring teams – and enjoy a cracking social gathering, which we all know is essential within mountain rescue.

PHIL RIDLEY KINDER MRT & PDMRO TRAINING OFFICER



end of a long day, a moment's inattention had resulted in a short flight over the front of the bike. Unfortunately, as he went over the handle bars, they caught his leg and cut him, severing his femoral artery.

Greg immediately put firm pressure on the wound to stem the bleeding and was assisted by some passing walkers, one of whom helped to keep pressure on the wound. Other passers-by helped to call the emergency services and went to meet them

This year's course was fully subscribed with 30 delegates and around 30 instructors from various PDMRO teams helping out throughout the weekend. The standard format commences with an overview of how mountain rescue in the region has evolved with other local rescue agencies and organisations and how it fits within MREW.

The recent loss of Ken Blakeman (PDMRO chairman) on a call-out also allowed members old and new to share a toast to a fondly missed colleague. Ken loved attending this weekend not just for the socialising, but because he was truly proud of how so many individuals could get along and operate, in a short period of time, as an effective group of rescuers. To quote Ken (usually after a few beers): 'Bloody brilliant weekend this is!'

Friday evening saw short presentations on some new but current topics such as social media and the pros and cons of such a powerful medium. This was followed by a general overview of training topics that members will be eligible for at team, regional and national levels. At this stage of their mountain rescue career, a lot of the candidates are unaware of the vast array of MREW courses available – so it's a bit of an eye opener.

Ian Bunting (PDMRO Controller and Operations Officer) giving a presentation on how incident control, search planning and management phases of typical operations are used before and after the pager goes off. This leads into the first practical session of the weekend (the 'ice breaker'), a real-time table top exercise lasting a few hours, followed by the first customary socialising session led by 'Dangerous' Dave and Phil Shackleton. I must stress this is not for the faint hearted. What follows is arguably what everyone is dreading... the singalong.

Saturday morning is an early start, with a mix of classroom-based and outdoor practical sessions. Topics are diverse with search techniques, field

at the nearest roadhead. Undoubtedly, the quick thinking and decisive actions of Greg and the passing walkers kept Shyamenda alive until the cavalry arrived.

The ambulance paramedic and Kinder team members – one a paramedic, another an ambulance technician – worked to stem the bleeding and stabilise Shyamenda whilst awaiting the arrival of the North West Air Ambulance. Eventually, he was rushed to hospital by helicopter. The walkers, modestly,

skills, observation exercises, SARDA capabilities and demonstrations, missing person behaviour, casualty site management, scene of crime, water awareness, major incident procedures, helicopters (NPAS, Helimed and SAR-H) and who rescues the rescuer, to mention a few. So, a fairly full-on day.

By the close of play, most would expect a quiet night to take in what they'd learned. But this is mountain rescue, so off to the local pub The Bull's Head in Tintwistle for more socialising and team bonding. Bonus this year was the second outing for local band The Bell Stretchers, fellow team members – a cracking night of rock and musical wizardry from the Kinder boys, followed by another sleepless night and early start.

Hangovers get no sympathy. It's in at the deep end on day three with another presentation on the current air asset capabilities available to all teams. On cue, the wet weather appears for the 'round robin' scenarios, focusing on casualty site management, search techniques, casualty care and difficult extractions.

After a short lunch break, the final exercise begins – an opportunity for students to work as a team, putting their newfound skills into practice. Any inter-team friendly rivalry is put to one side and the group proves that when it matters they are a coherent and effective mountain rescue unit.

melted away during the drama and Shyamenda was unable to thank them in the following months.

He'd lost a great deal of blood and was in a bad way on arrival at hospital. Several weeks in intensive care followed. Such was the severity of the blood loss that Shyamenda had to relearn simple daily tasks, from drinking and eating on his own to standing, sitting and walking. The most surprising, he says, was learning how to

I have helped organise and run this weekend course for a number of years now. However, there are others who deserve far more credit for making this one of the best weekends PDMRO members experience. Thanks must go to Dave Yates and Phil Shackleton for leading the five-hour Friday night socialising frenzy, and to all the instructor staff and helpers who give up so much of their time. But I think we would all agree that Dave and Amy Morgan, who have committed unknown hours to organising and running the course over recent years, deserve the biggest thanks.

This year team supporters Amy Morgan and Serena Ridley were awarded certificates for their continued contribution over the last five years. Not only do they act as exercise casualties who, over the years have endured virtually every injury imaginable, but also help organise several of the scenarios – all while having to contend with the constant banter from all the other instructors.

The students also make a huge commitment and contribution. The enthusiasm from everyone involved each year gets better and better, which is probably why the weekend has continued to be so enjoyable and successful. And may explain why Dave and I are thinking of sharing the content to anyone interested in developing their own regional foundation course. ☺

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Above: Shyamenda (centre right) and his saviours Keith Bailey (left) and Greg Forbes (right) © Kinder MRT.

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saving and raise awareness of the incredible work being done'.

Nearly two years on, at a recent awards ceremony hosted by Derbyshire Constabulary, Shyamenda was reunited with the mystery walker who helped keep him alive — Keith Bailey. An 'awesome guy', in Shyamenda's words. Both Keith and Greg were recognised for their actions on the day, and deservedly so.

PENMACRA

'FRAID NOT!

In November, Jon Whiteley reported that members of Exmoor SRT, together with a representative of PenMacra attended a tour of Exeter Brewery Ltd, suitably nourished with a sample or two of FraidNot and a very tasty pie and mash. Exeter Brewery has been a supporter of the peninsular regional body and its teams for six years.

'To Alan and his team at the brewery, thank you very much for the ongoing support and the generous financial donation. We really appreciate your generosity. A good night was had by all.'



Photo: Jon Whiteley/PenMacra.



Above: Students of Newton Abbot College had over their donation to Dartmoor SRT Ashburton © Newton Abbot College.

COLLEGE PASSES THE FUNDRAISING TEST

In October, Newton Abbot College was proud to present its chosen charity for the academic year 2015-16 — Dartmoor Search and Rescue (Ashburton) — a cheque for an incredible £9066.23. The amazing total reflects a year of dedicated fundraising by the college, including sponsored swims, non-uniform days, student-led fundraising drives, tutor group challenges and the Lynmouth to Teignmouth walk undertaken by staff and students in July.

A cheque for the total was presented in front of 200 students and staff. The final total was revealed to a thrilled Alan Pewsey, the

team's fundraising officer. 'We are delighted and humbled by the amazing support from the students and staff of Newton Abbot College. Their enthusiasm has resulted in the college being the most successful organisation to support us as their annual charity — by quite some margin. Amazing!'

Assistant principal, Katherine West, couldn't have been happier with the total. 'It was an incredible moment revealing the staggering amount our students have raised. The total really is testament to the dedication of our students and the importance that charitable giving plays in the ethos and

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NORTH WALES



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Above: Dartington Hall, with its high vaulted ceiling, proved a fitting location for the fortieth anniversary celebrations for Dartmoor Ashburton team members © Dartmoor SRT Ashburton.

culture of the college. We were proud to have been able to work with such a great organisation as Dartmoor Search and Rescue (Ashburton) and we hope the money raised will make a real difference to the wider community in need of their services.'

FORTY YEAR CELEBRATIONS FOR ASHBURTON TEAM

October also saw the Ashburton team celebrating their 40th anniversary. Black ties were tied and posh frocks were worn to a formal dinner where current members and past members and their partners mingled with honoured guests from Devon and Cornwall Police, Devon Fire and Rescue Service and Dartmoor National Park. The event was held in the magnificent surroundings of the Grand Hall of the Dartington Hall Trust.

'Built in the 1400s, this historical location seemed somehow fitting to represent the endurance and resilience of the rescue team. We were extremely grateful to the Dartington Hall Trust for the donation of the use of the grand hall for this event,' said Craig Scollick.

'1976 saw the formation of the Ashburton team with a handful of members and a few bits of gear in a drying shed behind Ashburton police station' said chairman Alec Collyer. 'Today we have 60 members ready to respond, using equipment and undertaking training which would be unrecognisable to those who joined the team all those years ago'.

Alec closed his speech in toasts to absent friends, a recognition of the support we all receive from family, friends and

organisations enabling us to do what we do and to the future of the team. He modestly forgot, notes Craig, to mention that he was one of those early starters in his late teens and is still an active hill member and hill party leader.

Standing in for the Chief Constable was Chief Superintendent Jim Nye of Devon & Cornwall Police. 'For forty years, DSRT Ashburton have worked very closely with the police to ensure the public are safe when visiting and working on Dartmoor, and more recently I have seen DSRT Ashburton helping the police in the urban areas of Devon as we look for missing people. I have always found the DSRT Ashburton volunteers to be very professional and dedicated in what they do. They turn out, day or night, regardless of the weather conditions. Our communities can be rightly proud of these people and I look forward to our close relationship continuing through future decades'

Team leader Ian Lowcock recognised the ongoing contributions made by the current team members and also recognised those contributions given by past team members including a past controller and search manager Les Scull who, at a sprightly 94, was the oldest of the past members to attend.

'As a current member who has clocked up a mere ten years with the Ashburton team,' says Craig, 'it felt a real privilege to attend the event and reflect on all that we achieve as a group of volunteers from disparate backgrounds but all harbour a love of the outdoors and a desire to give something back to their community.'

CAVE RESCUE AND FIRE AND RESCUE WORKING TOGETHER

Devon Cave Rescue Organisation reports a great working relationship with Devon & Somerset FRS, especially their colleagues at Buckfastleigh Community Fire Station. However, in November, team members had the opportunity to spend an evening working with the DSFRS Specialist Rescue Team from Camels Head Fire Station. Taking their new friends into Bakers Pit, a phreatic maze cave system near Buckfastleigh in Devon, cave rescue team members introduced fire service team members to the cave environment, explaining the risks and issues they must be mindful of whilst operating in this potentially hostile terrain.

'We then did a small amount of stretcher handling to demonstrate to the team how complicated an underground rescue can be. A few good pointers came out of the training and we look forward to teaming up in the future for further training opportunities'.



Above: Cave rescue share their experience with fire and rescue colleagues in Bakers Pit © Devon Cave Rescue.

SOUTH WEST

JOHN LEWIS DONATION HELPS AVON & SOMERSET RESCUERS

The John Lewis Community Fund have donated £7,200 to Avon and Somerset Search & Rescue to help people who are far from help. The donation was made at the John Lewis Cribbs Causeway store in November, by Alan Andrews, the community liaison coordinator.

The John Lewis Divisional Community Interest Community awards grants that help people work in partnership to bring quality to people's lives. By acting locally the company hopes to transform the communities they are a part of and be recognised for both what they do and how they do it.

Martin Papworth, from the team said, 'We

YORKSHIRE DALES



Photos © CRO.

EXPLORERS TO THE RESCUE!

As part of the District's Community Impact Project, Explorers from the North Ingleborough Unit spent an evening at the Cave Rescue Organisation depot in Clapham in November. After a brief initial talk by Rae Lonsdale, a CRO controller, the Explorers were divided into teams so they could rotate round three practical activities: Mechanical Advantage, Engaging the Brain and Casualty Care.

The first involved a scenario simulating lifting a heavy casualty up a cliff face using pulleys which gives mechanical advantage to achieve the task. The second was a communication exercise where pairs of Explorers had to work together using radio communications. A harder task than it seems, one Explorer had to describe a landscape picture to their partner who had to draw the picture from the description. This produced much hilarity when the drawings were judged but some were remarkably accurate! The final task involved replicating what a rescue team would do if they found a walker suffering from a broken leg. With one Explorer acting as the casualty, the team donned gloves to physically examine the patient and assess his level of consciousness, before transferring him to an insulated bag ready for a carry off the fell.

'This splendid evening was informative, hands-on, and fun all at the same time!' ran the report in the Explorer's newsletter. 'You never know, CRO might gain some new volunteers in a few years' time as a result of the visit!'

are very grateful for this kind donation. All the call-outs we get involved with require good communication and this equipment is expensive. When we're out at night, in bad weather, looking for a member of the community, knowing that we can talk to other search teams and our Incident Control is vital.'

Alan Andrews acknowledged that working with ASSAR had given John Lewis a real opportunity to make a difference to the local community. 'Our contribution is a big part of what makes our business different and we are delighted to actively support such a good cause.'



Above: John Lewis donation presented to members of Avon & Somerset SAR. Left to right: Martin Papworth (ASSAR), Alan Andrews (John Lewis), Hugh Price (ASSAR).



You can drive a long way on peat, but if it was wetter could you get going again? © PenMacra.



In York, having Swiftwater Technicians to walk the route meant the driver kept dry feet © PenMacra.



Heading for the water and keeping a watchful eye through the track (left) © Morgan James Photography.



This may look easy, but this 'cross-axle' got one driver temporarily stuck © PenMacra.



The course covers all types of 4x4, not just Land Rovers. We didn't need the winch © PenMacra.



'It's definitely made a big difference to my usefulness to the team.'



MREW 4X4 DRIVER TRAINING TAKES OFF



Photos left, above and above right, courtesy of Bolton MRT and Calder Valley SRT.

South Wales instructors were determined to deliver a showcase event for the first course for their teams, writes **Huw Jones** (Central Beacons). Following months of meticulous planning, the weekend arrived in November blessed with crisp, frosty, clear skies.

The event was designed to equip teams with a group of drivers confident in both their ability and their vehicles to tackle rough terrain, deep rutted tracks, hill climbs and descents, and to practise handling the vehicles should a hill climb need to be aborted. Use of the vehicles, the terrain and discussions within each vehicle focused around the scenarios and practicalities of the MR environment and the three separate driving areas provided plenty of challenging driving in a safe learning environment, all under the theme of the weekend 'As slow as possible, as fast as necessary'.

To support the remote environment, course base camp was established with toilets and refreshments courtesy of Tesco in Ystradgynlais village, who agreed to use of their car park and toilet facilities. Huge thanks also to Isuzu UK, for supplying a heated mobile corporate facility, and to Watts Truck and Van for the selection of Isuzu D-Max vehicles provided. This was a massive gesture, saving wear and tear on team vehicles and ensuring teams remained operational throughout the weekend. Brecon team used their Land Rover Defender, providing plenty of conversations comparing strengths and weaknesses of each vehicle variant.

The whole weekend was judged a great success, thanks to the instructors — Terry Edwards (Western Beacons), Jon Goddard and Geraint Howells (Central Beacons), David Grant (Brecon) and Mark Nicholls (Longtown) — and to Phil McElveen (Central Beacons), who arranged the corporate support, and Morgan James Photography. Final thanks to Gemma O'Brien (Central Beacons) and Mrs O'Brien for such large, delicious lunches. The first ever South Wales course was agreed a great success by all involved and discussions are already under way to make the next one even better.

4x4 vehicle driving is risky, writes **Neil Richards** (PenMacra) Ignoring for the moment the very real potential of rolling the vehicle and injuring all the occupants, let's think about getting it stuck. One of your team's biggest assets (both operationally and financially) is out of action, along with the team and equipment in it, and will probably eat up more resources trying to recover it.

Or perhaps the casualty, 'safely' on their way back to the RV to meet the ambulance is now stranded? Or you've been off-road and not got stuck, but the transmission wind-up causes the vehicle to flip over at the roundabout on the way home. Driver training is the solution. And in the real world of workplace health and safety it's a legal requirement.

There are now 41 MREW 4x4 Driving Instructors throughout the country, each having passed a 4-day RoSPA-accredited course delivered by AA DriveTech with independent assessors. Training is organised regionally, with each region having a number of instructors proportional to its size so your instructors will be familiar with the area and terrain you're likely to encounter, and how you operate.

The first MREW two-day 4x4 driving course took place in October with all nine PenMacra participants passing successfully — and no vehicles damaged.

The course covers the underlying mechanical principles of 4x4s (regardless of make) and how to drive them safely and effectively, practical driving skills, a short written exam and a brief driving assessment. It can be cost-effective — ours was less than £30 per student to cover the cost of the venue. The only slight criticism was the length of the theory presentation, but for people who like to be out on the hill it'll probably never be short enough! A lot of time and effort went into condensing it (Simon Thresher deserves particular mention here), and in PenMacra we'll be breaking it up with vehicle checks in future. Around three-quarters of the course time is spent outside in the vehicles, with one instructor to three students.

The course builds the students' confidence in the ability of themselves and the vehicle. We drove the steepest slopes we'd ever driven on, and would never have attempted before the course. Some were pleasantly surprised the Toyota Hilux went everywhere the Land Rovers did, even without mud-terrain tyres. The pragmatic and realistic nature of the course was praised and included team-working where banksmen were needed to negotiate a marked-out route. Some left with suggestions for their vehicle officer regarding recovery points, safe loading of kit, and that their main beam headlights didn't work!

Canes made a muddy track more challenging, overcoming cross-axes, leaving ruts and choosing the best line of travel. All agreed that on a shout, if the casualty was at the end of the section, it would be better for team members to go get them whilst the driver turned the vehicle around. The aim is still to recover the casualty quickly and safely, not to get the 4x4 as far as possible.

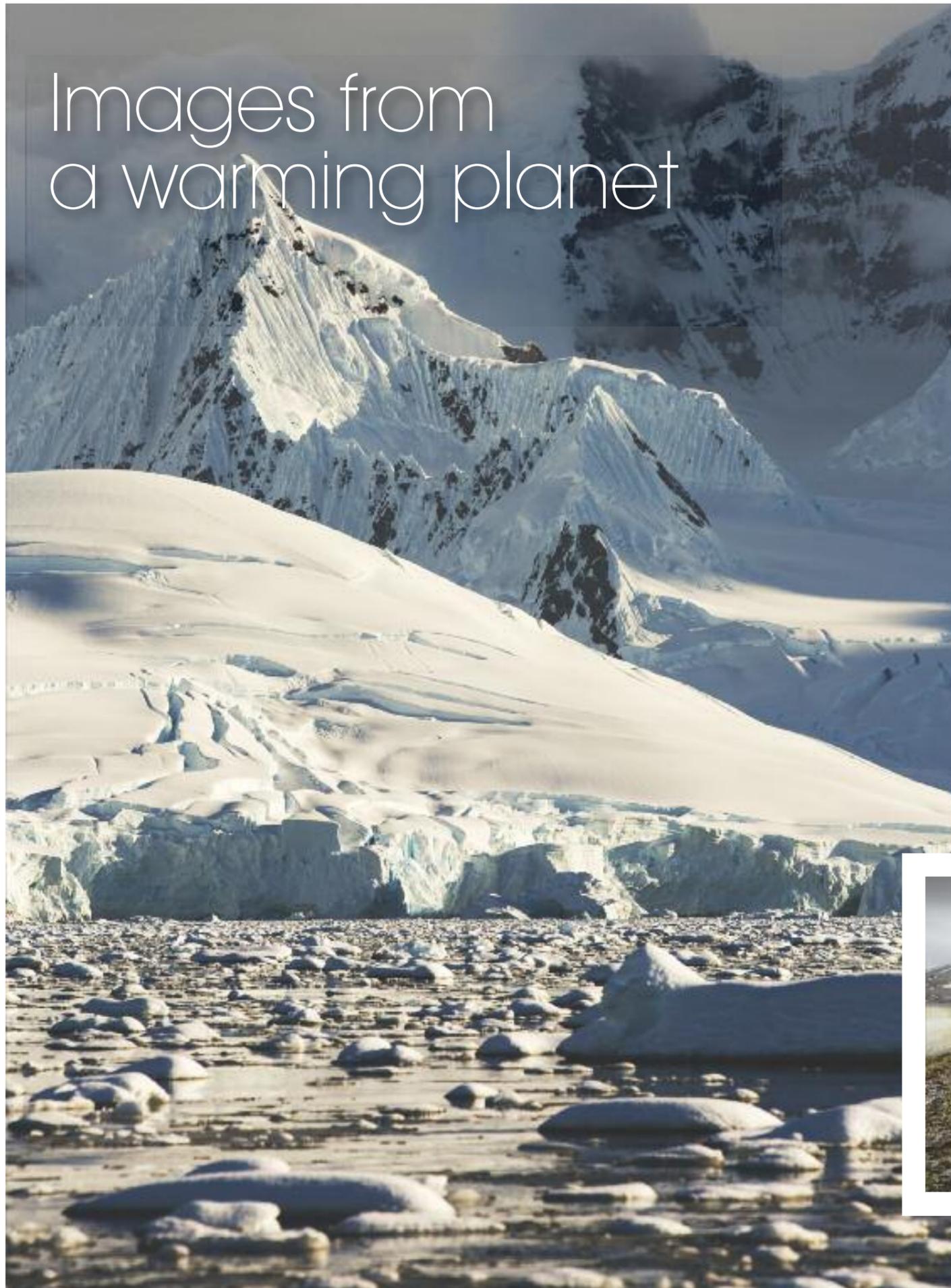
So, to sum up: 4x4 driver training is essential, and the MREW 4x4 driving course is the perfect choice for tailored, cost-effective training delivered by recognised instructors that is consistent across the country and includes assessment for your team records. And it's fun! 🚗

Mid Pennine team members spent the weekend driving in ice, mud and water without getting their feet wet, writes **Paul Brain** (Bolton MRT).

Bolton team member Ged Clarke and Calder Valley's Simon Thresher were the two instructors, and three team members from each team attended the weekend.

Friday evening at the Bolton base covered some of the technical aspects of safe off-road driving such as dealing with 'transmission wind-up', and a few golden rules such as 'If in doubt, bottle out!' before students were let loose in team vehicles at Cowm Quarry 4x4 centre in Whitworth for seven hours on Saturday. Failed hill climbs, steep ascents and descents, cross axle situations, deep ruts and water crossings were all practised — as was winching out a vehicle when one particularly deep rut proved a bit of a challenge! Sunday morning gave time for last minute practice before the written exam and practical driving tests under the watchful eye of examiner Chris from COMRU. All students are now much better equipped to take their team vehicles off road. Special thanks to John from Cowm Leisure who hosted us so well, giving us access to the extensive 4x4 course for the weekend free.

Images from a warming planet



If you love to walk in the hills or by the sea, to climb or ski in the mountains here and abroad... if you love to travel to far flung places just to experience the thrill of standing on a far flung mountain... if you've waded through a flooded urban street in your rescue kit... the changes in our weather, and its effect on our environment, will very likely worry you. Ashley Cooper took that concern to the extreme, spending thirteen years travelling to truly far flung places, capturing on camera the effect of global warming on our beautiful world. **Judy Whiteside** went to chat to him.

If you strayed onto social media in November, you'll have noticed that *Risking Life and Limb*, detailing the history and development of the Ogwen Valley team, won a TGO award. Quite an accolade. Earlier that same evening, as I headed to Kendal for the awards do, Ashley Cooper was launching his own book *Images From a Warming Planet* at the Heaton Cooper Studio in Grasmere. And next year, the Great Outdoors Book of the Year award for 'most inspiring book of 2017' must surely be his.

Ashley is a member of Langdale Ambleside MRT and a professional photographer who has been kind enough to supply me with the odd stunning image for mountain rescue purposes. There's nothing quite like a stunning image to warm our hearts and feed our souls. A stunning image has the power to transport us. We touch the earth, sniff the air, hear the rustle of nature, in places we might never otherwise be. A stunning image can, literally, take our breath away. And every one of the 495

or so images here, in this glossy 'coffee table' book is guaranteed to take your breath away — although not, perhaps, in the way you might imagine. For this seminal piece, the result of thirteen years hard graft — driven by a passion few would match — demonstrates, surely beyond any doubt, that global warming is very much with us?

You'll recognise Ashley's images when you see them. Over the years, they've graced many of our front pages. The Guardian, in particular, with headlines such as 'Death from climate change? As sea ice shrinks, another polar bear starves' in April 2013 or — nearer to home — The Independent with 'Biggest downpour in Britain's history', in November 2009.

The fourteen-year-old male polar bear in question had been tracked throughout its life by the Norwegian Polar Institute. Its emaciated body — resembling more a tired trophy rug than fiercely carnivorous polar bear — was discovered in southern Svalbard. Polar bears are the largest land carnivores in the

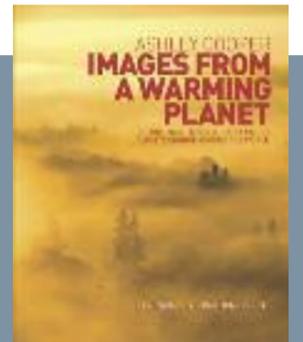
world, sitting right at the top of the Arctic food chain. But they need sea ice to hunt their main food source, the fat of ice-dependent seals. And the bits of seal they leave behind, in turn, feed many other Arctic species.

The western fjords of Svalbard normally freeze over in winter but not during the winter of 2012/13, the worst on record. In search of food, the polar bear moved north. Five hundred miles later, it was still searching. Finally, exhausted and hungry, it collapsed and died.

Scientists believe that polar bears as a species are growing leaner as they are forced to fast for longer. Without the sea ice, they might all starve to death.

Back here, the images of November 2009 — and then 2015 — are all too familiar. Cars bowl along past the first floor windows of suburban homes, rescue teams paddle rubber dinghies through shopping streets, carrying people and pets to safe haven, sheets of tarmac

PAGE 26



ASHLEY COOPER (PICTURED ABOVE) IS A PROFESSIONAL PHOTOGRAPHER, MOUNTAINEER AND MOUNTAIN RESCUE TEAM MEMBER. HE IS ALSO PASSIONATE ABOUT CLIMATE CHANGE.

YOU CAN BUY THE BOOK AND ANY OF THE IMAGES USED IN THE BOOK, AND FIND OUT MORE ABOUT ASHLEY AT HIS WEBSITE: IMAGESFROMAWARMINGPLANET.NET

YOU CAN ALSO BUY THE BOOK THROUGH THE MREW WEBSITE: BIT.LY/2IA6ZEG



Main picture: Ice spire. Antarctic glacial scenery on the Antarctic Peninsular, near Anvers Island. **Above left:** Starved to death as a consequence of climate change. **Above right:** Rescue workers carry flood victims from their homes on Main Street in Cockermouth, during the floods of November 2009 © Ashley Cooper.



(complete with double yellows) break off their moorings, lethal flotsam on rivers swollen to once inconceivable levels.

Should we be worried? Oh yes. 'Quite simply,' says Ashley, 'global warming is the greatest threat humanity has ever faced. It has the potential to essentially wipe 80% of humans off the planet — and most of the biodiversity we depend on'.

It's clear this has been a labour of passion. As Tom Walmsley, of the Environmental Education Project said, Ashley Cooper 'sat down one day and created a list of the major climate change issues and then reflected on these points globally, looking beyond civilisations in some areas. That would be a big enough task for most of us but he then found the drive to continue, completely self-funded, to travel to the locations pinpointed by his research, no matter how tricky they were to get to. FOR THIRTEEN YEARS!'

That's thirteen years spent capturing the images, from every continent, including two bringing the book to publication — which involved appealing to every possible connection he could muster, including some you might think would be supportive, but preferred not to stick their heads above the parapet. Too controversial still? Too political?

He launched a crowdfunding campaign with Kickstarter, aiming to raise sufficient money to get the book printed but it didn't reach its target. And the way crowdfunding works is 'all or nothing' so, if you fail to reach your target, none of the pledged donations will be drawn.

Then came a breakthrough, with a Border TV appearance.

'I was contacted by the station saying someone had been in touch about making a donation. I spoke to the lady in question but, to be honest, I wasn't expecting much more than a few pounds. A week later, a registered letter arrived and out dropped a cheque. For £20,000! I have never been so shocked and overwhelmed in my life!

'Impact International also agreed to underwrite the £15,000 design costs of the book so I had money in the bank. I could go ahead, albeit on a tighter budget. I approached

those who had pledged money with Kickstarter and 95% of them still donated the money to me. In the end I got £45,000 which has allowed a 3000 print run of the book'.

I knew this was one for the coffee table — sitting, in our case, alongside Alan Hinkes's *8000 Metres: Climbing the World's Highest Mountains* and Ines Papert's *Vertical: Life on the Steepest Faces*. But nothing prepared me for the sheer volume and content. The weight! Four hundred and sixteen pages, 250mm wide by 310mm deep and standing 40mm tall! For sheer physical presence alone, this is a book to be reckoned with. A voice which has to be heard.

But what was it that first sparked such passion?

'I first started reading about climate change around the turn of the century. I was already doing a lot of outdoor environmental photography and I decided to organise a specific climate photo shoot to Alaska in 2004. I spent a month looking at permafrost melt, glacial retreat and forest fires.

'The highlight of the trip was the week I spent on Shishmaref, a tiny island between Alaska and Siberia that was home to 600 Inuits. Their homes were getting washed into the sea, because the sea ice that used to form around their island around late September, even in 2004, wasn't forming till maybe Christmas time.

'It was there I realised for the first time, something that has become blindingly obvious to me since — that those least responsible for climate change, are most impacted by it. I was blown away.

'And it's important to remember that in 2004, around 50% of the people I talked to about my planned photo shoot, had never even heard of climate change'.

Sadly, as the book went to press, the residents of Shishmaref took the unprecedented step of voting to abandon their island, their home for thousands of years, to relocate to a site on the Alaskan mainland.

In his pursuit of 'the truth', Ashley travelled to more than thirty countries, documenting all aspects of climate change and

growth of renewable energies — from within 400 miles from the North Pole to the Arctic Peninsular, from 200 feet below sea level in Death Valley to 18,000 feet in the Bolivian Andes. He stood on tiny coral atolls in the South Pacific and travelled to the Chinese/Russian border. Oil fields, gas stations and plastic litter dumps, tar sands and 'forest ghosts', Lakeland fells, retreating ice floes and parched river beds, crumbling coastlines and disappearing rain forests — and the people whose lives have been altered forever because of climate change — they're all here. And it's not pretty.

I defy you to look at these images and not be moved. But it's one thing to look at pictures of distant lands we've hardly heard of. Quite another to see them with your own eyes. Not for the faint-hearted. I imagine he must have many tales to tell?

And he has. 'I nearly fell down a snow-bridged crevasse on the Greenland ice sheet. I was arrested by the Chinese Army, when I unknowingly pointed by long lens at an army barracks there, which has a load of solar panels on the roof. I was marched inside and spent two hours being interrogated. They made me delete all the files on my camera — but as soon as I got back to my hotel, I put the card through a recovery package and pulled them all back up again!'

The Chinese, incidentally, are way ahead of the pack in 'climate mitigation and in promoting renewable energy', according to Rachel Cleetus, lead economist and climate policy manager for the Union of Concerned Scientists. 'China is putting its money where its mouth is, committing significant investments to ramping up renewable energy, and driving down costs — which is having important spillover benefits for the global marketplace for renewable energy'.

China knows from experience that our environment is changing. They too have seen drought, heatwaves, coastal storms and flooding, and a large public health burden from the use of fossil fuels, 'so it clearly sees the need for a rapid clean energy transition,' says Cleetus.

All this despite one of the many claims put about during THAT presidential campaign — you know the one — that it is China which is responsible for the whole climate change 'hoax'. A hoax designed to 'make US manufacturing less competitive'. But I digress.

'In the Canadian tar sands,' says Ashley, 'I was told by the Royal Canadian Mounted Police, that if I so much as took one step off the highway, they'd arrest me for trespass and lock me up for three months. In fact, I was tailed everywhere by police and security guards.

'I was tailed for seven hours around London by four Metropolitan Police officers whilst documenting the protest against the third Heathrow runway.

'On my last photo shoot to Bolivia, I was injured when I wrote off my hire car in a head-on collision with an ambulance. I was on a section of road where, for reasons best known to the Bolivians, they decided that — on this one stretch — you should change from driving on the right to the left. Except they couldn't be bothered to put up any signs to tell you!

'After being recovered by the police, I was locked away in a hotel by my hire car company who constantly threatened me with arrest and jail, while they tried to defraud my credit card of \$50,000, for a car that, even new, was only \$25,000, and was fully insured. They did successfully take £7,000 off my card, which it took me six months to get my card company to agree was fraudulent'.

Needless to say, he won't be using Europcar again!

But if you take a look at Ashley's biog, you'll soon realise he's no stranger to getting himself into the odd 'interesting situation'. Freshly graduated with a BSc Hons in Physical Geography in 1983, he returned to his holiday job as a bin man for Ribbles Valley Borough Council, the lowest point of which was Mondays, when he worked on the affectionately named 'shit tanker', touring properties not on the main sewerage system and without a septic tank, emptying the metal buckets to be found in the toilet sheds in back yards.

Soon afterwards, travelling to Malawi via Lusaka in Zambia, his camera and binoculars attracted the attention of a group of teenagers who accused him of being a South African spy. He managed to outrun the mob, only to be arrested moments later by the Zambian police 'on suspicion of being a South African spy'.

In May 1986, he set off to climb every 3,000-foot peak in Great Britain and Eire. One hundred and eleven days later — 93 in rain and snow — he became the first person to do so in a continuous expedition. But he'd come close to death on three occasions. First, when 120mph winds bowled him across an ice plateau and threatened to tear him off the mountain and over a 600-foot cliff, the second when he was avalanched in the Cairngorms, and the third when he realised he was stood on the cornice overhanging the 2,000 foot northern cliffs of Ben Nevis, in a total white out.

The trip raised £14,000 for LEPPA, the British Leprosy Relief Association, and he returned to Malawi in 1987 to see first hand how the money was being spent. The funds raised paid for over 1,000 people to be treated.

A member of the Langdale Ambleside team for about 23 years — although by his own admission he's not the most prolific attendee due to work and travel commitments — the pager remains firmly in his pocket. In fact it beeped not longer after we'd sat down with a cup of tea to chat — prompting that familiar sinking feeling in Yours Truly that our chat was abruptly at an end. Thankfully, it was just a routine message about training.

During those 23 years, he reckons to have taken part in around 1000 rescues. 'It's been a big part of my life,' he says. 'They're a great bunch of people and they've been an innovative team over the years.' Not least, he adds, in having such a strong female membership, in an organisation which can still be fiercely masculine in some quarters.

As a fellow freelancer, I'm intrigued to know how he kept himself afloat during those thirteen years, first travelling the world with his camera, then

campaigning for support and finally overseeing the book's publication. How on earth did he make a living? In the early days, he says, this was easier as he regularly sold images through the likes of Getty and the Press Association. He earned enough from that to cover shoot costs (the boat to Antarctica alone cost £10,000) and still have something to live on. But with the downturn, that changed.

'Most of my imagery is editorial. Magazines and newspapers were feeling the pinch so they looked to save costs. And there are so many

His plan now is to promote the book and, perhaps more importantly, communicate the climate change message.

'I hope the book will act as a wake up call to show folk the devastating impact climate change is already having at one degree of warming, and motivate action, so we stand some chance of avoiding the worst excesses of climate change.'

Has he thought about revisiting any of those places, establishing the progress of global warming? 'Not really. Sometimes, changes are quite subtle but, mainly

future. About changes in people's lives as they seek to make sense of weather systems that seem to have slipped those reassuring bounds of normality and predictability. About changes in our understanding of what's going on around us, in our world views, in our orientation both to our current reality and to the future.

'And by and large, people really don't like change. So please, do not flick through this extraordinary photographic record as just another snapshot in time. Do not be tempted into any kind of passive voyeurism;



Above left: The Patterdale team vehicle in Glenridding, December 2015. Above right: A young man cycles through flood waters at Toll Bar, South Yorkshire. All images © Ashley Cooper.

places now where you can download images for relatively little.'

Three years ago he signed a deal with the World Wildlife Fund (WWF) giving them access to his back catalogue, but even that was subject to financial pressures when Canon reduced their sponsorship of the fund and the WWF was obliged to renegotiate with Ashley. It was enough for him to finish his project, however. His hope is that book sales and talk fees will provide enough of a revenue stream to make up for the loss of image sales.

There's a dedicated website from which images can be purchased and downloaded, and the book bought. And there will also be news of upcoming talks and exhibitions.

funding prohibits going back'. He's open to offers though, should a willing film production company wish to take up the challenge!

Ashley won the Climate Change category of the Environmental Photographer of the Year Competition in 2010 but I can't help thinking more accolades are on the way.

But don't take my word for it. Jonathon Porritt — eminent environmentalist, broadcaster, writer and co-founder of the Forum for the Future (the UK's leading sustainable development charity) — wrote the foreword for the book.

'This is a book about change,' says Porritt. 'About the way the climate is already changing, and the way in which it will change even more dramatically in the

do not allow the power of the images to come between you and the people whose changing lives they portray. See it more as a declaration of solidarity, and as the powerful call to action that it surely is'.

So take a look at Ashley's website, visit his exhibitions, attend his talks, buy the book, buy his images, declare your solidarity. And answer that call to action. While we all still can. 🌱

Footnote: Huge thank you to Ashley Cooper for letting me write about this and for the use of his wonderful images. I wish him all the luck possible. And if, as they say, the Universe rewards action, then surely it must be stirred to do so now.



A mountain rescue lesson

CHRIS TOWNSEND

A typical cold January day in the Cairngorms. An icy wind, sub-zero temperatures, cloudy sky, snow on the ground. In Coire an t-Sneachda the great cliffs reared up beyond the half-frozen lochans, the dark rocks streaked with snow and ice. High above the corrie floor, climbers were making their way up gullies and buttresses.

I was with a group of employees from a major outdoor company who were there to experience the conditions their products were used in and to learn some basic skills. As a local outdoor writer I'd been invited along to take part and see how involved the company was with the actual outdoors (not all are!).

Several local guides and instructors accompanied the group and one of these was giving basic lessons to those who'd never been out in snowy mountains before. Initially he was getting them to slide down a very gentle slope without ice axes.

I had my back turned when the accident happened. I heard the loud yelp of pain though and turned to see one of the party lying awkwardly on the slope, one leg bent under him. Somehow he'd jammed one heel into the snow as he slid down and had then turned over, twisting his knee in the process. A quick examination showed his knee was already massively swollen. There was no way he was walking anywhere now.

Coire an t-Sneachda isn't that far from the Cairngorm Mountain ski area but suddenly it felt very remote. The cold seemed colder, the wind more bitter, the mountains bigger. If you're going to have a disabling accident, doing so in a large party with several experienced mountain guides is the time to do so, however.

There's also a rescue box in the corrie. Very quickly we extracted a thick sleeping bag with a waterproof cover from this and slid the victim inside, very carefully as his knee was very painful. One of the guides produced a bothy bag and pulled this over the victim and a companion. The rest of us donned warm clothing and had hot drinks and snacks. I noticed that the guides were quietly checking that no-one was getting cold, as could easily have happened.

The rescue box also held a stretcher which was quickly assembled. Were we going to carry the victim out to the ski resort I wondered? No, we weren't. One of the guides had a mobile phone and soon found a spot with a signal. He phoned mountain rescue and told them he thought a helicopter was needed. One'll be on the way soon came the reply.

The victim was lying on a broken rocky slope. We'll need to move him for the helicopter, said the guide. So, again using great care, we lifted him onto the stretcher and eight of us grabbed the attached slings and starting carrying him the hundred metres or so to a flat area suitable for the helicopter. Trying to keep the stretcher level and off the rocks whilst stumbling into holes in the snow and banging legs against stones proved very difficult and it was a chastening experience just

going that short distance. The ski resort might not be far away but it would have been a long gruelling journey carrying a stretcher.

Soon after we reached the edge of the flat area we heard the whirr of the helicopter and saw the big yellow Sea King entering the mouth of the corrie. A big cloud of spindrift blew over us and I had to keep firm hold of my rucksack to stop it being blown away as the helicopter landed. A winchman ran towards us. In this weather we don't want to linger, he said, and with a few others quickly carried the stretcher to the helicopter. Within minutes of arriving it was in the air and the injured man was en route to hospital in Inverness.

The drama over, instruction continued, the day finishing with a climb onto the Cairngorm Plateau. My thoughts though were on the rescue, the only one I've been involved in, and the lessons I'd learned. The first was just how serious an accident was in winter even in a place not that far from a road and people. The second was the value of a mobile phone. Back when this happened I was very much a purist, feeling that carrying a phone was against the spirit of the hills. This incident taught me that carrying one was not just for myself but for others too. If no-one had had a phone someone would have had to go out to the ski resort for help, adding much

more time for the victim to suffer. In this case the injury was not life-threatening. If it had been, the time saved by being able to phone for help might have been crucial. Yes, phones don't work everywhere but even if there's no reception at the site of an incident the chances are there will be somewhere not too far away. Since that day I've always carried a fully-charged mobile phone plus a spare battery or external power pack.

I also learnt just how arduous and hazardous carrying a stretcher over rough ground can be and why helicopters play such a vital role. This was a relatively straightforward and easy rescue of someone without a life-threatening injury. No ropes or technical climbing skills were required. Transporting the victim over steeper, rougher ground and a longer distance would have been far more challenging. We also had the equipment to keep the injured person warm and as comfortable as possible.

This short and easy rescue also vastly increased my admiration for mountain rescuers. Up until then my appreciation of them hadn't been based on actual experience. Now I knew just how difficult and committing mountain rescue could be. 🍷

Main picture: Climbers on the cliffs of Coire an t-Sneachda.

Inset below: Coire an t-Sneachda. Images © Chris Townsend.



Chris Townsend is an author and photographer specialising in the outdoors. His most recent book, *Out There: A Voice from the Wild*, won the 2016 Outdoor Writers and Photographers Guild Award for Excellence in the Outdoor Book category and was highly commended in this year's TGO Awards.

His other books include the photographic study *A Year In The Life Of The Cairngorms and Scotland*; *The Munros and Tops*, the story of his continuous round of all the 3000 foot summits in Scotland, the first time this walk had been done; the award-winning *The Backpacker's Handbook*, now in its fourth edition; *Grizzly Bears and Razor Claws*, about his walk on the Pacific Northwest Trail; and *Rattlesnakes and Bald Eagles*, about his walk on the Pacific Crest Trail.

Other long distance walks include the Continental Divide Trail, the Arizona Trail, the Canadian Rockies End-to-End, the Yukon Territory South to North; the Scandinavian Mountains South to North; the Scottish Watershed; and, this year, Yosemite Valley to Death Valley.

Chris writes every month for *The Great Outdoors* and in recent years has made two films with Terry Abraham: *The Cairngorms In Winter with Chris Townsend* and *Backpacking in the Lake District with Chris Townsend*. He lives in Strathspey in the Cairngorms National Park.

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POPULAR MISCONCEPTIONS

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navigation

Whilst working with a group of experienced navigators, from different regions of England and Wales, I noticed that, in the main, those people who live and work in areas where the difference between magnetic north and grid north is now so small they no longer correct for it, they forgot to correct for it in the area we were working, where the difference was significant.

Moreover, when we discussed this, it became clear that there were popular misconceptions held by many of the group about exactly what to correct for.

Navigating in Britain, mariners and aviators correct for magnetic declination, also known as magnetic variation. This value is the horizontal angular difference between True North and Magnetic North.

However, land-navigators using Ordnance Survey and

Britain, at all scales.

This grid exists because a map of the British Isles covers a relatively small section of the Earth, where lines of longitude and latitude curve over it so, in 1919, Ordnance Survey introduced the 'British Grid System' for military maps, surprisingly using metric measurements (kilometres), not Imperial (miles).

Maps available to the general public used only Imperial

Committee, recommended the introduction of a metric National Grid as a reference system for all large and small-scale maps.

This grid is still superimposed on all OS and Harvey maps, in blue and grey respectively, and all the vertical lines point not to True North but to Grid North and the angular difference between Grid North and Magnetic North is called the Grid Magnetic Angle.

ADJUSTING FOR GMA

- When transferring a bearing taken with your compass to a map — SUBTRACT the grid magnetic angle from your compass bearing.

- When transferring a bearing taken on your map to your compass — ADD the grid magnetic angle to your compass bearing.

A simple mnemonic to help you remember how to do this is 'Add for mag, Rid for grid'.

If the difference is 1°20' or less, we can forget about it: for example on Dartmoor, where it currently averages 0°24', we need not bother; but if we are on the North Yorkshire Moors, where it averages 2°15' we need to take it into account.

A couple of degrees might not seem much, but if you were 2° out when you took your bearing and another 1° slip when transferring it, your compound error including GMA could be 5° which over a kilometre means you will miss your target by more than 87m!

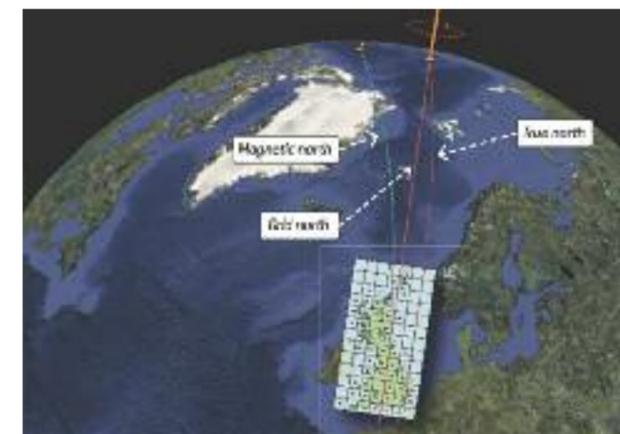
The last thing to be aware of is that the magnetic north pole is also moving over time, so check the date of your map. You can find the up-to-date GMA on the British Geological Survey website at tinyurl.com/GMAcalc. If your map is more than five years old, visit this website and write on your map the new GMA plus the date.



British Grid meridians are blue. Lines of latitude and longitude are black.

When navigating abroad you will need to take account of the variation between magnetic north and true north and this is called Magnetic Declination (also known as Magnetic Variation), if a local grid system is not used, such as in Canada and America — where the variation can be over 20°.

Image from Lyle's book *The Ultimate Navigation Manual* ISBN: 8601404267093



Harvey maps need to correct for something different and the reason we need to use this different value is all down to the unique grid system used on all Ordnance Survey maps of Great

measurements and, in 1929, a grid with lines 5,000 yards apart was printed on the Fifth Edition of the one-inch.

In 1938, an OS departmental team, called The Davidson

Health Care Professional Survey in Mountain Rescue England and Wales



MIKE GREENE

Casualty Care in MREW is delivered by a number of different responders. The carer may be a Health Care Professional (HCP) or a non HCP. The organisation has approximately 2500 members in mountain rescue teams and a further 850 cave rescuers. Our records show (2015) that we have about 1000 members holding a valid MREW Casualty Care Certificate at any one time. In addition, there are about 200 certified providers in Scottish and Irish teams. We have a well described scope of practice, a training programme and support for non-HCPs providing Casualty Care but the organisation has no information about HCP in MREW.

In 2015 a survey was conducted in order to understand more about HCPs who volunteer in mountain rescue; their role, the range of interventions performed and what support they might require.

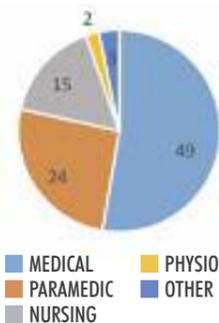
METHOD

A Survey questionnaire was created within Google forms. Distribution was via the MREW secretary to team contacts. After a period of time a second request was sent out to encourage further participation.

RESULTS

In July 2015 there had been 93 responses from MREW members who were HCPs (approx. 4% of membership); 38 teams had responded. Whilst this captures a sample from the majority of teams, it is not a complete data set. The mode number of HCP in each of these teams was one the mean was two. Range 1-8.

Health Care Professionals in MREW



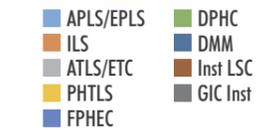
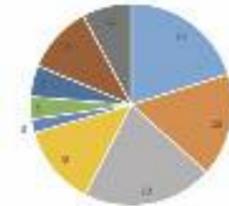
Comment: Of the responding teams 29 (76%) had at least one doctor on the team and 22 (58%) had a paramedic. There were three teams with nursing support. It is not known if the remaining MREW teams (10) have no HCP support or just did not complete the survey.

This suggests that the majority of teams in MREW have HCP support and that about 20% of teams may not have HCP support.

Expertise & qualifications

In order to understand the expertise available, respondents were asked to record which Life Support and other nationally recognised qualifications they held relevant to mountain rescue. The questions were both specific and open ended, allowing a range of responses.

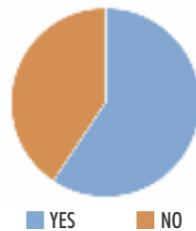
Comment: The respondents hold a range of relevant clinical expertise which is available to MR casualties. A medical life



support qualification was held by 78% of respondents. (ALS 56% ILS 22%). Paediatric ALS 30%. Trauma Life Support 31% and a specific pre hospital course by 36%. There is no commonly recognised route of gaining skills for MR for HCPs in the UK. In most cases, HCPs report training which is transferable and

related to their workplace with a few specifically trained in Mountain Medicine (Diploma Mountain Medicine) or Pre Hospital Care (25%).

Teaching & Training Qualification

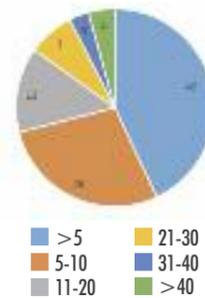


Comment: The survey shows that teaching is the second most common activity performed by healthcare professionals in mountain rescue.

It is encouraging to see that 63% of these individuals hold a formal teaching or instructor

qualification outside MR.

The number of rescues each HCP attended each year:



Comment: We know that across the organisation the exposure to casualty care on rescue incidents is limited for individual casualty carers. The exposure rate for an individual team member 0.3 casualties per year (number of casualties/ number of rescuers).

If HCPs are able to have significant involvement in direct casualty care they are able to bring the expertise gained from much more frequent exposure in the work place to the mountain rescue situation.

This survey illustrates that the exposure during rescues is small for most HCPs — 70% attend less than ten rescues a year in which they treat casualties. Only a handful of HCPs (15% frequently (>20 incident per year) are involved in MR Casualty Care. By knowing who these individuals are we can identifying a useful resource of expertise in mountain rescue emergency care.

There were two questions related to profession practice:



Comment: About 20% did not include MR in their professional appraisal activity. It is usual for a professional to include their whole scope of practice in appraisal and MREW encourages HCPs to do this with specific advice offered for some groups on the MREW website.

Do you hold professional indemnity (insurance) for your MR activities?

Yes for which I pay: 44%
Yes because I hold an MREW CCC: 34%
Yes someone else pays: 1%
No: 11%
Other: 10%

Comment: The majority of HCPs have professional indemnity and either pay themselves or work under the scope of an MREW Casualty Care Certificate. There is a significant cost to individuals in self indemnity. For the 34% working with a CCC it is not known if the cost prohibits them making an extended contribution to MR or that is considered an adequate scope of practice.

Clinical Interventions used by HCPs in a mountain rescue in the past 5 years:

| Intervention | Count | Percentage |
|---|-------|------------|
| IV cannulation | 43 | 46.2% |
| Administration of IV medications | 42 | 45.2% |
| Administration of IV fluids | 26 | 28% |
| IO insertion | 3 | 3.2% |
| Advanced airway insertion (ETT, LMA, OA, Surgical airway) | 15 | 16.1% |
| Needle thoracocentesis | 2 | 2.2% |
| Thoracostomy | 2 | 2.2% |
| Supported ventilation (BVM or mechanical) | 17 | 18.3% |
| Use of Mechanical CPR device | 7 | 7.5% |
| None of the above | 43 | 46.2% |
| Other | 11 | 11.8% |

Comment: We would expect this trained and experienced cohort of professionals to be those most able to recognise the need for clinical interventions and perform these when required.

In this survey, 46% reported having no need to use extended skills which are outside the scope of practice of the MREW casualty care certificate, which suggests that this meets the need of many of our casualties.

The most used extent skills (outside the scope of practice of the Casualty Care Certificate) were the insertion of IV to administer medications (which we know from our use of medicines survey are mostly analgesics) and IV fluids. In more limited numbers the use of supported ventilation 18% is reported and justifies the continued inclusion of BVM ventilation using a two person technique in the Casualty Care Certificate. There is limited use of advanced airways 16% and given the limited requirement the logical approach is to ensure good quality skills using manual techniques and adjuncts and reserve the use of supraglottic devices for appropriately trained individuals.

The 'other intervention' mostly referred to the manipulation of limb injury that can be useful in the mountain rescue environment.

This information provides an essential insight into what 'extended skills' maybe of value within MREW. The Casualty Care Certificate is already at an 'advanced' level compared to other first aid qualifications. Addition of skills should be added on the basis of need and with the realistic expectation that skill level can be maintained. As the carers repertoire of skills increase there is a requirement to have greater understanding underpinning that action. The interventions themselves are often not as complex as the decision making and the consequences of incorrect decisions and interventions can be to cause harm.

These results demonstrate that the current Casualty Care Certificate contains adequate skills to treat the majority of UK MR casualties if this is taught well and practised often.

Additional skills are useful in some situations but, for most carers, they will be used infrequently creating a significant challenge in good decision making, safety, governance and skill retention.

Where individuals are taught extended skills these might be:

- The use of a range of analgesic routes and medicines.
- Competent handling of the injured limb.
- The use of a supraglottic airway device.
- Good quality ventilatory support.
- Greater depth of knowledge in making competent diagnosis and critical decision making.

Skills outside this list are likely to be used very rarely and therefore should in most cases be practised by those with expertise practised and maintained outside of MR.

Support for HCP in MREW.

The following themes emerged from the free text contributions:

- Developing HCPs as Clinical Leaders in MR
- Using HCPs within teams as local leaders to support casualty carers
- Keeping up to date with clinical skills required in pre hospital care
- Training for HCPs in PHC
- Developing regional and

national networks to share experience

- Development of MREW SOPs and clinical guidelines
- Training trainers for Casualty Care Certificates
- Mentoring HCP with little PHC experience
- Help with indemnity
- Keeping up to date with governance in MR
- Developing a National Casualty Database.

Comment: These themes are broadly divided into two main areas of activity: Education and Governance. This gives the MREW MSC a steer for future development.

As a result of this information, MREW was able to obtain funding to run two PHTLS courses to support the contribution of HCPs to mountain rescue. The first was run in November 2016, the second is planned for February 2017. 📍

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'Most people have experienced the fear of watching a loved one choke. In most cases the obstruction is cleared, but far too many young, old and

vulnerable people have lost their lives to this common medical emergency and choking is the leading cause of death in children. Anyone trained in first aid will have been taught traditional methods, such as the Heimlich manoeuvre. Such techniques can be highly effective but, if ineffective, the only course of action is to await an emergency response. Given it can take just four minutes for brain damage to occur in someone choking, this is a costly wait. Dechoker Europe Ltd is only too aware of these facts, and have worked tirelessly to research and bring to production the Dechoker', said Alan Walton, European Director.

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Trauma Risk Management (TRiM)

CHRIS WALBANK
BOWLAND PENNINE MRT

I remember, as a trainee, my first ever call-out to a missing person search and the range of emotions pulsing through my veins during the inevitable milling around the RV point – a range of emotions which widened when news came that a body had been found by police and we were tasked with its recovery.

As we neared the site, the dark humour began and we trainees were pulled to one side by an older team member. He explained what was about to happen and gave us the choice of participating, observing or leaving the site, checking each was OK. Immediately following the recovery, we were asked again if we were OK and the following week, at training, each of us was approached and given the opportunity to say how we felt and to ask any questions. I knew little of the implications of repeated exposure to scenes of a grotesque nature.

forward a few years, and I learn about Trauma Risk Management training — TRiM for short — with the opportunity to attend a weekend regional training course funded 80% by MREW through the LIBOR fund. The training took place at the Bowland Pennine base, bringing together members of five Mid Pennine teams to learn about TRiM. The foresight of bringing different teams together and all learning with and from members of the various groups was invaluable, with the range of experiences and skills from neighbouring teams providing an enjoyable learning experience.

On the two-day training, we learned that TRiM is a peer-delivered confidential assessment programme utilised within organisations such as mountain rescue, where team members may encounter or be exposed to traumatic events, be this a single event or a series of events. Our capacity to bounce back after events can be likened to an elastic band. Some people have a greater level of elasticity to come back from a traumatic event than others whose elasticity may have worn over time or be at stretching point due to previous incidents/exposure to traumatic events in their lives past or present, with that last body find or recovery being a stretch too far.

During the training, we individually gained more experience of undertaking sensitive conversations and assessments, more detailed understanding of the body's natural reaction to threatening or traumatic events.

In its historical context, TRiM developed within the UK military (Royal Marines)

environments, soon spreading and embedding into wider civilian services such as police, fire and paramedic services. Within these services, it is reported that people receiving TRiM have stated that they feel valued and found it helpful. The programme incorporates the National Institute for Clinical Excellence (NICE) guidelines of 'watchful waiting', while at the same time helping to identify, early on, individuals who might be at risk of experiencing a delay in their recovery. It also promotes mindfulness of each other's wellbeing, with a wider duty of care within the team.

TRiM ensures that MR teams have 'trained eyes and ears' throughout the team. With TRiM training, individuals will have the skills to pick up, not only on traumatic stress, but on the occupational and call-out related stress, that may even occur over time following repeated exposure to even low levels of traumatic events. This internal 'eyes and ears' may also have an awareness of additional activities and stressors in colleague's lives. These reactions to trauma may present suddenly or over time, impair an individual's ability to work and function effectively within the team environment. TRiM ensures that team members have access, should they wish, to a confidential assessment process that identifies if there is, or is not, a need for further signposting to professional sources of support.

It's also worth considering, whilst at the same time necessary to understand, what TRiM is not:

- It is not a therapy or counselling procedure

- It is not a post-event intervention or debriefing
- It is not a 'nice chat' post-event
- It is not a 'pull yourself together and man up chat'.

What it is, is an assessment process which identifies if there is a requirement for more targeted specialist support.

The process is structured in a much more user-friendly way, as people are often loathe to admit when incidents have affected them and, because of the structure, there is no need for disclosure in groups. With TRiM the assessment indicates whether additional support is required and no self-disclosure is required. While the informal chat and dark humour will work for some, it may lead to unnecessary disclosure. TRiM neatly avoids this and just allows signposting to professional support.

With the joint training comes a shared responsibility to look out not only for our own team members but for each other's teams members. The next step for Mid Pennine is cross-team TRiM assessments, where we could offer trained assessor's to each other for those team members who may wish to access support externally from their personal team.

Although we have introduced TRiM within BPMRT and developed a pathway to external professional expertise, I know that as a close-knit team we will continue to support each other informally. The more experienced team members will always look out for each other and especially for new members. They still receive the great support I got in the early days of my MR career, it is now just stepped up a gear with the introduction of TRiM and in line with the professional organisation that is mountain rescue.

Note: TRiM assessment is also available to team leaders who have undertaken or are undertaking peer review! 🙌

Above: Bowland team members being presented with their TRiM Assessor certificates by team leader Kev Camplin. Similar presentations took place within the other participating MPSRO teams © Bowland Pennine MRT.

ACCREDITED TRAINING FOR BLEEDING INJURIES

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When you need to use the training!



MIKE GULLEN
ADVANCED RESCUE 3 EUROPE
INSTRUCTOR.
LDSAMRA OPERATIONS

You never quite know when you are going to need all the training! All the practice, the experience and judgment, it could be months or years before you need it for real but, for team members on the third day of an initial SRT course in October, they needed it there and then!

Sometimes things happen for a reason. On this day, a kayaker found himself in trouble and, if not for the rapid intervention of the course attendees, he would have lost his life.

I'm sure he never suspected, as he got on the river, not only that he'd have his epic but that there'd be a Rescue 3 Advanced SRT instructor, a further SRT instructor and nine members of various LDSAMRA teams on the bank, training for such events!

After coming out of his boat, in frisky, grade 3 water (moving like a steam train), the kayaker swam for safety. This happened to be just above a huge fallen tree. His boat was pinned about three feet under water but he managed to grab a branch, holding his shoulders and head above the water, else he followed the same fate as the kayak. His foot was trapped between a branch under water and he was using the branch he had initially grabbed to keep himself above the water. One of his friends moved down the branch and gave him some additional support but he couldn't have held on for long with the sheer amount and velocity of the water. Thankfully, both he and his friend were equipped with PFDs and chest harnesses. The team on the bank got a number of ropes and gear to hand and quickly moved onto the branch to secure both people, and me, with some initial stabilisation.

We'd only covered the LAST acronym a few days before and when this happened, we were teaching 'dealing and rescuing from strainers'. We attached a floating rescue line to the

trapped kayaker's cow's tail and moved this rope upstream (direct pull then a pendulum back to the bank). Mechanical advantage was then constructed 5:1 (only taught in the morning session!!).

I briefed the kayaker that we didn't want him to let go and go under the branch (certain drowning). The plan was to pull back up stream which would release the foot and give him the ability to climb on the branch. This has its pros on cons but, on the day, it worked. There was no other option.

After an 'attention on set whistle' and a brief on the plan, the team applied tension to the MA. The kayaker then became free from his foot entrapment and managed to climb onto the top of the branch — a scary moment! We took a short moment on the branch to reflect on what had happened, before climbing to the bank.

His boat somehow freed itself and made its own way down the river. At the end of the day it's only a piece of plastic. The group then carried on with their trip.

All the attendees on the course had consciously applied the fifteen absolutes and had downstream back-up in place and many other elements.

Upon reflection of the worst case — had he let go due to the power of the water — there was only one of two options available: attach a rescuer above him on a rope with pre-rigged MA and a vector (to pull back quickly if needed), and somehow, against the force of the water, reach down and grab him or his cow's tail and attach a second rope and pull



The following week with around a one metre drop of water depth. **Top:** From upstream during low water. **Above:** Reconstruction of trapped kayaker © Mike Gullen.

upstream (this is if we had not initially got a line on him and he had gone under before we got to him). The second option was to watch a young guy drown.

I suppose an out of the box option would have been to create some mega MA and try to move the tree but by the time you had rigged this it would have been too late.

TRAINING, PRACTICE, EXPERIENCE AND JUDGEMENT

The LDSAMRA SRT instructors pride themselves on not just teaching the textbook and teach from experience and reality. Something we've recently asked on courses is, who do you send to do your downstream back up when on operations? The usual answer is first responders or your lesser trained personnel. This is usually because of a lack of appropriately trained personnel in buoyant rescue techniques. This is not the best

option for your casualties or rescuers, your best people should be conducting this type of back up 'true rescue'. In reality, Mrs Miggins is not going to be able to hold a throwline or even a fisherman or kayaker who is profoundly cold. Throwline rescues are great for those who have been to victim school ie. you!

Consider who you are sending to do your most important tasks. This is one of the reasons we implemented the water rescue group for LDSAMRA, to enable teams to have access to a wider range of skills, assets and experience rather than overburdening a single team. The group was also formed with due recognition that we are 'mountain rescue' and it allows teams to only have 1 SRT or 25. If a team didn't want to take part in SRT the regional group would pick this up, allowing team members to opt in or out. ☺

How to get in touch with not just the officers and trustees but also some of the key specialist advisers who assist in running the organisation: producing the magazine, maximising PR opportunities, developing and maintaining SARCALL and securing insurance cover on your behalf.

who?



Photo shows Central Beacons during a training session © Daryl Collins/Central Beacons MRT.

your management team



CHAIRMAN: MIKE FRANCE

chairman@mountain.rescue.org.uk
Represents mountain rescue with Government, the emergency services, other SAR organisations and The Princes' Charities Forum. A member of Woodhead MRT.



VICE CHAIRMAN: MIKE MARGESON

vice-chairman@mountain.rescue.org.uk
Works on operations and governance, supporting the officers in their roles. Currently developing a peer review process. Team leader of Duddon and Furness MRT.



SECRETARY: DAVE CLOSE

secretary@mountain.rescue.org.uk or
Acts as an interface between teams, regions and the MREW management team. He is a member of Dartmoor SRT (Ashburton).



FINANCIAL DIRECTOR: PENNY BROCKMAN

treasurer@mountain.rescue.org.uk
Penny continues in the role in lieu of a new appointment. She manages MREW finances and the administration of grant monies and continues to review the financial systems. Penny is team leader of Central Beacons MRT.



MEDICAL: MIKE GREENE

medicalofficer@mountain.rescue.org.uk
Represents mountain rescue in medical matters to the Government, the emergency services and IKAR, and maintains the morphine licence. Mike is a member of Wasdale MRT.



PRESS OFFICER: ANDY SIMPSON

pressofficer@mountain.rescue.org.uk
Deals with the press, TV and radio, and supports teams in their own publicity, chairs the communication group (PISC) and is also chairman of Rossendale & Pendle MRT.
Vice chair: Judy Whiteside: editor@mountain.rescue.org.uk



EQUIPMENT: JOHN WEALTHALL

equipmentofficer@mountain.rescue.org.uk
John takes over from Richard Terrell, looking after all things equipment. He is a member of Duddon and Furness MRT.

specialist advisers



EDITOR: JUDY WHITESIDE

editor@mountain.rescue.org.uk
Provides design and editorial services for the magazine. Outside her role as editor, she assists in a number of areas in communication, publications and marketing and supports the fundraising group. Judy is also secretary of the Benevolent Fund.



PR SUPPORT: SALLY SEED

sally@stoneleighcomms.co.uk
Supports Andy Simpson and Judy Whiteside in their roles and provides PR advice and support to MREW and teams where required, seeking to improve communication both internally and externally. Sally also helps deliver media skills training.



VEHICLES: SIMON THRESHER

vehiclesofficer@mountain.rescue.org.uk
Works with the police, Government and teams in all matters 'vehicles'.
Vice chair: Paul Smethurst: smethyp@gmail.com



ICT: MARK LEWIS

ictofficer@mountain.rescue.org.uk
Develops comms technology across mountain rescue. Mark is a member of Western Beacons MRT.
Vice chair: Iain Nicholson: iain@sardogs.org.uk



ASSISTANT SECRETARY: ELAINE GILLILAND

assistant-secretary@mountain.rescue.org.uk
Assists Dave Close in the secretary role. Elaine is a member of Bolton MRT.



TRAINING OFFICER: AL READ

trainingofficer@mountain.rescue.org.uk
Develops training and guidelines for team members at all levels across a range of disciplines. Al is a member of Ogwen Valley MRO.
Vice chair: Alan George: ajgeorge@lineone.net



FUNDRAISING: DAVIE THOMSON

fundraisingofficer@mountain.rescue.org.uk
Davie will be looking to establish an effective purchasing policy, including an online catalogue and training modules in how to negotiate better deals at team level. He is a member of Swaledale MRT.



WATER: KEVIN GARVEY

waterofficer@mountain.rescue.org.uk
Works to establish the necessary guidance and standards to ensure the safety of members in a water environment. Kevin is a member of Rossendale & Pendle MRT.



SAR-H: JOHN HULSE

SAR-H@mountain.rescue.org.uk
The creator of SARCALL and a team leader of the Ogwen Valley MRO, John continues to lead on the SAR-H migration process.



STATISTICS: ROB SHEPHERD

statisticsofficer@mountain.rescue.org.uk
Collects and collates incident information from the teams. A member of Llanberis MRT and North Wales CRO, he is also involved with SARDA Wales.

external trustees



STEVE WOOD

steve.wood@mountain.rescue.org.uk
Steve is well known within the SAR community through his work at Mapyx Limited which has long been a supporter of all charitable rescue organisations.



PETER DYMOND

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Peter's professional background is with the UK Maritime and Coastguard Agency (MCA) and the Coastguard Rescue Service, the volunteer emergency response arm of the MCA.



MIKE FRANCE

chairman@mountain.rescue.org.uk
Part of Mike's remit as MREW chairman is to represent the interests of the organisation at trustee meetings, to ensure the smooth running and continued governance of the organisation.



SHIRLEY PRIESTLEY

shirley.priestley@mountain.rescue.org.uk
Shirley has been a member of the Scarborough and Ryedale MRT since 1990, during which time she has undertaken a variety of roles at all levels. She is also treasurer of the Benevolent Fund.



PHIL PAPARD

philip.papard@mountain.rescue.org.uk
Phil has been a member of the Cave Rescue Organisation for over forty years, serving as controller, training officer and chairman. He retired as Principal Inspector in the HSE in 2012, after 25 years.

internal trustees

...turn to page 57
for BCRC contacts



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Inspection of Lyon Stretcher Bridles: Wire Versions

FREQUENTLY ASKED QUESTIONS

Are Lyon stretcher bridles Personal Protective Equipment or lifting gear?

Lyon stretcher bridles are manufactured and CE marked in accordance with the requirements of the Machinery Directive 2006/42/EC Annex 1.

After extensive consultation with UK Notified Bodies, stretcher bridles are considered as a 'Lifting Accessory'.

The stretcher bridle is not an item of machinery, nor is it an EN 13414 Steel wire rope sling, nor is it specifically referred to in Annex IV of the Machinery Directive 2006/42/EC. Therefore the procedure for assessment of conformity is done with internal checks provided for in Annex VIII of the Machinery Directive.

How are stretcher bridles tested at the point of manufacture?

Lyon Equipment requires that:

- Sample components from suppliers are statically tested to destruction to confirm claimed component strengths
- During manufacturing, sample assemblies are statically tested to destruction to confirm integrity and strength
- Completed stretcher bridles are individually proof loaded to 1.5 X the Working Load Limit (WLL).

Lyon Equipment has carried out static tests on completed stretcher bridles to ultimate failure. From these tests, and taking into account other lifting capacities and restrictions placed on lifting equipment used in rescue operations we have determined a WLL of 272 kg for all of our stretcher bridles.

Who can inspect my Lyon stretcher bridle?

The level of inspection ability needed depends on the level of examination required.

Users are expected to be 'competent' to carry out the level of inspection they undertake.

Competence is defined as having 'an appropriate practical and theoretical knowledge and experience of the task and equipment to be examined as will enable them to detect defects or weaknesses and to assess their importance in relation to the safety and continued use of the equipment'.

Lyon wire stretcher bridles use materials and construction techniques that are in principle the same as those used for climbing protection (eg. Rocks, Peanuts), wire anchor stops (slings) and all the wire components in a Bell Mountain Rescue

Stretcher. The fitted connectors are a captive bar version of an oval screw gate climbing connector.

Every user of the Lyon stretcher bridle should have read and understood the user instructions supplied. The section on inspection provides adequate information for a crag competent member of a mountain rescue team to carry out a basic pre-use check.

By following the user instructions and utilising the knowledge, training and experience that would be expected of a mountain rescue team equipment officer (who it is reasonable to assume is already inspecting such technical climbing equipment and team stretchers), Lyon Equipment considers that the six monthly thorough inspections of the Lyon wire stretcher bridle can be carried out in-house.

When should I inspect my Lyon stretcher bridle?

In the UK, voluntary mountain rescue teams are not currently considered to be 'at work' in terms of Health and Safety legislation, but there is a duty of care on all teams to look after their members and those they assist. It is expected that teams follow best practice in the maintenance and use of their equipment.

Current Health and Safety Executive (HSE) guidance for industry and the UK's Lifting Operations and Lifting Equipment Regulations (LOLER) require safety critical items similar to this to be checked by the user before each use and then thoroughly inspected at a six monthly interval by a 'competent person'. Both recognise that specific operating environments and methods of use may either limit or extend this timescale.

Lyon Equipment user instructions accompanying each stretcher bridle follow this interpretation and state the following:

The stretcher bridle should be subject to:

- Pre-use checks
- Thorough inspections
- Interim inspections (as appropriate).

A **Pre-Use Check** is a simple visual check carried out by the user immediately before each use to ensure that the stretcher bridle is in serviceable condition and operates correctly. Problems may include damaged or sticking connector gates, heavily abraded ferrules, surface corrosion or broken wire strands in any leg. If any part of the stretcher bridle appears to be suffering from any defects it should be withdrawn from service and passed to the team equipment officer for investigation.

There is no expectation that these pre-use

inspections are recorded in any form, but it is recommended that mountain rescue teams document that they have a policy of carrying out such checks.

An **Interim Inspection** is more thorough and is normally carried out by the team equipment officer. It will cover in detail all the areas of inspection described in the user instructions.

Interim Inspections are carried out at a timescale defined by the team (depending on the working environment and the methods of use) or each time that exceptional circumstances occur which are liable to jeopardise the integrity of the stretcher bridle. A record of any Interim Inspections and their findings should be kept.

It may be that there is no requirement for an Interim Inspection between the formal Thorough Inspections, in which case teams would only carry out the Thorough Inspection.

A **Thorough Inspection** is to the same depth as an Interim Inspection and is carried out on a rolling six monthly basis by a 'competent person' eg. Team equipment officer.

A formal record of Thorough Inspections and their findings should be kept.

In addition to the above, Lyon Equipment as the manufacturer of the stretcher bridle requires that the stretcher bridle be returned to them every five years for a manufacturer's Thorough Inspection and proof load test.

Do I need to 'Proof load' my Lyon stretcher bridle?

No, but Lyon Equipment as the manufacturer of the stretcher bridle requires the stretcher bridle be returned to them for proof load test every five years.

Incorrect application of the proof load can give incorrect results or damage the stretcher bridle. Lyon Equipment does not authorise any other person or organisation to apply a proof load to the stretcher bridle.

PRACTICAL INSPECTION GUIDANCE

General information

Inspections should be done in good light. Inspections should be undertaken using visual and tactile inspection, manual inspection of any operating mechanisms as appropriate as well as a practical function check.

Any item showing any defect should be withdrawn from service immediately. Do not disassemble any part of the stretcher bridle.

Contact Lyon Equipment for servicing and spares.

Remove from service and destroy any product which fails inspection or is known to have been overloaded or arrested a fall.

Inspecting the stretcher bridle

The stretcher bridle is constructed from four distinct component groups:

- Aluminium alloy suspension rings
- Stainless steel wire legs
- Aluminium alloy connectors
- Galvanised steel Maillon Rapide.

It may be appropriate to inspect each component as if it was an independent item.

Aluminium alloy suspension rings

If the bridle fails on any of the following points, it must be withdrawn from use and destroyed.

- Ensure all laser etched markings are legible
- Check for signs of wear (loss of cross section of more than 10%), gouging, abrasion, impact damage, corrosion etc. sufficient to cause loss of strength or create sharp edges that may damage other components or products
- Check for cracking or deformity of the ring
- Check for contamination that may damage other components or products. Reject the bridle if the contamination cannot be removed, or if contact with the contaminant has caused damage to the ring.

Stainless steel wire legs

If the bridle fails on any of the following points, it must be withdrawn from use and destroyed.

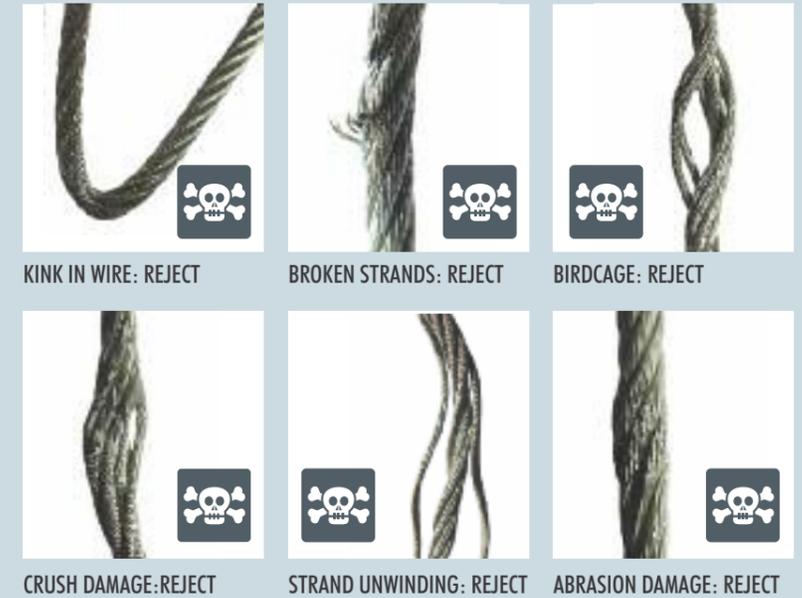
- Check the wire legs for corrosion, permanent deformation, bird caging, popped core, kinks, abrasion, broken strands, flattened areas, localised reductions in diameter etc.
- Check the condition and security of the thimble in each eye. Thimbles must not be loose, deformed, damaged or missing
- Check the ferrules for signs of wear (loss of cross section of more than 10%), gouging,



abrasion, impact damage, corrosion etc. sufficient to cause loss of strength or create sharp edges that may damage other components or products

- Check the ferrules for cracking or deformity
- Check the ferrule is tight with no movement of wire within the ferrule. The tail of wire exiting the ferrule should be either flush with the end of the ferrule or protrude by no more than 2mm
- Check for contamination that may damage other components or products. Reject the bridle if the contamination cannot be

EXAMPLES OF DAMAGE TO WIRE



removed, or if contact with the contaminant has caused damage to the ring

Check the coloured plastic leg identification tubes are in place. If missing, consider replacing with an alternative method of marking.

ALUMINIUM ALLOY CONNECTORS

Refer to the connector manufacturer's specific user instruction for information on inspection. As a minimum, Lyon Equipment recommends carrying out the following checks, and withdrawing from use and destroying the bridle if it fails on any of these points:

- Check for damage or deformation of any metal component
- Check for signs of wear, gouging, abrasion, impact damage, corrosion etc. sufficient to cause loss of strength or create sharp edges that may damage other components or products
- Check for loose, damaged or missing rivets
- Check for loose, broken or weak springs
- Check for broken, missing or inoperative locking systems
- Check for correct function

GALVANISED STEEL MAILLON RAPIDE

Refer to the connector manufacturer's specific user instruction for information on inspection. As a minimum, Lyon Equipment recommends carrying out the following checks, and withdrawing from use and destroying the bridle if it fails on any of these points:

- Check for damage or deformation of any metal component
- Check for signs of wear, gouging, abrasion, impact damage, corrosion etc. sufficient to cause loss of strength or create sharp edges that may damage other components or products

EXAMPLES OF DAMAGE TO FERRULES AND THIMBLES



- Check for broken, missing or inoperative locking systems
- Check for correct function

OBSOLESCENCE

- Immediately retire the stretcher bridle if:
- It fails to pass any inspection
 - It has been subjected to a major fall or has been overloaded
 - You do not know its full usage history
 - You have any doubt as to its integrity.



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TOPS FOR THE FELL TOPS

The Lake District National Park's Fell Top Assessors will make the ascent of England's third-highest mountain every day from now until Easter – including Christmas Day! Jon Bennett and Graham Uney take turns to walk to the top of Helvellyn to provide weather and terrain



reports for outdoor professionals and enthusiasts. And this season, they will offer extra tips to keep everyone safe on the winter mountains as part of a #summit safely campaign. It's no wonder they have chosen Páramo as their clothing brand of choice – braving the rain, snow, ice and wind chill as low as -16C to record temperature, snow depth, wind speed, underfoot conditions and assess risks, including potential avalanches. Jon and Graham will be tweeting their top 20 safety tips from

@LakesWeather, sharing short videos on lakelakedistrictweatherline.co.uk and running special safety kit giveaways.

SO, IF YOU OR YOUR TEAM ARE ALSO SEEKING UNRIVALLED OUTDOORS COMFORT FROM GEAR THAT KEEPS YOU DRY IN ALL CONDITIONS CONTACT TOM IN CONTRACT SALES ON 01892 786446 OR EMAIL CONTRACT.SALES@PARAMO.CO.UK.



KEEP YOUR WATER RESISTANT DOWN WORKING



Hydrophobic down gear has seen a surge in popularity in recent seasons. Not surprising really: down is a highly effective insulator, but quickly loses its insulation powers when saturated with water. Now with water-resistant down fills, including Nikwax Hydrophobic Down, this no longer needs to be an issue. So if you've recently bought yourself a hydrophobic down jacket from the likes of Berghaus, Rab or Alpkit then you'll want to keep it in top-notch condition to keep it performing.

Repeated use results in dirt, oil and other contaminants hindering the water-repellency of your garment. Nikwax has created Down Wash Direct, a product that will ensure optimal performance by cleaning effectively, revitalising insulation and restoring the water-repellency of water-resistant down apparel and sleeping bags.

Like all Nikwax products, it's easy to use: just pour the stated number of capfuls into the washing machine dispenser and set the cycle as per the instructions. It's PFC-free and water-based for the lowest environmental impact too.

If your jacket isn't filled with hydrophobic down and you want to add full durable water repellency to the untreated down use Nikwax Down Proof followed by regular wash with Down Wash Direct.

NIKWAX DOWN WASH DIRECT SRP £6.49 IS AVAILABLE FROM WWW.PARAMO-CLOTHING.COM OR VISIT WWW.NIKWAX.COM



EXERCISE COLD WINTER

EXERCISE COLD WINTER
PAUL COOK, TRACEY BINKS & MIKE GULLEN SARCALL DATA
COURTESY OF JOHN HULSE

Exercise Cold Winter was the second LDSAMRA major incident exercise following on from Cloudburst in 2014 and the real thing in 2015 with Storm Desmond and was intended as a test of Issue 3 of the LDSAMRA MIP (Major Incident Plan).

The exercise was based on a major snowfall event across the North of England but focused on Cumbria where motorists became stranded in different locations and the bad weather capabilities of mountain rescue teams came to the fore. This was considered to be a credible scenario where our local resilience forum partners may ask for MR support across the county.

Thirty simulated incidents had arisen over a two-hour period which started on the high ground to the west in Duddon and Furness team patch, then moved through Langdale and into the Pennine areas in the east of the county covered by Kirby Stephen and Penrith.

While all this was going on, further calls were received ranging from a missing walker on Blencathra through to a request for a patient transfer from a local hospital. For each exercise incident a SARCALL notification was sent and once a suitable resource was tasked, the exercise umpires provided feedback from the field on patient condition or further people to rescue at that location. MRMap was also updated during the exercise to provide a pictorial overview of where the incidents were occurring. A media cell was established and generated press output during the event.

Langdale's base in Ambleside was turned into a nerve centre supporting four bronze and one silver cell, in itself a good test of the building infrastructure and, for added realism, there was a partial power cut on the night. (Many thanks to Langdale Ambleside for hosting the event).

SARCALL once again demonstrated its robustness under pressure. The attached

pictures show that during the peak of the exercise there were up to fourteen requests per second for information, a number comparable with the height of Storm Desmond but the server continued to take it in its stride.

Due to logistics, it wasn't possible to truly simulate a multi-agency response but, in addition to representatives — mainly team leaders and deputies — from all the LDSAMRA teams we were joined by colleagues from Cumbria Police and Cumbria Fire & Rescue who have recently taken on SARCALL to help with their interoperability. We were also joined by two members from Bowland Pennine team who came along to observe in case they are involved at NWSA (North West Ambulance Service) HQ in Preston. In total, around forty attended on the night.

Other regions were asked for what support they might be able to offer to maintain the efforts over a 24-hour period and there were interactions with Scottish teams, North Wales and the Peak District.

As with previous exercises — and the real thing — the main challenge is managing the high volume of incidents. This requires a team approach, with at least four people in each of the Bronze cells managing SARCALL, MRMap and the information boards. To further add to the difficulty, many were encountering new SARCALL functions such as Workflow for the first time. There are some practical tips which can help.

- Get a good numbering system for each incident so everyone knows which one you're talking about
- Be careful with SARCALL



Photo: Winter rescue for Langdale Ambleside MRT © Paul Burke 2013.

when you have multiple windows (browsers) open. It is very easy to put something in the wrong place.

● Try to keep a visual display of what is happening, both to help everyone in the room understand the same picture but also to act as a backup if the electronic systems go down.

● If requesting help from outside of county this is best done in a separate cell to help manage the workload.

● Appoint a deputy leader in each cell to take over when there is a phone conference, for example.

One thing not tested, but to watch for the future, is the use of Resilience Direct to interact with our other partners. This was highlighted in the debrief by police colleagues.

Perhaps the main difficulty remains the workload in the Silver cell and effectively prioritising the regions resources into the places they are most needed in a timely way. Something to work on for the next exercise. ☺

Below: SARCALL info requests per second. Bottom: SARCALL server performance.





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Jul·Aug·Sept·2016

Lake District

| | |
|---------------------|------------|
| Cockermouth | 15 |
| Coniston | 14 |
| Duddon and Furness | 10 |
| Kendal | 11 |
| Keswick | 31 |
| Kirkby Stephen | 8 |
| Langdale Ambleside | 22 |
| Wasdale | 26 |
| (Last quarter: 109) | 137 |

Mid-Pennine

| | |
|--------------------|-----------|
| Bolton | 10 |
| Bowland Pennine | 22 |
| Calder Valley | 27 |
| Rosendale & Pendle | 7 |
| (Last quarter: 71) | 66 |

North East

| | |
|-----------------------|-----------|
| North of Tyne | 17 |
| Northumberland NP | 20 |
| Scarborough & Ryedale | 29 |
| Swaledale | 2 |
| (Last quarter: 64) | 68 |

Peak District

| | |
|--------------------|------------|
| Buxton | 31 |
| Derby | 16 |
| Edale | 20 |
| Glossop | 2 |
| Kinder | 15 |
| Oldham | 11 |
| Woodhead | 9 |
| (Last quarter: 90) | 104 |

Peninsula

| | |
|---------------------|-----------|
| Cornwall | 4 |
| Dartmoor Ashburton | 2 |
| Dartmoor Okehampton | 8 |
| Dartmoor Plymouth | 14 |
| Dartmoor Tavistock | 13 |
| Exmoor | 5 |
| (Last quarter: 47) | 46 |

South Wales

| | |
|--------------------|-----------|
| Brecon | 25 |
| Central Beacons | 15 |
| Longtown | 12 |
| Western Beacons | 8 |
| (Last quarter: 31) | 60 |

South West

| | |
|-------------------|----------|
| Avon & Somerset | 1 |
| SARA | 3 |
| (Last quarter: 0) | 4 |

Yorkshire Dales

| | |
|--------------------|-----------|
| CRO | 13 |
| Upper Wharfedale | 13 |
| (Last quarter: 37) | 26 |

Search Dogs

| | |
|-------------------|----------|
| England | 2 |
| Lakes | 5 |
| South Wales | 1 |
| (Last quarter: 8) | 8 |

RAF

| | |
|-------------------|----------|
| Leeming | 1 |
| (Last quarter: 1) | 1 |

| | |
|---------------------|------------|
| Total | 520 |
| (Last quarter: 507) | |

Note: There were no figures available for North Wales at the time of going to press.

NOVEMBER: RAIN BRINGS UNUSUAL INCIDENT FOR EDALE

Edale team members are becoming used to assisting colleagues from the region and further afield with flood response but it is unusual in the team's own patch

Two members were confronted by chest-deep floodwater with the roofs of vehicles only just visible. Working with the Derbyshire Fire & Rescue Service water rescue unit from Buxton, they evacuated residents in the immediate vicinity and the vehicle occupants were recovered to safety.

The team currently has nine team members trained to Module 3: Swiftwater & Flood Rescue Technicians and six members to Module 2: Water First Responder. As well as flood response, group members ensure the team remains as safe as possible when conducting searches of water environments for missing persons.



CASUALTY CARE IN MOUNTAIN RESCUE IS AVAILABLE TO NON-MEMBERS TO BUY AND DOWNLOAD, PRICED JUST £15, FROM MOUNTAIN.RESCUE.ORG.UK/SHOP

OR DOWNLOADABLE FREE TO MEMBERS FROM MOODLE.MOUNTAIN.RESCUE.ORG.UK

ALSO **REVISION NOTES FOR CASUALTY CARE** BY ANDY CAPLE, PUBLISHED BY LANGDALE AMBLESIDE MRT.



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Benevolent Fund news

NEIL WOODHEAD CHAIRMAN

Mountain and cave rescuers who are injured on a call-out or whilst training now have access to the specialist rehabilitation services provided by the Police Treatment Centres, through an agreement arranged by the Mountain and Cave Rescue Benevolent Fund.

When we started the benevolent fund we didn't know how fundraising would progress and what demand there would be on the fund to help rescuers in need. Fundraising started well and we've had really good support from some teams and regions over the last three years. This has meant that in addition to maintaining a solid fund of money to assist a rescuer needing significant help and support, we were able to look at other ways we could assist rescue team members who have a more modest need for help.

It became apparent we could help an injured rescuer by arranging intensive residential rehabilitation. So if a medical practitioner believes that this kind of rehabilitation would be of benefit, the benevolent fund will look to fund this. The simple reason being that anyone injured in the course of volunteering for their team, is of little help to a casualty if they are laid up with an injured leg! The sooner they are back up on their feet and on the hill, the sooner the team and the next casualty can benefit from their volunteering.

An agreement with the Fire Fighters' Charity has already seen a couple of rescuers benefit and so we have now expanded our options by having a similar arrangement with The Police Treatment Centres. They provide two treatment centres at St Andrews in Harrogate, North Yorkshire and Castlebrae in Auchterarder, Perthshire.

Each patient is thoroughly assessed regarding their condition upon arrival, and the volume of treatment decided by an experienced clinician. A tailored programme is then developed based on the individual's clinical needs. A proactive approach to treatment is given at the centre, with the emphasis on 'helping patients to help themselves'. Tailored programmes may include a combination of exercise, hands on therapy and pain relief mechanisms such as acupuncture or electrotherapy, eg. interferential therapy.

The open plan physio suite provides a comfortable and relaxed environment for treatment to be given in and the widespread skill mix of the physiotherapists ensures excellent treatment is provided. There are additional clinical areas with curtains and a private treatment room to aid dignity and personal space if needed. A huge benefit is gained from the close working arrangement with the fitness and leisure staff, ensuring all patients are well equipped to continue their rehabilitation when they leave.

So if you are injured whilst volunteering for your mountain or cave rescue team and intensive rehabilitation will get you back on the call-out list quicker, then why not contact the benevolent fund and see if we are able to fund treatment for you at either The Police Treatment Centres or with the Fire Fighters' Charity?

As we look to try and help more injured rescuers during 2017, we will also be hoping to increase both our profile throughout the mountain and cave rescue community and the level of fundraising.

If you would like to help other rescuers when they are in need, please consider raising funds or making a donation to the fund. We are a separate charity to MREW and we rely on donations from team members, teams and regions — as well as individuals beyond the family of mountain rescue — to enable us to be there when you need us.

It doesn't cost you anything to make an application to the benevolent fund. You don't have to be a paid up member, you just have to be a mountain or cave rescuer in need. It could be you needing help if you are injured on your next call-out. So I ask all team members to think about making a donation — every single penny raised counts.

Finally, exciting news is that by the time you read this we will be well on the way to getting our website up and running — so watch out for details on social media and in the next magazine. ☺

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CARL FAULKNER NESRA
BOB SCURR YORKSHIRE DALES
PETE ALLWRIGHT CAVE RESCUE

GIVING TO THE FUND

The best way to donate is via BACS transfer to the Benevolent Fund CAF Cash account, clearly marked with who you are! The details are: Sort code: 40-52-40. Account Number: 00023601. Charity number: 1152798.

NEW! TREKPAK™ IN THE UK

The Peli UK Group is now manufacturing the Trekpak Dividers system under licence for Peli cases in the UK. The divider system was launched last year with the lightweight Peli Air case range and Trekpak for the most popular Peli Protector case models will be available in 2017. With the TrekPak dividers, a Peli case can be fitted out with flexibility and precision. The system comprises a protective wall section designed to fit a specific model of Peli case, lightweight foam divider panels, locking pins and a precision cutting tool. It is easy to customise by laying out the gear in the case, measuring and cutting the divider panels, and locking them in place with the steel pins. Get comms equipment, GPS devices and photo/video gear organised with the right divider system to store and protect.

TO FIND OUT MORE ABOUT THE TREKPAK SYSTEM AND THE PELI CASE RANGE VISIT WWW.PELIPRODUCTS.CO.UK

Peli 1535 Air case with Trekpak dividers © Paul John Bayfield



THANK YOU TO ALL THE SUBSCRIBERS, SPONSORS, SUPPLIERS AND MANUFACTURERS WHO SUPPORT US.



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from environmentally friendly, lightweight TPU fabrics which allows easy lifting and carrying for long and short durations whilst fully protecting your belongings from the elements. Central Beacons MRT pictured with the Pro-Light backpack.

FOR MORE INFORMATION CALL 0116 234 4646 OR VISIT WWW.BURTON-MCCALL.COM

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OCTOBER: VARTA LAUNCHES WANDERERS' GUIDE TO WINTER



Planned to coincide with Mountain and Cave Rescue Awareness Day, which last year took place on 30 October, MREW sponsor VARTA released 'The Wanderers Guide to Wintering in the Great Outdoors'.

Utilising the expertise of both mountain and cave rescue, the free downloadable infographic features a series of top tips for safely embarking on winter adventures, what with the clocks turning back and the nights drawing in (the very reason for the move of date to that weekend). And last year's Mountain and Cave Rescue Awareness Day was all about ensuring outdoor adventurers are fully prepared for the change of season.

Recommendations include packing back-up torches, portable power banks, extra warm clothing and a hard copy map, and reinforce the message that planning your day on the hill properly can save lives.

DOWNLOAD THE GUIDE FROM THE MREW WEBSITE: BIT.LY/2IMDIIU

DECEMBER: OGWEN TEAM LAUNCH ILLUSTRATIVE TRYFAN POSTER DUE TO POPULAR DEMAND

Since the publication of their award-winning book, 'Risking Life and Limb', requests for a poster version of George Manley's stunning illustration — depicting the team's Bryn Poeth base nestling in the shadow of the mighty Tryfan — have become a force to be reckoned with.

And they didn't go unheeded. Just in time for Christmas, the team announced that the artwork — free of all those pesky words and logos — is now available as an A2-size art poster. Tryfan, of course, is a popular spot for walkers and climbers — and the scene of many of the team's rescues over the years.

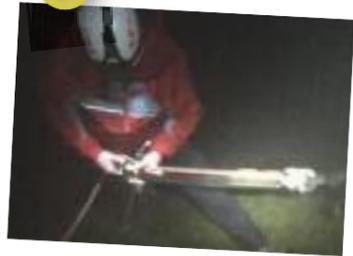
Printed on 190gsm silk finish paper, using non-fading pigment ink, the posters are available from the team's online shop, priced just £15 plus P&P.

GET YOUR POSTER AT BIT.LY/2H37YXB

FACEBOOK: @OVMRO



George Manley's illustration now available as an A2 poster © George Manley and OVMRO.



NOVEMBER: EIGHT-HOUR RESCUE FOR LUCKY WALKER ON BROAD STAND

The call came in at 3.00pm, from two walkers on Scafell, one of whom had slipped and taken a fall over a rock step. Although not injured he was unable to climb back up to his friend.

With the light fading, lowering cloud and the surrounding areas loose and extremely slippery, the pair had wisely called to request urgent help from mountain rescue.

Fifteen Wasdale members attended the rescue. Loaded with nearly 300m of climbing and lowering rope and crag gear, half of the team ascended to the summit of Scafell for the extremely treacherous descent in thick cloud (visibility down to three metres) back down to what is one of the teams's accident black spots.

The walkers were stuck in a very exposed and dangerous location above Broad Stand, a steep craggy descent located on the Eskdale side of Scafell. Due to their location, separated vertically by around 50m, it was necessary to set up abseils using around 160 metres of rope.

They were eventually located by their shouts and torch beams. Made safe and recovered to a more stable section of the mountain, they were eventually lowered, one at a time, down the eight-metre vertical drop to the safety of the Mickledore ridge, where a receiving party was waiting for the final, relatively straightforward descent to Wasdale.

The 8-hour rescue finished around 11.00pm at Wasdale base in Gosforth, where the wet ropes and gear were checked, sorted and set to dry, and torches and radios were put on charge ready for the next rescue. Video footage of the lowering, is available to view on the team's Facebook page.

FACEBOOK: @WASDALEMRT

SCOTTISH ANNUAL REVIEW SHOWS MOUNTAIN RESCUE INCIDENTS RISING

The Scottish Mountain Rescue Annual Review, published in November, covers 2015 and includes a look at the work of the rescue teams, a profile of a team member, and the story of just one of the many rescues that took place that year. An infographic illustrates and rising number of incidents, 'increasing pressure on teams', says vice chairman Kev Mitchell, and shows



that in 2015, across Scotland, teams responded to an average of nearly 50 incidents per month. 'This incredible statistic highlights the frequency with which mountain rescue volunteers are responding to requests for assistance'.

In his forward Michael Matheson

MSP, Cabinet Secretary for Justice offers thanks to the volunteers and highlights the support from their families, partners and employers who are often left when the call for help arrives.

'We are pleased the Cabinet Secretary recognises and supports the vital work of mountain rescue throughout Scotland, and our close relationship with the Scottish government is something we value highly. Their support is much appreciated', adds Kev.

The annual review is available to download from scottishmountainrescue.org, with paper copies available on request via info@scottishmountainrescue.org.



NOVEMBER: MORE THAN 40 RESCUERS IN SIX-HOUR BATTLE TO SAVE MAN WHO FELL 160 FEET

One of the places Keswick team members really do not want to visit at this time of year is Sharp Edge, because of its wet, slippery state after rain and snow. It's a team 'black spot'.

So when the pagers summoned team members, they were not surprised to learn that a 44-year-old man had fallen 50 metres down the usual gully on the north side. His two companions had managed to reach him with the assistance of a passerby and found him badly injured.

The team was assembled and mobile within 20 minutes, after requesting the services of a Coastguard helicopter. The Great North Air Ambulance, Helimed 58, had also mobilised to the scene. As team numbers were initially low, assistance was sought from Penrith MRT and a visiting RAF team.

The weather was a significant problem, with low cloud and drizzle. Despite this, the air ambulance paramedic had managed to reach the casualty, who had head, neck and chest injuries. Team members rigged the route to ensure the safety of those in the gully, and the first task was to evacuate the casualty's companions, and safeguard the medical personnel working on the casualty. The companions were walked down to safety by a pair of team members.

The helicopter lifted relays of rescuers up the hill, and stood by at the bottom until the casualty had been loaded on to the stretcher, and lowered the further 50 metres down to the scree at the foot of

the gully. This took a long time because of the conditions and the need to monitor the patient. During the wait, the weather deteriorated still further, and it became obvious it would be impossible for the S92 to evacuate the patient from the scene. The aircraft went to Carlisle for fuel, but once it returned, visibility was no better, and with regret, the aircraft was stood down.

The teams were now faced with stretching the casualty down to the road, where the casualty could be loaded on the air ambulance. Relays of rescuers, by now 47-strong, carried him down over treacherous terrain to eventually reach the foot of Mouthwaite Comb where he was loaded aboard Helimed 58, and flown to the Cumberland Infirmary. The rescue had taken six and a half hours, and at that point there was still all the clearing up to do.

'We are indebted to the teams and aircrew who came to assist us, who helped us deliver our patient into safe care,' ran a statement on Keswick team's Facebook page. 'We would again reiterate our advice that Sharp Edge is a dangerous place after snow or rain, and needs the greatest of care'.

FACEBOOK.COM/KESWICK-MOUNTAIN-RESCUE-TEAM

JANUARY: WALKER SWEEPED DOWN INGLETON WATERFALLS SUFFERS MULTIPLE INJURIES

The man was swept more than half a mile downstream when he fell into the River Doe at the Yorkshire Dales beauty spot. Police said a number of calls were received from members of the public about the incident.



JANUARY: SERIOUSLY INJURED WALKER CARRIED ACROSS RIVER WYE IN PEAK DISTRICT

Buxton and Edale team members had a busy start to the new year, when a 71-year-old male hill walker from Chesterfield slipped whilst walking below Chee Tor Buttress, falling about four metres into the River Wye, sustaining a serious head injury.

The casualty was treated on site by a team doctor, team members and the Derbyshire Leicestershire Rutland Air Ambulance (DLRAA) doctor. The air ambulance had to land some distance from the incident site and due to the serious nature of the casualty's injuries, a Coastguard S92 helicopter was requested which could winch from much nearer the casualty site.

The casualty was evacuated, using a rope system to the river level and carried by rescuers, fording the river to an island enabling the aircraft to winch. The casualty, helicopter winchman and the air ambulance doctor were all winched into the helicopter with team members managing a high line held by the winchman which prevents and controls any likely spin of the stretcher from the rota downdraught and weather conditions.

'This gentleman was in a serious condition,' said Neil Carruthers, Buxton team leader, 'and the cooperation between the DLRAA, Maritime and Coastguard Agency and ourselves ensured a speedy evacuation to hospital. We wish him well'.

Above: Team members ford the River Wye with the casualty © Buxton MRT.



Snow Falls © N Chadwick and licensed for reuse under Creative Commons Licence.

The Cave Rescue Organisation heard that the man may have fallen into the water above Snow Falls. As team members arrived, the casualty had already been pulled from the river above Storrs Common by a passerby, and ambulance and air ambulance paramedics were rapidly on scene. The casualty was suffering from multiple injuries and hypothermia.

The Ingleton Waterfalls walk is a privately owned

popular beauty spot north of the village with a route along the Rivers Twiss and Doe, passing a series of waterfalls and cascades.

FACEBOOK: @CAVERESCUEORGANISATION



OCTOBER: SPOTTED IN WASDALE...

...a new way to get around the hills? They got down in one piece and seemed to be enjoying themselves.

But, fingers crossed we don't start seeing a rise in monocycling-related incidents trending in the annual stats...



CHECK OUT THE SHOP AT MOUNTAIN.RESCUE.ORG.UK FOR MERCHANDISE AND SUBSCRIPTION OPTIONS



Facebook: [facebook.com/MountainRescue.MREW](https://www.facebook.com/MountainRescue.MREW)
Twitter: @mountrescueuk

NEW TO THE MREW MEMBERS AREA

Cas care registration instructions
How to register successful candidates and get certificates.
Skills logbook
Its purpose and process.

Cas care primary survey assessment
The marking sheet.
Cas care regulation
Updated for 2017.

Are you sure your AED is ready?



Sudden cardiac arrest (SCA) can happen to anyone—anywhere. That's why public access defibrillators are so important. But AEDs are effective only if they're ready to work.

Introducing the fully connected LIFEPAK® CR2 Defibrillator with LIFELINKcentral™ AED Program Manager. No matter how many AEDs you have, or where they're located, the LIFELINKcentral AED Program Manager monitors each LIFEPAK CR2 Defibrillator connected to a cellular network or Wi-Fi® and alerts you of anything that may affect device readiness—automatically. So you can be sure you're prepared for an SCA emergency.

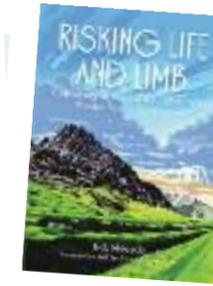
Let's save more lives.

To find out more about the fully connected LIFEPAK AED Response System, please contact your local Physio-Control representative or visit our website at www.physio-control.com



All Claims valid as of August 2016.

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NOVEMBER: OGWEN' BOOK WINS TGO 'BOOK OF THE YEAR'

'Risking Life and Limb: Celebrating Fifty Years of the Ogwen Valley Mountain Rescue Organisation' was shortlisted in early November, with the public invited to vote for the book they found 'most inspirational through the year.'

Described as 'thoroughly well-researched and an engaging read', the book also charts the history of mountain rescue across England and Wales, before the formation of the Welsh team. Author Judy Whiteside, illustrator George Manley and Oggie chairman Andy Harbach were at the Burgundy Brewhouse on 16 November, to pick up the award.

'In essence, their history is the history of every other team across the country,' says Judy. 'It's a huge accolade for me but, more importantly, this award raises awareness of the fantastic work done by mountain rescue — not just in the Ogwen Valley, but across England and Wales. They're a remarkable bunch of people and they deserve to be acknowledged.'

'There were nine books shortlisted, so it was a privilege to win against a field that can only be described as the great and the good of the UK outdoors! I believe the support for the book was overwhelming, so a huge thank you to everyone who voted for

me. And I must thank George Manley for his wonderful illustrations, and the Ogwen team, who put such faith in me to write their story. This was a major project for me, researching, writing then designing the book and I met some fascinating characters along the way. Altogether a humbling and inspiring experience.'

The event was also an opportunity to meet the wonderfully ubiquitous Alan Hinkes and filmmaker Terry Abraham, with an exclusive preview of their forthcoming biopic of the veteran mountaineer. Outdoors writer and wilderness expert Chris Townsend was there too, and kindly agreed to write a piece for Mountain Rescue mag.

'RISKING LIFE AND LIMB' IS PUBLISHED BY OGWEN VALLEY MRO COPIES AVAILABLE THROUGH THE MREW WEBSITE: BIT.LY/HHZULY



CALL OUT BY HAMISH MACINNES REVIEWED BY DAVID HEAVY WHALLEY MBE BEM

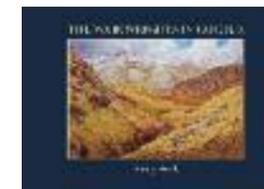
ISBN: 978-1-911342-21-2 PRICE: £9.99.
THIS IS A PRINT ON DEMAND TITLE, PUBLISHED BY VERTEBRATE PUBLISHING

The classic tale of the early days of mountain rescue in Glencoe. Hamish MacInnes is a world-class mountaineer and yet he spent so much time helping his fellow men and women in distress on these wild hills, and contributed greatly to safety on the mountains with his major involvement in mountain rescue equipment and design.

This was a time where rescue in the mountains was carried out by locals who lived and worked in the glen: forestry workers, fisherman, shepherds and climbers. Simple gear, no mobile phones or GPS, and the early days of helicopter rescue. Glencoe can be a wild place, and it is here that Hamish pioneered many advances in rescue and avalanche techniques and founded the Search and Rescue Dogs Association, earning the name 'Father of mountain rescue' not just in Scotland but throughout the world. I have known Hamish throughout my

forty years in mountain rescue. He is without doubt a world authority, always willing to advise and assist. I owe him so much for his advice over the years, as do so many who climb in these great hills. But, whilst his knowledge and skill as a mountaineer are well known, it is Hamish the man, the leader in his own quiet way, who stands out in this book — a very caring and private man, regularly in contact with those whose relatives he has rescued. Having first read 'Call Out' in 1973 and unable to put it down, I'm glad to see it republished as an ebook, opening up these

great tales to new readers. This is a book that makes me feel that despite what the world throws at us, there are still people out there who will give everything to help a fellow mountaineer in trouble. Many of the rescues described are epics but, despite avalanches, rockfall and the wild Scottish weather, Hamish and the team rarely get into trouble. The book also covers a huge history of Scottish mountain rescue and the characters involved. I advise all mountain rescuers to read this — there is so much to learn in each chapter!



COMING SOON: THE WAINWRIGHTS IN COLOUR BY ANDY BECK

If you've ever whiled away a tired but happy evening, ticking off the day's bag of Wainwrights on a map, noting the details of your route in a dedicated Wainwright book — or even if you haven't, preferring instead to enjoy the entire Wainwright experience from the comfort of your favourite armchair — you'll love this soon-to-be-published illustrated book.

Due out in March, it is completely self-published by author and illustrator Andy Beck. 'No marketing or distribution teams, no sponsors. Truly all my own work,' says Andy, 'not unlike Wainwright himself when he produced the original Pictorial Guides.'

Every fell has its own page or pages, with the 1500 sketches laid out wherever possible in the sequence they appear in the Pictorial Guides and to scale. Andy has spent many hours researching, often uncovering new information about Wainwright and his work.

The 360-page book, weighing in at 2.4kg and including a 15-minute DVD on of how the work was undertaken, will sell at £39 and promises to be a beautiful piece. Each one will be personally signed and numbered by Andy and he is proud to say that about 20% of copies are already allocated. To find out more, check out his website and blog at andybeckartist.co.uk.



Photos Peter Goble/Rosendale & Pendle MRT.

Peer review: Progress

TIM CAIN



We've reached the end of the first year. Supported by eleven reviewers from across England and Wales (in one case observed by Mark Leyland of Arochar MRT), six teams – Bowland Pennine, Wasdale, Kendal, Dartmoor Plymouth, Woodhead and Rosendale and Pendle – have all completed peer reviews. Feedback has been positive from teams and reviewers alike.

As a result, the pilot period has been extended into 2018, bearing in mind that the desired outcome is to embed peer review as 'the way things are done around here', an organic tool for continuous improvement, for the teams, by the teams.

The current process takes approx 3-4 months from initial meeting to the visit itself. Initially the team are given the 'Question Set'. A questionnaire of 95

questions relating to all aspects of operational business. It doesn't cover charity commission aspects of team business because this is already covered by the Charity Commission. The questions explore the 'Hows', 'Whens', 'What ifs' relating to SOPs, processes, procedures, equipment maintenance, operational effectiveness, welfare and TRiM, technical rescue, medical and training.

The team considers the questions and returns their answers to the review team at least two weeks prior to the visit. The review team consists of the peer review lead and two volunteers, selected by reviewers from a national pool. They read themselves into the team's responses and arrive at the team on the Friday evening of the review to meet the team's key players.

The visit proper starts on the Saturday where the team discusses its responses to the

question set with the review team. The review team explore each response and ask 'second order' questions, with the aim of allowing the team to gain greater self-awareness. As mentioned in the last update, some teams have invited statutory partners to this day and this has given greater breadth to the discussions. Day two (Sunday) of the visit works best as a call-out exercise, where the review team embed themselves within the team, with the intent of meeting and talking to as many team members as possible. This allows the reviewers to gain 'grass-roots' feedback following the responses discussed on the Saturday.

On completion of the exercise the review team depart, reflect on their observations and then produce written feedback to each of the responses to the 95 questions, each prefixed by either 'Highly Developed', 'Developed', 'Developing' or 'Area for

Development'. Where the reviewers observe that the team has a particularly good idea the feedback may also include the comment 'This is believed to be an example of good practice'. The team then reflects on the review team feedback and takes whatever action it believes is necessary to enhance its operational effectiveness. No external report is written by the review team, any feedback is treated as confidential business within the team conducting their own review.

By the time this issue goes out we will have held the peer review forward planning meeting, on Saturday 7 January 2017, at the Bowland Pennine team's Garstang base. The meeting is intended for all stakeholders, including: team officials of the teams who have completed a review, reviewers who have supported a review, teams programmed to conduct their review in 2017, teams who are

thinking about it and indeed anyone who feels that they have an interest in developing peer review as a tool for teams. The aim being to discuss and evolve the process, so it best achieves its intent, which is to help teams become more self-aware and to spread good practice.

Upcoming reviews include North East Wales in February, Northumberland National Park in March, Cleveland in July and Bolton in September — so there are opportunities for teams to take advantage of the process in May, June and August, and on into 2018.

We continue to seek support from team members who feel that they can volunteer time to be a reviewer. This is a valuable role both for the team conducting the review and for the individual, who experiences another teams way of doing business and meets new people with whom to share good practice. ☺

Holding up the mirror

ANDY BRADSHAW ROSSENDALE & PENDLE MRT

It's a crisp Saturday morning and a select few from Rosendale Pendle MRT arrive at base ready to have our own peer review. It's safe to say we had so many questions, backed up with a certain amount of anxiety as to how the next eight hours in one room would work out.

In true RPMRT style we all needed a full stomach before anything, so with the MREW peer reviewers in tow it was mission fry up! After the initial pleasantries and introductions (in between ordering a full English), we were straight to it with a SWOT analysis about the team.

Eye's cast across the table not quite knowing if we were being set up for a fall or not. From my perspective as an operational

trainee with little in-depth experience of MR, starting the process with such an exercise was a positive, it focused the mind to look from the outside in.

Addressing your strengths, weaknesses, opportunities and threats is a good way to instantly see if the whole team is reading from the same page or not. I've proudly been part of RPMRT now for a year and have seen the passion, dedication and sheer effort which goes into our team and I must say, I was in one way relishing the perceived scenario of being picked apart and could see my team leader and deputy looking particularly defensive but focused.

As we sat around the table, the head reviewer made it very clear tensions will run high and he will push and dig. But he went on to outline that the review is absolutely NOT MREW assessing the team!

It's a process aimed to get teams to hold up the mirror to themselves, ask questions of every approach, method, policy and procedure. To challenge potential complacency (which everyone of us can sometimes be guilty of!) and, through open discussion, improve.

The way some of the questions are structured looks for a simple and definitive answer where in reality it simply can't be given — which is fine! It took a little time to wrap the old grey matter around the concept that these questions are for us to answer or not, for us to decide at what stage we were at and or wanted to be but as the session progressed things settled down and we found our flow.

From my perspective it was a very positive experience to open Pandora's box and really peel back the layers of the team, ask the questions and be self-critical.

There was one hell of an amount of experience around the table, some of whom had been responsible for developing the team we have today. Myself and fellow operational trainee Al Pepper spent most of the time listening and soaking it up all and there definitely are elements which are applicable and some which are not. Again, that's fine!

Next day was part two, an outdoor exercise: the proof of the pudding. Another crisp morning start with vehicles away to Pendle Hill for a swift rescue in the snow.

The dynamic was much different. No one said anything but we knew we had to perform. The reviewers wanted to stress test how the team communicates, assesses risk and performs a rescue in general. This had to be a good thing — after all this is what we do right?!

They mingled with the rest of us and for me this was going to be the

test of tests. How would we cope under the spotlight?

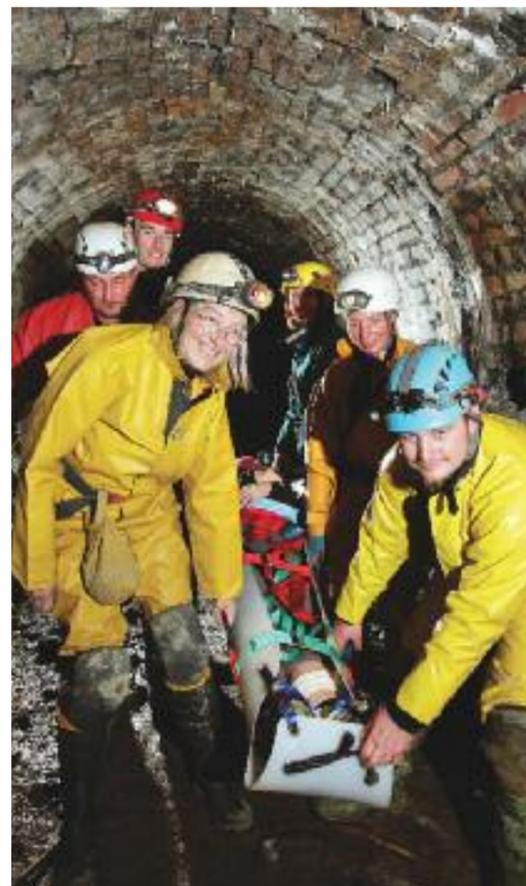
Anyone thinking about having a review — don't be tempted to orchestrate the process, you'll just be lying to yourselves. Trust in your training and the results should speak for themselves.

Is the peer review worthwhile? Yes! Any process which gets you to stop, think, question and be open to change is good — not easy, but definitely good.

I left feeling our team does some things brilliantly and some okay, but put these together and it works and works well. That said, no team is perfect and none should believe themselves to be so.

Going forward, we're reviewing some systems and paperwork, but we're in a good place and looking to the future a lot clearer and stronger. But I guess we'll soon know that after the next review... maybe. ☺

Disaster in the Ironbridge Gorge – major landslide!



KELVIN LAKE MIDLANDS CAVE RESCUE ORGANISATION

On Saturday 15 October, a major landslide occurred in the Ironbridge Gorge, Shropshire, demolishing houses, crushing and overturning cars, blocking the river, and triggering gas explosions which caused further collapses within the Gorge. The situation wasn't helped by torrential rain. Reports of trapped and missing people were being passed to police and fire crews at the scene...

at the stage that requires daily monitoring of land movement within the Gorge.

Mathematical modelling has shown that following a large landslide the speed of the potential flooding is such that an organised evacuation is not considered practical and despite recently completing a multi-million pound stabilisation project in the Jackfield area (to the east of Ironbridge), a catastrophic collapse still remains a real risk.

Because of the significant risks in the Ironbridge area the emergency planners decided to organise Exercise SIMUL as a major, multi-agency exercise to trial what emergency services might do following such an event and how voluntary groups might function alongside the blue light services. For the purpose of the exercise, it was assumed that the police, fire and ambulance services were already deployed on different tasks in response to the emergency. Thus, allowing the participating voluntary agencies to link into the command and control structures of the emergency services and work under the direction of multi-agency Bronze (MAB) control points at key locations in the Gorge. The controllers for the MABs were drawn from Shropshire Fire and Rescue Service, and Warwickshire and West Mercia Police.

A key objective of the exercise was to test communication paths and systems within an operational environment. Should the worst happen, it is envisaged

mobile phone communications would be unavailable in the Gorge — considering it is a major tourist location mobile coverage is very poor or non-existent in many parts of it now! When the emergency services switch their communications to the 4G-based network it will be interesting to see how they cope with locations like Ironbridge.

To cover potential comms problems, Shropshire and Staffordshire RAYNET (The Radio Amateurs' Emergency Network) were tasked with providing the main comms for the day, although rescue teams still had the use of their own radios for inter-team working.

On the day, about 100 people were involved in the exercise with the voluntary teams being tasked to a wide range of scenarios, using live casualties, designed to prepare for the worst. They included rescuing people from a car that had fallen down a sink hole, underground rescues, land searches with dogs and police drones, plus searching for and rescuing people from the River Severn.

Casualties for the river exercises were provided by Shropshire Fire & Rescue — with their water rescue team acting as the river casualties — while the Ironbridge Community Champions and RAF 605 Auxiliary Squadron (Cosford) provided volunteers for the land based incidents. Some of the volunteer casualties deserved BAFTAs or Oscars for their acting skills — they were so convincing that some rescuers

thought they were genuinely injured!

Exercise SIMUL was two years in the planning (although it was only one meeting a month for the organisers from the voluntary teams), for what turned out to be a very hectic 8+ hours of exercise!



Photos © Ian A Cooper

None of the team members who turned out on the day knew what they were going to face, so team controllers had to be careful about committing all their resources too soon or too many resources to the first incident that



This was the imaginary disaster scenario that unfolded for volunteers from NSARDA, Midlands Cave Rescue Organisation (MCRO), West Mercia Search and Rescue (WMSAR), RAYNET and the British Red Cross in October as Exercise SIMUL kicked off.

The possibility of a major landslide in the Ironbridge Gorge World Heritage site is the main concern for the Emergency Planners of Shropshire and Telford and Wrekin councils — it has happened several times in the past. Current planning for such an eventuality is described as Operation Tangent. Due to the risk levels, Tangent is already

CAVE RESCUE IN SOUTH WALES CELEBRATES 70 YEARS

South and Mid Wales Cave Rescue Team celebrated with a rescue training exercise in the extensive Ogof Ffynnon Ddu cave system situated in the Swansea Valley during the day, followed by a dinner during the evening. Peter Dennis reports.



Training officer Ali Garmin had devised two separate incidents, both requiring careful loading of a casualty into a stretcher and a 'carry' to the cave's Top Entrance. The short pitches, pits and boulder obstacles required large numbers of rescuers to form a moving conveyor, with exposed terrain rigged to protect the casualty in the stretcher and the rescuers. Independent haulage lines were rigged to pull each stretcher up slopes and pitches.

All very physically demanding and the assistance of colleagues from North Wales CRO, Irish CRO and Gloucester CRG — 48 cave rescuers in all.

The first scenario was an injured caver, slipped and fallen from the traverse above the first pitch of Edward's Shortcut. The injured caver required appropriate medical care, was loaded into a stretcher and hauled up the short pitch and out of Top Entrance. The Land Rover was driven to the entrance and there was an additional test in which the casualty was loaded and secured onto the stretcher bed of the vehicle and driven to the Penyllt HQ.

The second scenario emphasised the technical and physical demands required to extract a stretcher-bound casualty from beyond the exposed traverse of Northern Canyon, further along Edward's Shortcut than the first scenario. The selection of a casualty of 100kg may not have been deliberate but proved to be a serious challenge! The initial traverse required independent traverse ropes tensioned with mainly thread belays around

boulders. Cavers were protected with cows' tails and the stretcher was suspended horizontally from two pulleys, along a tensioned independent line (for a Tyrolean-like traverse) guided by a line of rescuers positioned on the opposite wall. Beyond the traverse, Edward's Shortcut itself is an awkward passage, and the stretcher was steadily manoeuvred over constrictions, steps and large, fallen boulders; there was increasingly effective teamwork, once everyone got the bit between their teeth and the rescue party reached Top Entrance and surfaced before the 4.00pm cut-off time.

The separate rigging teams worked very well to prepare the ground and there were underground communications teams associated with each scenario, who successfully used CaveLink at various underground locations. Over forty text messages were exchanged during the exercise to keep a full surface control team informed and busy (vertically via a surface CaveLink and laterally to HQ via High Band radios). Surface control involved some new faces and provided a great opportunity for experienced controllers to share skills.

There was also a successful trial of the Nicola 3 radios, which provided a few exchanges of information by voice rather than text. The rescue exercise exposed the team to many new skills, experiences and a great deal of hard work (the two teams accumulated nearly eight hours of stretcher carrying) and the practice was an excellent opportunity to network with neighbouring teams who would

be called in to assist on a major rescue incident.

After a debrief, many team members made ready and attended the celebratory dinner at the nearby Pen y Cae Inn to mark 70 years of operational service in cave rescue across South Wales — now as South and Mid Wales CRT but historically as the independent West Brecon and Gwent cave rescue teams.

A good turn-out of team members, old and new, and guests enjoyed excellent food. Chairman Gary Mitchell accepted, on behalf of the team, a new Slix100 stretcher courtesy of Hywel Jopling of Conformance Plastics — very fitting since SMWCRT were involved in the initial testing of the Slix stretcher range.

The SMWCRT Executive would like to record a special thanks to



Top: Combined cave rescue team members © Claire Vivian.

Above: SMWCRT Executive with Slix100 stretcher © Megan Gorry.

team member Claire Vivian who gave up significant personal time to organise, source raffle prizes and ensure that the 70th celebration was a great success. 🍀

PAGE 13 >

occurred. For example MCRO's first incident was a report of visitors to a show mine failing to come out and the entrance being partially collapsed. Team members had only just been deployed to that incident when the fire service asked for a rope access team to assist in recovering people from a car that had fallen into a sink hole. This was followed later by a request from the police controller in another part of the Gorge that people might be missing in one of the other tunnels in Ironbridge and could a team be sent to search for them.

Like any large scale exercise, things got off to a slightly shaky start, mainly due to miscommunications during the initial hour or so while things were being set-up. However, individual teams responded effectively, efficiently and in a professional manner as we knew they would. As the day wore on, comms improved, people learnt from the early issues and casualties were recovered and swiftly handed over to the Red Cross for transport and treatment at the triage centre.

An additional aspect of the exercise was the groups of VIP observers (senior officers from the council, emergency services and military), and media that would turn up unexpectedly at incidents to observe the activities. This gave team members on the spot chance to hone their skills in dealing with questions from the media while still tackling the scenario.

The council emergency planning teams were very pleased with how the day went and the volunteer response. As they had not seen volunteer SAR teams in operation before I think they were very surprised at how well we all worked together and how professional the teams were. As a result of the exercise a number of issues were highlighted and these are now being incorporated into the emergency plans. It is expected a full report on the day by the emergency planning team will be published in the New Year. 🍀

Brief introduction to the British Cave Rescue officers and how to find them...

who?

...turn back to page 38 for MREW contacts



CHAIRMAN: DANY BRADSHAW

chair@caverescue.org.uk

Represents cave rescue with Government, the emergency services, UKSAR and MREW. Currently taking the lead on the team assessment process. Dany has been a Warden for Mendip Cave Rescue since 1979.



VICE CHAIRMAN: BILL WHITEHOUSE

vicechair@caverescue.org.uk

Assists the chairman in his role and is a trustee of the Mountain and Cave Rescue Benevolent Fund. Bill is the current chairman of Derbyshire CRO.



SECRETARY: EMMA PORTER

secretary@caverescue.org.uk

Ensures comms between teams, BCRC and beyond, currently reviewing BCRC incident reports. Represents BCRC at the British Caving Association and lecture secretary for the national caving conference. Training coordinator of Midlands CRO and member of Gloucestershire CRG.



MEDICAL OFFICER: RICH MARLOW

medical@caverescue.org.uk

Advises on medical matters and keeps teams aware of medical issues of concern to cave rescue. Represents BCRC at the MREW medical committee and represents BCRC at UKSAR. Rich is a Mendip Cave Rescue warden.



TRAINING COORDINATOR: JIM DAVIS

training@caverescue.org.uk

Addresses national training needs and works closely on the team assessment process and represents BCRC at the MREW training committee. Jim is a member of the Cave Rescue Organisation.



INFORMATION OFFICER: IVAN YOUNG

informationofficer@caverescue.org.uk

Ensures that contact information for the fifteen cave rescue teams within the UK and Eire is maintained and updated regularly. Collects, collates and distributes incident and other statistics from the teams. Rescue controller and treasurer for Scottish Cave Rescue Organisation.



EQUIPMENT OFFICER: MIKE CLAYTON

equipment@caverescue.org.uk

Liaises with MREW regarding the Government grant and runs PPE inspection courses for teams. Represents BCRC at the MREW equipment committee. Chair of Midlands CRO, he is a member of Gloucestershire CRG.



COMMUNICATIONS OFFICER: JON WHITELEY

communications@caverescue.org.uk

Seeks to enhance ICT for cave rescue and is BCRC rep to the MREW ICT committee and also PenMacRA chairman. One of three MREW SARCALL administrators and a rescue controller for Devon CRO.



TREASURER: HEATHER SIMPSON

informationofficer@caverescue.org.uk or treasurer@caverescue.org.uk

Manages finances and coordinates fundraising. Part of MREW fundraising group and also manages MREW collecting tins. Heather is a member of North Wales CRO, Midlands CRO and Derbyshire CRO



LEGAL ADVISER: TOBY HAMNETT

legal@caverescue.org.uk

A solicitor by profession, focuses on pragmatic solutions and believes in communication to ensure legal risk is minimised. If a case requires specialist knowledge outside his area of expertise he can assist in ensuring the right expert is identified.



DIVING OFFICER: CHRIS JEWELL

diving@caverescue.org.uk

Advises on cave diving issues and liaises between the Cave Diving Group and BCRC.



FOREIGN SECRETARY: PETE ALLWRIGHT

Represents BCRC at the European Cave Rescue Association and liaises with overseas cave rescue bodies.

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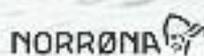
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