

Mintcake



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Editor's Comment

Sorry for the delay in getting this out, too many exciting things to do! (Like renewing an expired passport less than 3 weeks before going on Holiday!)

DBH

Mintcake Nibbles



The exercise on 26 September will either be Bankside Training for Swift Water Technicians or participating in the East Cumbria Search Panel exercise, which may well be based in our area. So good turnout would be appreciated. Come prepared! (If in doubt contact Paul Aistle)



Good Bye to Howie Crook, who is stepping down from the team, but who will still be involved with training the team. Hello to Richard Myers, who is now a provisional member



Sarah Crickmer, the journalist, who raised a false alarm calling out the Keswick Team during the November Floods has been found guilty counts of "sending a false message by the public electronic communication network to cause annoyance, inconvenience or anxiety."



A man has been arrested for the theft of a collection box from a shop in Windermere. The arrest was made when he was leaving prison...

What's On?

Wednesday 8 September 19:00

Medical teaching

Friday 10 September

Torchlight

Saturday 18 September

Bucket Collection Asda

Sunday 26 September 09:00

Water- Bankside Training

East Cumbria Search Panel

Thursday 30 September 19.30

Equipment Night

Wednesday 6 October 19.30

Ops and Membership Meeting

Thursday 7 October 19.30

Provisionals & New Members Night

Wednesday 13 October 19:00

Medical Teaching

Thursday 28 October 19.30

Equipment Night

Sunday 31 October 09:00

Rescue & Evacuation

Tuesday 2 November 19.30

Base and Vehicles Working Group

Wednesday 3 November 19.30

AGM & Main Committee

Wednesday 10 November 19.30

Medical Teaching

Wednesday 24 November 19.30

Equipment Night

Wednesday 22 December 19.30

Equipment Night

Callouts

8 August 2010 15.05 hrs

The Team's Leader Group was paged by the police in connection with a report of a fallen male who had a possible dislocated shoulder. Further enquires established that the location was on Keswick Team's patch and so the job was passed to them.

9 August 2010 16.20 hrs

Another Langdale & Ambleside assist. The L&A Team were just finishing a job at Far Easedale when they were alerted to an incident on Helm Crag where a male had a lower leg injury. We joined with a few L&A team members to deal with this one. The casualty was carried further up the fell by stretcher to a flat area where he could be transferred to the Air Ambulance.

13 August 2010 12.40

The Langdale & Ambleside team requested our assistance with a male who had fallen about 50 feet down a very steep rocky slope in a small gill just to the west of Swine Knott in Great Langdale. We carried heavy kit up steep and bracken covered ground. The casualty had a shoulder injury and lacerations to his face. He was treated by a paramedic from the NW Ambulance Service and L&A team members, secured to a stretcher and winched up into a Sea King helicopter from RAF Boulmer for onward transport to hospital.

The BBC Look East news programme did a short piece on it – watch it at.

<http://www.bbc.co.uk/news/uk-england-11040799>



21 August 2010 16.50 hrs

We were called to assist the Langdale & Ambleside team with a casualty on The Band (Great Langdale) as they were a little short on numbers. We were stood down as team members were assembling, however, when L&A established that the casualty was not very far up the hill and was hobbling down.

Exercise Reports

Sunday 25 July : Farleton Knott.

Chris organised; Dave Ritchie & Adam instructed. Turnout could have been better.

We started off practicing the knots we are most likely to use. Figure-of-eight, with & without bunny ears, Alpine Butterfly, hitches, Overhand, Reef & Robber & Granny Knots – only one of which holds; and of course: Bowline. A proper bowline has the “tail” on the inside of the loop; this means you can then tie the YOSEMITE FINISH. The point of the Yosemite Finish is that it is a quick way of tying an equalised belay with a loadable (and escapable) loop pointing in the same direction as the live rope (ie. you're not belayed facing the crag). This is good: if you weren't there ask Ritchie to demonstrate.

After prusiks and sandwiches we practiced setting up belays. Ritchie pointed out the finer design features of hexs & nuts. I've been using my nuts for years & years, & had never really looked at them. You should clip yourself and everybody else at

the belay directly into the wire loop; this means there are fewer points of weakness in the system. Theory of abseiling was also covered but no one was inclined to go over the edge (if you'd been there we would have, of course). When undoing the lock-off loops during an abseil don't let go of the live rope.

Once again: thanks to Chris, Dave, & Adam.

Rod Muncey.

Wednesday, 11 August

The Ups and Downs of MR – Or How to Rig a Stretcher Lower and a Haul System

The rain held off so it was a very pleasant (and worthwhile) evening on the top of the quarry at the Scout Scar Car Park. Paul A, Adam M and Kevin P (fleetingly assisted by Steve K) had set up the latest MR rope systems for lowering a stretcher, safety line and setting up a haul. For those of us who have been around for a while, some of the approved rope systems seem to change as often as the ratio of breaths to compressions in resuscitation so it is important to keep up to date.

With all three systems, the importance of good (bomb-proof) anchors was emphasised – a bit of a shame if all the ropes and knots look good but the anchors fail and the stretcher, the casualty and the “barrow boy” end up in a big heap at the bottom of the crag.

Paul's stretcher lowering system showed the rigging of the stretcher for both a horizontal and a vertical lower (the main lower being controlled using the Alpine Tube). For a horizontal lower, the main lower rope and the safety rope were secured to the maillon at the top of the stretcher lowering strops by interlinking bowline knots. The tail from the main lower rope should be connected to the “barrow boy” and the tail from the safety rope should be connected to the casualty. For the vertical lower both the main lower and safety ropes are connected to the head end of the stretcher using the good old figure of eight with “bunny ears” knot. Having seen the system, we were then required to untie all of the knots and re-rig the system (interesting ideas on knot tying were examined!).

Adam was demonstrating the safety line. As might be expected, this would be the back-up to the main lowering rope. If all goes well it will never take any load but the key trick is to make it both fail-safe and capable of adjustment/release after loading if this does occur. The fail-safe bit is achieved by running the rope through two prusik knots which are connected to an anchor (the prusiks need easing to permit the rope to pass through them but if the rope is released the prusiks will grip and hold it). Between the two prusiks and the anchor are two karabiners. These are joined by a long length of cord which is secured to the karabiner at the prusik end and then forms three loops to the karabiner at the anchor end. The last loop is linked to the anchor end karabiner by an Italian hitch and the two karabiners are pulled together until they are about six inches apart before locking the cord off. In the event of the safety line being loaded and the prusiks locking, the prusiks can be released by allowing the cord to run back, with control achieved from the Italian hitch. Phew! I think that's right – oh for a diagram! More untying of knots, more re-rigging and more interesting ideas on knot tying.

Just when you thought it couldn't get any more complicated, Kevin was demonstrating “Z” hauls. He had set up examples of a 3:1, a 5:1 and a 9:1 but what was most impressive was the fact that he also had a white board to reinforce his “teacher” role. The white board did prove useful, however, in demonstrating how the theoretical mechanical advantage was calculated (I really wish that I had taken more notice during physics at school – or was it applied maths?). Anyway, Kevin pointed out that you need to allow for the friction in the system so a 3:1 probably only gives you 2:1, a 5:1 only gives you about 3:1 and a 9:1 probably only gives you about 6:1. Still with me? All haul systems should be protected by locking prusik knots so that dropping the rope does not result in dropping the load. Another key point was that it is really a waste of time trying to use anything smaller than two inch pulleys in the system because of the effect of sharp changes of direction on a rope. It is certainly worth remembering the very high loads that haul systems place on anchors (which really need to be bomb proof plus a bit!) and to endeavour to pull smoothly on the haul, avoiding shock loading.

Great evening guys – thanks. I hope I got it more or less right!

John Fitch

Provisionals and New Members Night

Following the success of the previous new members evening, a similar evening has been arranged for the 19.30 on 7 October at base. Hopefully, this will help explain how the team operates and what goes on behind the scenes. Open to all team members!

Caption Competition

Despite a number of unprintable entries and a threat from the team leader to take the sub editor (caption competition) to court for harassment if he features in another photo;

Last Months winner is Keith Pitman with

"Terry, let me explain to you again - I cook the sausages, you cook the books."



More Rubbish

In their wisdom, a few years ago, South Lakeland District Council decided that the rubbish generated by the Team had to be treated as 'Commercial Waste'. Nothing startling in that, except it means that ALL rubbish that goes in our wheelie bin at Base must be in an SLDC commercial waste bag – or it may not be taken away. But the sneaky bit is that we have to buy every single bag off the council! The unused bin bags are kept with all the cleaning stuff in the green cupboards in the garage. So please, every time you put rubbish in the wheelie bin make sure it is in an SLDC bag; to keep our costs down, if it is only part full then empty some of the many rubbish bins around Base into it! (For all you railway buffs out there you may be interested to know that the colour of the SLDC bags has changed from a wishy-washy salmon pinkish colour to a dark red, very reminiscent of LMS maroon – then again you may not be interested.)

Base & Vehicles Working Group

Base Computers

In order to reduce power consumption and heat in the Control Room, please would all users of the Admin Computer shut the computer down after use (and switch off the mouse!)

The Operational Computer (which runs MRMap) should be left on at all times.

Base & Vehicles Working Group

Land Rover Update

Just to remind everybody and to give you all an update.

The New Land Rover (the one to replace M1) is at the conversion shop and being built to the same specification as Mobile 3. We have been promised a quick turn round, and should get our hands on it early October.

The original Mobile One is to be rebadged as Mobile Four, and its primary use will be to transport Water Technicians and all the Swift Water Equipment that we now have. It also gives us extra personnel carrying capacity plus a back up should one of the other vehicles fail.

To make room within the garage, B&V will, during the next few weeks have a bit of a clear out. Any items not required will be put in a box for anybody to help themselves and make a donation to Team funds before its thrown out.

Please fill up on cleaner and waterproofer to free up some space.

Base & Vehicles Working Group

100 Club

The 100 club helps the team with funds and has just donated £1000 to the coffers. There are still a number of numbers left and a number of newer members who haven't joined or press-ganged friends and relatives to do so. I can also scotch any rumours that some balls (particularly number 31) have been covered in glue.

The form is on the public part of the website and it remains a bargain at £12 pounds a year. The 100 club also gives the attendees of the Ops and Membership and Main Committee meetings (all welcome!) opportunity to make unnecessary comments about Peter's balls.

Recent Winners

	July	August	September
1	Mrs D Kerrigan	Mrs E Morris	Mr & Mrs T J Holdaway
2	Liz Rothschild	Mrs D Kerrigan	J M Bailey
3	M Rodgers	Rob Brooks	Mr Tony Cragg

Peter Clarkson

Patrons

We have just updated our list of patrons, so if you do not receive the next copy of Mintcake please contact the team secretary.

Buying Boots from Nevisport

Nevisport offer us a generous discount on all items when we show our team member card. However, to get the biggest discount of 25% (on boots only) they have asked us to introduce an order procedure. The form is on the members section of the website and is meant to be printed off and filled in (when you buy your boots). Nevisport will then bill the team for them. It is vital that you pay the treasurer as soon as possible after buying the boots.

Allotment Corner

I'm pleased to report that at the Kendal In Bloom awards, Kath (with a little bit of help from Kev) Knowles and Kate Willshaw (with a little bit of help from Dave Hughes & quite a bit of help from John and Anne Willshaw) won prizes for Best Allotment Plots on their sites. Kath also pipped Kate for second place for Best Newcomer prize too.

I am sure it is my expert advice that did it! However, I don't know everything, so if anyone has a suggestion for what to do with a glut of pumpkins please contact me through the editor...

Doug Patch

Internet News

Tying into the theme of the exercise reports, I found a fascinating film made on "youtube" of an ascent of Left Wall of Centoaph Corner (E2 5c) in the Llanberis Pass filmed on 16mm film in 1964. This was one of the first routes to be protected using engineering nuts(!) alongside pebbles put into the crack and threaded around. To see it, put "ascent of left wall" into the youtube search box. The part 1 is a short introduction and part 2 is the climb itself.

Tim Ternet

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E-mail recipients please remember to let me know if you change your e-mail address. Postal recipients if you do have an e-mail address and would be happy to receive your Mintcake in that form (or if you are happy to pick it up off the website) please do drop me an e-mail, it saves printing and postage costs and a tree or two over the years!