

# Mintcake



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Reg. Charity No. 1125680  
September 2010

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## Editor's Comment

Back from Holiday in one piece with an unprecedented amount of exercise reports and other bits and bobs, so there is a bumper amount of mintcake to swallow this month!

*DBH*

## Mintcake Nibbles



Welcome to Martina Pyne who is now a provisional member.



Overheard at the swiftwater training weekend...  
"I'm safe I've got my leg over him"



When comparing bruises...  
"You lot should think yourselves lucky – I don't go flashing my bum to everybody" (thanks Jo!)

## What's On?

**Wednesday 13 October 19:00**

Medical Teaching

**Thursday 28 October 19.30**

**Equipment Night**

**Saturday 23 October**

Bucket Collection – Booths, Kendal

**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

**Friday 12 November**

Collection - Asda

**Saturday 13 November**

Climb for Kendal

**20 & 21 November**

Mountain Festival

**Wednesday 24 November 19:30**

**Equipment Night, including Swiftwater kit inspection.**

**Wednesday 1 December 19:30**

Ops & Membership Committee

**Sunday 5 December**

Cas Care exam.

**Wednesday 8 December 19:00**

Night Navigation

**Sunday 19 December 09:00**

Social

**Wednesday 22 December 19:30**

Equipment Night



And last but not least, in an attempt to win a POTY award, whilst trying to put on a new pair of overshoes, Chris M was heard saying  
“These bl\*\*dy boots don’t fit”  
only to discover he was trying to put them on with some of the packaging still inside...



Four team members recently attended a Fatality Protocol Course. It was reported that to be interesting but nothing particularly new. In response to this one committee member quipped that he was glad they were not bored stiff. (groans all round)

## Callouts

### 8 September 14.00 hrs

The police paged the Team and asked us to assist a female who had fainted while walking above Eggerslack Wood on Hampsfell. The casualty had regained consciousness and she was assessed by a paramedic from the North West Ambulance Service. She was then taken down the track in one of our Land Rovers to an ambulance for onward transport to hospital.

### 11 September 23.30 hrs

The Penrith team asked us to go on standby as they were searching for a male mountain biker who had become benighted in the Mosedale Cottage area. He was apparently only wearing his cycling kit, left his bike and walked up a hill to get a signal on his mobile phone. The Penrith team located him (cold and wet) at about 01.30 hrs and we were stood down at 01.40 hrs. However, we continued to monitor progress for a short while and offered to send one of our Land Rovers up Longsleddale to Brownhowe Bottom to transport the casualty and two Penrith team members down. This offer was accepted and a Penrith vehicle met up with them on the A6 at Garnet Bridge. Headed off home to bed at about 03.00 hrs.

Mike from the Penrith Team has subsequently thanked us for the help. Apparently the biker still hasn’t found where he left the bike but the rumor that someone called “PenrithMR” was selling a top spec mountain bike on Ebay has been quashed.

### 18 September 21.00 hrs

The Langdale & Ambleside team were engaged in a search on Crinkle Craggs when they were called again in connection with two missing persons who were last seen in the Angle Tarn area. They dispatched a small group towards the Tarn and called us for assistance. Just as our first vehicle was leaving base we were stood down when a report came in that the missing persons had turned up in Borrowdale. L&A made a find on Crinkle Craggs a short time later. We pleased to avoid a wet night on the hill.

### 26 September

During the East Cumbria Search Panel exercise, some team members were asked to help the police with their inquiries... Maybe more news of the worst kept secret in Cumbria next month.

## Exercise Reports

### Carlin Gill, 22nd August

#### A PICNIC IN THE HOWGILLS

A good turnout on a sunny late summer Sunday.

John Fitch and Ian Johnson led the sessions with the initial discussions based around what personal kit was required in different scenarios depending upon the time of year, weather conditions and what team kit would be required on the hill. Kit sharing was discussed whilst some of the team members carry an additional light sack or bum bag to carry absolute essentials if they are going to also be carrying team kit.

We then broke into two groups.

John organised the picnic blanket (groundsheet) onto which a couple of rucksacks were placed. Unfortunately they were found to contain medical equipment instead of food so we dismantled and repacked them, discovering in the process just what is stored in each, and what they are used for, so that if requested we should be able to supply the cas carer with any items that they may desire quickly and efficiently.

After repacking and finding the real food supplies we settled down for a bit of sunbathing and the picnic. Unfortunately we were soon whipped back to work by Ian with a session on loading the Bell stretcher into Mobile 2 and carrying out a critical assessment of the new lightweight casbag supplied by MRE&W. Opinions expressed we packed up and headed for home.

A useful and informative day's training.

**Harry Ashcroft**

### **Swift water technicians course September 2010**

10 members of the team, Andy D, Paul A, Ian H, Rod M, Chris M, Steve K, Phil L, Dave H, Jo W & Tony W undertook the 3 day course which was run by Daz Ready under the Rescue 3 International Syllabus. The course was a mixture of classroom work and time in the water.

#### **Day 1**

Was spent with kit familiarisation and learning about the distinct patterns that the water makes when faced with a variety of obstructions both submerged and breaking the surface. We also saw a selection of video clips of rescues conducted by both professional and non professional services. We then headed of to Low fold camping park to get some river work in. This consisted of getting into the river and feeling its force as it swept you downstream, it also proved to be a good lesson on avoiding submerged rocks which tend to leave a nice large bruise on the more fleshy parts of the posterior. Everyone had plenty of throw line practice which emphasised the importance of being able to quickly remake the line ready to throw again straight away.





### Day 2

A late start due to a planned night exercise, we stayed local and used the River Kent below the Railway bridge to practise river crossings using a variety of methods such as the line crossing. We also practised crossing using the tensioned line method which once set up is a very effective way of getting people and kit across the river. We then waited till nightfall and headed off back to Lowfold camping park where we undertook a night time river bank search followed by a casualty recovery. Once this was complete we moved upstream to practise being recovered from the water in darkness, with glow sticks attached to the throw bags and our helmets this proved to be a surreal experience. Our instructor Daz was sure this exercise would not last long as we would not enjoy it. Unfortunately it proved otherwise as we kept volunteering to go round again, eventually we had to call it a night due to the time.

### Day 3

We headed off for Killington bridge where Daz kept us on our toes by introducing different problems for us to overcome and showing us ways to improve our new skills. We returned to base to complete a brief exam and review everything we had achieved and receive our badges of honour. A good course enjoyed by all.

Mentions in despatches:

To Jo: For showing us all where the submerged rock was and having the best bruise of the course.

To Andy: For testing the reliability and strength, under impact, of the predator helmets, even though Tony's head was still in it at the time.

To Chris: For showing Olympian qualities in one armed swimming.

To Rod: For being Rod.

To Phil: For facing the dangers of Kendal on a Sunday evening to get the fish & chips.

To Steve: For scaring the hell out of campers at Lowfold with his double torched safety helmet.

### Tony Womack

*If any one fancies captioning any of these photos (and I think this one of Phil really deserves one!) send your entries to the usual address - Ed*



## Swift water technicians course - A post script

On the Friday following the SWR course I decided to have a walk down to Levens Bridge and then come back alongside the Kent, looking for good places for throw-bagging and for hazards. It was interesting to see the fence/strainer just upstream from the A6 bridge now has a bit of a gap in it; some of the limestone banks south of the A591 are clearly undercut; Force Falls reminded me what grade IV rapids look like; the river downstream of Sedgwick Bridge would be particularly difficult to access; there was more water in Gunpowder Rapids than there was on Sunday night.

About 200 yards upstream from Gunpowder Rapids is a short unwooded section with shallow sides. Here I noticed a couple of walkers talking to two people who had drawn their inflatable dingy onto the bank. My first impression was they were a couple of freshwater biologists taking a break from probing the bottom of the Kent, and since they weren't busy I decided to go and ask them what their research was.

It turned out that they were a couple of Kendalians who planned to row their inflatable down to the caravan site. I asked if they did it very often; they said it was their first time. I asked what make of helmets they had; they did not have helmets. I asked what the river conditions were like:

"It were bad at Hawes Bridge" said t'lass, "I were holding on to the boat and trying to tie me lifejacket at the same time."

Sometimes you realise that people may not be as experienced as they appear. I suggested it would be a good idea to walk down to Gunpowder Rapids so they could see what they thought of it; I also mentioned there metal stakes in the river just here, the notorious weir by the caravan site, and the gorge and rapids near Sedgwick Bridge. The lass didn't like the idea of metal stakes:

"The boat's got a slash underneath already."

As it was, they didn't like the look of the rapids and said they'd carrying the inflatable back to Hawes Bridge; but the lad seemed a bit disappointed:

"There's nothing else to do in Kendal."

"There's always Mountain Rescue" was on the tip of my tongue, but it came out as:

"You could try joining a canoeing club".

And that was that. I feel a bit guilty at having stifled their initiative; there was always the chance they'd have got through the rapids ok. I also feel I should apologise to those of you who are keen to practise water rescue skills for real. Did I do the right thing?

**Rod Muncey**

## East Cumbria Search Panel Exercise – 26 September 2010

### THE BRONZE PERSPECTIVE

So we turned up at the Kirkby Stephen base where I understood that I was destined to be "Coms/Controller" for the Kendal Team. The structure above was understood to be Gold Command (virtual in this case), Silver Command (Eddie was the MR Representative on that) and an "Overhead Team" (which was to comprise a member of each participating MRT – Kathy was our Rep). Being somewhat familiar with the major incident command structure, I assumed that the Overhead Team was therefore Bronze Command. No! I was quickly informed that in fact I and my fellow Controllers were Bronze. So what was the Overhead Team to do? No time to ponder this too much so I set about firing up my wife's laptop (which I had nicked for the occasion) and trying to make contact with our control vehicle at Cautley (Mobile 2), remembering to keep a complete log of all communications.

No radio contact with my handset so over to the mobile phone. Phew, that worked! I was informed by Mobile 2 that our initial casualties had been dealt with successfully and that our troops were eagerly awaiting re-tasking (don't hold your breath I thought! – KS base seemed at that time to be a haven for headless chickens (*shouldn't that be coop? Ed*). It must have been around this time that somebody (I forget who) informed me that the recent Leader Pager message which I had ignored was in fact a real callout and Mobile 1 was now heading back towards Kendal with 4 of the team on board. So that left us only 5 or 6 for the hill, plus our controllers in Mobile 2 and no off-road transport. Great I thought! I informed my fellow Bronze people and the Overhead Team.

After some time (probably an hour or so) a few of the chickens seemed to have located their heads and we received a briefing. Apparently, the participants in a mountain marathon race had all (potentially) consumed infected burgers at last night's camp site and were now all over the NE Howgills dropping like flies. The event had been called off and I was asked to task the Kendal Team to search a route between Cautley Spout and the summit of The Calf. Part way through communicating the scenario and the task to Mobile 2, I was informed of 2 casualties close to Cautley Spout. "Mobile 2, wait

one!" It seemed that we had a husband and wife pair, the male with a broken leg and the female some distance away "feeling ill". I asked Mobile 2 to send their depleted resources to these two locations. The noise outside which had made the communication difficult was found to be the North West Air Ambulance landing. Someone said that I could task it to pick up my casualty with a broken leg so I grabbed one of the crew and did just that. Off it went – oh the power! I told Mobile 2 that the Air Ambulance was on its way and told them to concentrate effort on the female casualty. I also asked them to let me know if the Air Ambulance was seen dealing with the male (broken leg) casualty. Subsequently I was told that our troops had seen the Air Ambulance land at the cas site and take off again a short while later (presumably with the casualty). Although I made some enquiries at KS, nobody seemed to be able to give me confirmation that the Air Ambulance had in fact dealt with the casualty (although I did find him some time later sitting in the car park eating his sandwiches and still grinning after his helicopter flight!).

"We should have a Sea King in about 45 minutes" someone said. Great, I thought. I asked Mobile 2 if the female casualty could wait that long. "Yes, she is stable" came the reply and we agreed that two team members would wait with her while the others continued to search the route originally allocated. Some time later, following the report that the second Sea King from Boulmer had broken down, we were told that another Sea King was en-route from HMS Gannet. Sadly, that one got diverted to a "real" incident, the Air Ambulance cleared off and we were told that we now had no helicopter support (amazing how real they can make these exercises!). I was now faced with the dilemma of having insufficient resources on the hill to carry off our female casualty. "Has any team got some spare hill resources?" I shouted. The man from Duddon & Furness jumped up and said that he had about 10 outside and he agreed to send them off to rendezvous with Mobile 2 and to deal with our evacuation (I don't think they were too pleased to be asked to delay their departure from Mobile 2 so that Boarder TV could get some good shots for the Evening News).

So by the time that the exercise was terminated at 14.00 hrs, Duddon had commenced the evacuation and our remaining hill troops had searched their allocated route and an area up to the top of Great Dummacks. The main learning points from my point of view were that the Overhead Team was rather unnecessary, there was insufficient communication up and down the command structure at KS and it all works best when you let MR do what it does best – just sort it and get on with it!

### ***John Fitch***

#### **In Over Our Heads?**

With the major incident having been declared the "Overhead Team" was to contain a rep from each MR team involved, would be briefed of the priorities that Silver Command set and given the responsibility of 'making it happen' by tasking Bronze Command.

We set to by spreading out a map and standing in contemplation of it, marker pens poised, planning our response to the first Silver brief giving priorities as:

- Identify teams to walk the route from both ends.
- Check control points direct where this will be quicker.
- Other available Mountain Rescue personnel to assist police managing campsite.

One minor problem we had with this was information on "the route" was pretty sketchy. We had an area and eventually were given 5 checkpoints between the overnight camp and the finish and looked for the most obvious routes between these. With this initial plan to cover our first two priorities we called a brief for Bronze, allocated searches, also covering the health protection precautions as news just in from the Health Protection Agency was that the mystery illness was an E. Coli infection. All competitors had to be taken through the casualty clearing station that was being set up.

By this time lots of casualty reports were coming in and we also had other assets arriving including the Air Ambulance and a report that a Seaking would arrive within the hour. We had messengers running in to inform us Silver would like an update and we also realised that we needed to talk to Bronze. It was becoming slowly clear that "the route" which we were searching as a priority was actually just the elite route and that most of our 180 participants were on the long score course which had 40 controls scattered throughout the area - not the 5 CPs we had! Hmmm... Time to make a big decision; who was going to make coffee?!

It was beginning to seem like "runner" was the most important job of the day and our physical separation from Bronze and comms downstairs, whilst it meant we had a quiet workspace, was causing all sorts of confusion, especially with tasking of the air assets. We ended up with a team with an unresponsive casualty waiting for an Air Ambulance which had actually gone home and hence a late decision to stretcher them to roadside and a casualty with a broken leg flown off but the message that this had happened never getting back to control. After a frantic period getting this lot

sorted, we got a Bronze rep visiting regularly, established that only 8 participants were still outstanding and search parties were being retasked to cover remaining areas. By “end ex” we had only 2 unaccounted for who were in the small area we had not yet searched.

So what did we learn as the Overhead Team:

We were an unnecessarily complex set up, essentially search managers who could have been attached to Bronze command (although a quiet space was useful) significantly reducing communication difficulties.

We were too many; 2 MR search managers plus the police search and rescue officer would be effective.

Personally, whilst it was frustrating to feel we could have been more efficient and effective, it was very instructive to hang out with the reps from the other teams and the police and get the feel of what goes on at command level of a major incident.

**Kath Jackson**

More next month when the ECSP has held its own post-mortem.

## **Equipment Night (or many hands make light work)**

Unfortunately, only two team members went to the equipment night at the end of September and could not manage to carry out all of the kit checks scheduled. It is very important that these checks are carried out as failure to do so could be critical out on the hill. It could also put the team in a very difficult position legally should something go wrong during a callout.

The immediate consequence of this is that there is more to do than normal on **Thursday 28 October** please make an extra effort to come along.

The other news from EMWG is that **Wednesday 24 November** will be the start of the quarterly inspection cycle for the new swiftwater kit, under the watchful eye of Tony W. It is hoped that some SRT's will come down to help carry these out.

In light of the ECSP exercise there will be extra boxes of gloves and antiseptic wipes kept in the vehicles.

**EMWG**

## **The Team Leader writes:**

September has been an exceptional busy month for Kendal Mountain Rescue, mainly training and courses, we have been quieter than most teams for call outs although the few we have had have been poorly attended, maybe because of other commitments or holidays etc.

With this in mind, for those who have struggled to attend we would like to know if there is a problem in maintaining a reasonably regular attendance, it would also be handy to know as we are currently undergoing a review of pagers, the points system and a forthcoming investment in clothing. It would also help us arrange kit & training more effectively.

Please let the membership secretary know if you are likely to have any forthcoming changes in circumstance that may affect this. We also are in the fortunate position of having a long waiting list of people wishing to join the team, and need to keep them updated on the recruitment situation

**Eddie**

## All Drivers.

It is a Team & Insurance company requirement that all team members who are a listed driver (general or call out) have their driving licences checked annually for any offence that may have occurred during the past twelve months.

The requirements are:

- Team Driving Policy
- Current Driver information update
- All must be completed & signed along with a
- **PHOTOCOPY OF YOUR PAPER DRIVING LICENCE .**
- **PHOTOCOPY (OR SIGHT OF) CARD DRIVING LICENCE.**

The forms are available from base (*they are on the low tables –Ed*) and must be returned to the Vehicle Officer no later than October 31<sup>st</sup>.

Failure to comply will mean removal from the drivers list as otherwise it would invalidate our Insurance policy.

**John Everett - Vehicle Officer.**

## Blues and Two's

The email recently sent around relating to the use of Blues and Two's has caused concern amongst some team members. At the moment, the situation is as it has always been and Cumbria police remain supportive of MR and the use of Blue lights and we expect further written clarification in coming weeks. However, for our system to remain robust and auditable should anything happen it is vital for the vehicle log books to be filled in after every drive.

It is also important for team members with fewer drives to put themselves forward to keep their numbers up (if for no other reason than to remain familiar with the vehicles)

**Eddie**

## Training News.

The noticeboard on the left at the top of the stairs has grown. As well as Ian's attendance records, Paul will be pinning up training stuff, such as the programme, sign up lists for courses and records such as the new table showing the dates when peoples qualifications (such as MRC, SRT, blues & twos etc) run out.

Winter Training will be run on from Thursday 3 March to Sunday 6 March based at the Feshiebridge Lodge again, as those that managed to fight their way through the snow drifts had a great time last year...

Accommodation will be paid for out of team funds leaving team members to pay for transport and food. However, if you sign up and pull out at the last minute without good reason you will be expected to pay for a share of the accommodation!

It is also getting close to Log Book time!

**Paul Astle – Training Officer**

## Direction of Swiftwater Rescue

Following the course run a couple of weeks back and the new kit, there was some discussion of what extras might make the kit a bit better or that the instructor recommended. Some of the requests have proved to be controversial. Consequently there will be a specific agenda item on the next Operations and Membership Committee (1 December). If you have an opinion, come along and make your views known.

There is also another 3 day course planned (when the water is really cold) with the same instructor for those whose qualification is about to expire or who missed the boat in September.

## Torchlight Report

This years Torchlight Parade had more cunning plans than Baldrick could ever think up. The music system went belly up during the week and could not be repaired in time, therefore the trailer was not required either. With thinking caps on it was Chris who came up with the final plan of having two stretchers rigged up with sturdy collection boxes attached.

We deployed to the starting area and it is here that we truly earned our reputation as the real 4th emergency service, one of the entrants had a mini with a large guy fawkes type dummy representing Mr Bean attached to a sitting room chair tied onto a roof rack which was precariously attached to the roof of the mini. While Keith was busy noting down every Health & Safety violation in his red book, Kev P led a team of willing hands in securing down the display. This proved beneficial to the team as the grateful entrant made a donation to our funds. Plus it meant that Keith had to put his prohibition notices away.

The team was represented by Peter's Supporters plus family members of the team who assisted in collecting money from the crowds and walking with the vehicles as they made their way around the course.

A nice surprise was when we entered Aynam Road and we were met by Andy B with a lovely Pizza fresh out of the oven. The rain did arrive but did not dampen the spirits of the crowds who cheered us on and those of us in the parade. Special mention to Jo and Pierre who provided the team with there very own Sonny and Cher act, the costumes were Fabtastic mate.

Here's to next year

**Tony Womack**

Peter Clarkson adds, " A big thank you to all who helped out both with the bucket collection at Morrisons during the day and on the parade itself, we raised over £1500"

## MREW Conference Dublin 2010

The oath made by all on the last day was to share information, so here is a few bits from the conference, hopefully more to come next month

A true Irish welcome kicked off the MREW 2010 conference in Dublin. Colourful outfits and lively music with a touch of Riverdance by a local dance school, certainly awakened the 300 or so people attending, following this a few welcome speeches were made before we all made our way to various lectures. Our main aim was to cover as much of the conference as possible in order to get full value of the weekend. So here follows a brief outline of some of the lectures attended.

### **The organisation & responsibilities of CAS**

How about joining this team CAS (Civil Aid Service) Hong Kong—a volunteer establishment with 3,500 members formed in 1952 and run by the full time staff of the CAS government Dept. They cover everything from community service, bush fires, typhoons not to mention searches, and evacuation of persons from collapsed buildings etc—the list is never ending, all on a budget of 7 million euros a year.

Details if interested [www.cas.org.hk](http://www.cas.org.hk)

### **Isle of man working together in Mountain Rescue**

This service made up of 81 personnel from all organisations dealing with any event, on the IOM controlled by one joint control the 22 groups are available for rescues, marshalling, events, infact anything where assistance is required-- and what's more they have 200 Airwave Radio sets in boxes that are only used twice a year!!

### **Mapyx & Sarman**

Delegates who attended these sessions had chance to get an opportunity to play with the new search management programme. Whilst the system has excellent features there are still several glitches to sort out and as far as teams in the Lakes are concerned. All are following Kendal's decision to await further developments and improvements before putting it into operation

## **Croagh Patrick.**

Before sampling to black stuff in the bar on Saturday there was an interesting talk on the busy weekend of the Mayo MRT Team covering the pilgrimage to the summit of Croagh Patrick. Irish folklore and tradition hold that Saint Patrick climbed this mountain in 441 and fasted on the summit for forty days. Each year, thousands of the faithful undertake an annual pilgrimage on the last Sunday in July (often referred to as "Reek" or Mountain Sunday.) Most stop at prayer stations along the way finishing with a celebratory Mass at the small summit chapel. Some of the most devoted even completed the rough summit trail in bare feet This year there were only 19 casualties most were stretchered off as the weather was too bad for heli support – not bad considering it was estimated that there was about 25000 + walkers over the weekend. The Mayo team did send an invitation to any teams who would like to join them in what is a military style organised rescue weekend.

**Eddie**

## **Further Reflections on the Ireland & UK MR Conference**

I was particularly drawn to the talk about the place of Voluntary Emergency Services in the framework of Major Emergency Management in Ireland and whether such a framework could be set up for the UK.

An obvious problem is that An Garda Síochána is a national police force, which makes it easier reach agreement. On the other hand, there are more voluntary organisations in Ireland involved in emergency services. However, once such a framework is in place, it sets out who has primacy at an incident and should stop situations developing where the location is spread across authority boundaries. e.g. Grayrigg train crash. If such a system were set up in the UK it would make a real difference to the response to major emergencies and situations like Grayrigg would, hopefully, not be repeated. The document is freely available for all who are interested at [www.mem.ie](http://www.mem.ie)

Dr. Linda Dykes is a Consultant in Emergency Medicine at Bangor hospital in North Wales. Because of the proximity to Snowdonia and RAF Valley her Emergency Dept. receives more casualties from mountain related incidents than any other similar unit. She is particularly concerned about the performance of NHS Ambulance Trusts and is leading a campaign to get them to change their protocols which we are all aware are somewhat short of what we would call "fit for purpose". Her view is that, as the Ambulance Trusts hide behind their protocols when criticised, she is lobbying the organisation, which writes the protocols for them. I am sure that we all wish her every success.

The final piece, which really fired me up was the two-part presentation by Siggj Sigurdsson, Director of ICESAR, the Icelandic Search and Rescue organisation.

The Icelandic approach to SAR is driven by its population distribution. Of 320,000, almost 200,00 live in Reykjavik and many scattered settlements have only between 50 and 100 inhabitants. There are 3,000 Team members (about 1% of total population) in 100 Teams. It is almost like a cross between the Civil Defence we had after World War 2 and conscription or National Service. All people who are old enough and fit enough are expected to enrol for training and serve their community. Any of you who are lucky enough to have visited Iceland will know that the terrain and unpredictable weather make self-help the only real choice for most communities. The MR Teams in parts of the West of Ireland and West Coast of Scotland would love to have that level of community involvement. For more information try [www.icesar.com](http://www.icesar.com) and [www.sosimage.com](http://www.sosimage.com) .

A fascinating fact for fundraisers is that they make a large part of their income from selling fireworks, which Icelanders love.

**Trevor Cotton**

## 100 Club

This months winners are

- 1 Mr J Cropper
- 2 Mr J Swire
- 3 Mr D Meredith

*Peter Clarkson*

## If you don't ask you don't get (or every little helps)

If anyone notices or hears of any possible sources of funding (such as grants from charitable trusts) please let Trevor know. Please do not assume that just because it is tucked away in the small print at the back of the Westmorland Gazette that someone else will notice!

## Climb for Kendal & the Mountain Festival

It's that time of year again!

Climb for Kendal is on 13 November and the Mountain Festival is on the 20 / 21 November (giving us two chances to be called out halfway through a fund raising opportunity!)

We'll have the shelter up on the Green to provide refreshments and I hope to be able to staff that with Supporters and we will be joint beneficiaries alongside the Kendal Riversiders. We're hoping to have a Land Rover at the Birdcage and somewhere around 11.00-ish to have a team to accompany the mayor (walking!) up the hill and then stretcher him back down. (*Rumour has it we will have to weld an extra section onto the stretcher to carry Mayor "Long" John Veevers down Beastbanks-Ed*)

We have got a stand at the Mountain Festival again and I am looking for volunteers to man it over the two days. If possible it would be good to have at least one hill-going member on the stand at anyone time. (*People who were there last year may remember some "fringe" benefits from the nice people at Bowmore to manning the stall-Ed*)

*Peter Clarkson*

## New Cas Cards

Dave Howarth reports that he has the waterproof paper for the cas cards and will be printing them in the near future.

## Cas Care Handouts

Some handouts from the 2010 Cas Care course can now be seen and copied on the Team's web site. You will find them in the Members Area which requires a username and password. If you have not got / not remembered what these are please feel free to contact John Fitch (*but be prepared to contribute to "The Fitch Whisky Fund" if you want the real password - Ed*).

*John Fitch - Webmaster*

## Internet News

I like Teva sandals as much as the next man, however, mine always end up smelling awful. Teva flatly deny that there is anything wrong with their footwear. However, through the wonders of the internet, I found that a couple of research scientists had discovered why Teva's are particularly prone to becoming noxious and an unlikely solution to the niff.

The rubber used in Teva's is slightly acidic and is the perfect home for Corynebacteria (perfectly normal bugs that eat skin and drink sweat) and it is their waste that causes the smell. The solution is to rub Marmite in and leave for 10 minutes before washing off. Apparently, marmite is slightly alkaline and neutralises the rubber whilst the the high salt content helps as an antiseptic.

<http://www.thriftyfun.com/tf30271271.tip.html>

I have tried and tested this solution and would recommend it to anyone, although I am now followed by the faint aroma of breakfast time...

*Tim Ternet*

## Allotment Corner

*Doug has been on holiday*

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