

Mintcake



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Reg. Charity No. 259539

September 2005

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AGM – Advance Notice

The team's AGM will take place at Base on 2 November, starting on 7.30pm. Team members should by now have received the minutes of last year's meeting and the agenda for this year's. If not, please contact Pauline Speak.

Editor's Comment

Autumn is now upon us, the nights are drawing in and it's a slippery slope downhill to Christmas. Lost for something to do in the evenings? The newsletter you are holding in your hands or staring at on your screen is full of information on what the team has been up to recently and advice on subjects such as what to do if you drop your pager (or someone else's) down the toilet. Or there might be callouts to attend (after all, we appear to be en route to surpass last year's record number of callouts). And there are always jobs to be done in base with equipment and vehicles, or team collecting boxes to empty. No excuses for having nothing to do! Team leader Andy Dell, now safely back in the country having avoided his latest TV appearance, will, we hope, see that we didn't stand still while he was away. When he left, we had an old Mobile 2 which was prone to breaking down at embarrassing times. Now, we have a new Mobile 2 which is prone to.... But that's another story which will have to wait until the next issue.

Les

100 Club

The winners of the July 100 Club Draw were:

1st	1	Simon Barber	£10
2nd	28	Barbara Minton	£10
3rd	20	Ann Beeching	£5

Liz Parkes

Torchlight Procession

Kendal Mermaid Rescue was delighted to receive the award for the most humorous float at this year's Torchlight. Thanks to Chris Marsden for organising our float and to everyone else who helped before the event and on the night itself, in particular, of course, to Kendal's finest transvestite dentist!

Exercise Reports

Wednesday 10 August – Scout Scar

The evening took the form of an exercise callout to rescue a fallen climber at Scout Scar. The rock-climbing area here may not be used much, but it presents certain challenges in terms of access, personal safety, comms and evacuation route, so the exercise provided an opportunity to practise all the above. The casualty had realistic-looking injuries and a very convincing projectile vomiting method involving a can of vegetable soup when a first-aider approached. Despite this, his injuries were treated and he was loaded onto the stretcher for evacuation towards the bottom of the hill.

Once gathered at the car park again, we had an opportunity to familiarise ourselves with the method for loading a stretcher into the new Mobile 2 before returning to base for a debrief, at which the importance of team safety (use of helmets) when working on crags was emphasised again.



Sunday 21 August – Water rescue

“Bring spare clothes and stuff to go in water including buoyancy aid.” So read the pager message from Howie. Those who were undaunted by this intimidating message and who had looked out of the bedroom window at the promise of a fine warm day, arrived at base full of excitement and expectation.

Split in to two groups, we brainstormed what we should consider when working around water, what useful skills we (as non-water-rescue experts) could offer in such a situation and what water situations the team might be called to. As you might imagine, the brainstorming didn’t take long!

Then we were off to the River Kent at Sedgwick. Throw line practice commenced with overarm, underarm and coiled-line techniques being employed, all with varying degrees of success. Then came the first wet bit, with solo and group river crossing techniques being practised. All seemed to agree that the “three in a huddle” technique offered the best levels of confidence and stability, particularly in deep and/or fast flowing water. The water didn’t feel too cold (after the initial shock) but there were clear signs of panic amongst some of the male members of the team as the water level crept unneringly up the thighs. Someone in the past had been heard to utter the immortal words “we’re mountaineers and we don’t do bloody water”, but, of course, river crossing is all part of the game unless you fancy the three-mile walk to the nearest bridge.

Then came the rescue bit (also wet!). With knees a-knocking, Pete Munford was seen perched on a small rock in mid-stream waving his arms about and shouting “save me, save me!”. Howie quickly explained the principles of the “continuous line” technique which could be employed to ensure that all rescuers were permanently in contact with a safety line. Two throw lines were connected to each other at the bag end and then the free ends were joined, hence providing a continuous line. Two rescuers were to stand apart on the bank, each holding the line (volunteers quickly stepped forward for this “dry” job), and Larissa was dispatched into the river holding another part of the line, while those on the bank kept the line in a tensioned triangle. On reaching the hapless Mr Munford, Larissa reassuringly encouraged him to hold on to the line and gave him a big hug all the way back to the safety of the bank while the “dry” rescuers passed the line between them maintaining the tension. This was generally felt to be a good rescue technique (particularly by those on the bank). Suddenly, Keith Pittman was spotted on the same rock in the river. Fighting the temptation to pack up all the kit and clear off, a new team was deployed to affect a similar rescue. This time it was Trevor who got wet, and it was a little uncertain whether Keith’s screams and cries were just a pathetic example of overacting or his genuine concerns that Trevor was intent on hugging him. Lunch in the sunshine and a discussion about the morning’s activities followed.

The team was then dispatched to the River Leven at Backbarrow, amid fears that our colleagues in the Duddon team might find out that we were on their patch and start shouting at us. On arrival, we found Howie and Pete playing the role of 12 and 13 year old boys who had jumped in to the river from a bridge and got into difficulties (we were all very impressed as we had not seen them acting so maturely before). They were in the river close to some rocks and Howie alerted us to the fact that Pete had a neck injury. After spending rather too long getting ourselves organised, we deployed a back-up rescuer downstream and clambered over the rocks to where we could reach the “boys”. A safety line was fixed (although this proved to be unnecessary) and Keith and Bill got the unenviable job of lying on the rocks, leaning down to the “boys” and fitting a collar to Pete in the water while supporting his head. Both of the “boys” were shivering uncontrollably by this time, and we doubted that this was acting (if it was, it was extremely good). Then came the problem of extracting them from the river. It was considered that we could haul them up on to the rocks but there was concern about how this might affect Pete’s neck injury (retired A&E consultant Bill later told us that, with a neck injury, there is a 10% chance of further injury to another part of the spine). As the river was not fast-flowing, although deep, just off the rocks and we all had buoyancy aids on, it was considered safe enough for some of the team to enter the water (oh, the joy!). Then came a flash of inspiration (from whom I can’t recall, as I was so overwhelmed by such a rare occurrence). The Vac Mat was taken into the river and pushed under Pete. With the air and all the little polystyrene beads

inside the Vac Mat, it was found to float. Although the flotation was not sufficient for it to become anything approaching a raft, it did provide significant support to Pete's back and with a little of the air pumped out it also gripped him. Extraction from the river was then accomplished with ease using the carry straps on the Vac Mat. The uninjured Howie was also helped from the water.

Then it was back to base for a debrief on the day's activities and a cup of tea to aid the drying-out process. This was an excellent training day (thanks, Howie) and we learned a lot about what we could do in a water environment using skills and equipment that we already have and without placing ourselves in significant danger. It's a great shame that only 8 team members plus Howie were able to attend and those of you who didn't make it will now never know the identity of the winner of the wet T-shirt contest.

John Fitch, KMSRT

Base & Vehicles

All team members have many things to do and places to go, and during the summer have many demands on their time. But to ensure that the team runs efficiently and with the minimum of fuss, members are reminded that a few simple rules must be followed. These very simple rules are all related to equipment, as we all need to know that a piece of kit is where it should be and that it is in working order. Unfortunately some team members (and they know who they are) are not respecting the equipment or the right protocol for its care. A few recent examples have come to light, involving:

- Incorrect kit in wrong sacs
- Kit not returned to its correct place (unable to find item when required)
- Radios in both the radio bags, and vehicles being left on (drain on batteries) all causing potential problems.
- Vehicles charger cables broken (vehicle battery not on charge)
- Vehicles not being cleaned properly (NEW2 having empty drinks bottles and chocolate bar wrappers left on the dash) and, alarmingly
- M3 not being refuelled (not spotted until during the Torchlight procession)

So, for those of you who need reminding of the simple rules that have been in place for many years and that have stood the test of time, they are

- If it's broken, try to mend it.
- If that fails make a note on the appropriate whiteboard, and inform the individual or working group leader responsible for that piece of kit.

Simple isn't it? It shouldn't take much more our valuable time, and if these few instructions are followed, all kit will be where it should be and in good working order so as not to compromise a callout or a team member's safety.

John Everett, Vehicle Officer

It can happen to the best of us: since this item was written, the Vehicle Officer has apologised, as he was responsible for not refuelling M3 after its journey to O&H of Goole for the new charging system. A obvious POTY contender. If you know of any other worthy incidents, please let Keith know. (Ed.)

✱

The AGM will be your last chance to claim any bits of kit or clothing that you have abandoned at Base over the past few months. Immediately following the AGM on Wednesday 2 November there will be an opportunity to:

Claim your stuff back.

Give a new home for any unclaimed kit or clothing, along with some items previously donated to the team, (a token donation to team funds would be appreciated).

After that it either goes in the bin or to a local charity shop.

Please remember that the 'Drying Room' is a bit like Ronseal - it does what it says on the door. It is for this reason that it's not called the 'Leaving My Clothes In Here For Weeks Because I Can't Be Bothered To Put Them Away Room'.

Base & Vehicles Working Group

Callouts



6 August

The team was asked to rescue a fallen walker near Sedbergh. On closer inspection of the details, it was found that the location was in CRO's area and we therefore passed the information to our colleagues there.

9 August

L&A assist on Pavey Ark. 13 team members helped in the rescue, which culminated in the casualty being airlifted to hospital.

18 August

While dog training on Red Screes, Les Telford and John Sayer (from L&A) assisted a large group (28) of teenagers with just one adult in attendance to descend safely to their coach at the top of the Kirkstone Pass after they lost the path in mist at the top of Red Screes and attempted to descend to the Struggle on wet grass beside a very steep wall.

20 August

11 members of the team assisted in the evacuation of a walker in Barbondale who had broken her upper arm after slipping on a stile.

23 August

A family group (grandfather, son-in-law and grandson) intending to walk the Kentmere Horseshoe ended up descending to Threshthwaite Mouth in mist from Thornthwaite Beacon. They were unsure of their location, but from the information given we were reasonably sure where to find them. 19 Kendal team members attended and were assisted by members from Patterdale team and two other search dogs after a separate Patterdale search was completed. Search dog Kess was the first to reach the casualties at the expected location who were wet and cold but unhurt, and team members then walked them out to Hartsop, where we were surprised to find the new Mobile 2 waiting to transport us back to Kendal, its first operational use on a callout.

What's On

Tuesday 13 September

Open Evening for NEW2: 19.30h

Wednesday 14 September

Training: TBA 19.00h

Sunday 25 September

Training: SAR/Mobile 2 familiarisation 9.00h

Wednesday 28 September

Equipment evening: 19.00h

Wednesday 12 October

Training: Communications 19.00h

Wednesday 26 October

Equipment evening: 19.00h

Sunday 30 October

Training: Stretcher lower 9.00h

Friday 11 November

Team dinner, Crooklands Hotel: 19.30h

Wednesday 21 December

Equipment evening: 19.00h

Fundraising

Two collections were held during August:

- 9 August at Booths, when we raised approx. £464.
- 27 August at Asda, when a little over £900 was collected.

Thanks to all those involved, including some first-time collectors!

Shorts

- On a recent search John Hall could be heard over the radio, repeatedly saying that: "Patterdale team will get up Pasture Bottom". In less broadminded teams this message could have been cause for concern, but not Kendal. Indeed, Dave Ritchie was quite happy to take the Mobile 3 group to the Patterdale base to warm up.
- Radio Officer Kevin's bit of excitement mentioned last month which led him to whip out his micrometer resulted allegedly in the "acquisition" of a small piece of discarded scaffolding equipment which just happens to fit the aerial on NEW2.

Annual Dinner!

Due to popular demand, this year's annual dinner will
be at:

Crooklands Hotel

(The same place as last year - yes, they agreed to have us back!!)

Keep your diaries free for

Friday 11th November

More details to follow.

Please start collecting raffle prizes now, and bring
them with you on the night!

The KMSRT Agony Column

Dear Honor, I know that team members were very grateful for being able to raise questions about their new pagers with you and that you were able to provide such useful answers in last month's Mintcake. I have been inundated with requests (well ok, 2 actually) that you consider extending your column to include all those other little questions that we all have, but which we are too shy to ask. So how about it Honor? **Ed**

Dear Ed, How sweet! Of course, I would be delighted to help in any way that I can. I'm sure that you rough and tough boys and girls are all just big softies underneath and that you all have your secret little problems. Just leave your question in my pigeon hole at base (under C for Corlowtt), in a sealed envelope if you like, and I will do my very best to sort you out. Anonymity is, of course, assured (unless I get an offer I can't refuse). **Honor** PS Usual time, usual place?

Dear Honor, I must say that I am most impressed by the new Mobile 2. Elegant lines, clearly very sporty and such a wonderful aroma – just like your good self, if I may say so! However, I have found that when travelling in the back there is not room for my head and this is very uncomfortable (particularly over rough ground). Any suggestions? **Anon**

Dear Anon, My, what a big boy you are! This was clearly an oversight by the Vehicle Officer (who, it must be said, is somewhat challenged in the vertical department). The problem is a direct result of the seats being too near to the roof. First, try removing your climbing helmet. If the problem persists, try dozing off so that your head drops forward. Or you could try tilting your head to one side – the world takes on a whole new and exciting aspect when you place your head on one side and run at it at 90 mph with the blues & twos on! This is, of course, the main reason why the new Mobile 2 is equipped with darkened windows along the sides. Nobody would wish to cause distress to passers-by who might notice a bunch of strange people with their heads on one side leering out of the windows. I am told, however, that the view of this phenomenon from the front of the vehicle is quite disturbing and should help to ensure that drivers who spot this strange spectacle in their rear-view mirrors are likely to leave the road at a pace, thus aiding a speedy response to callouts. Should you find that you experience any significant discomfort after being bounced around in the new Mobile 2 for half an hour with your head on one side, I am pleased to be able to offer my expert massage service for your neck at the discount price of £5 (full body £25). **Honor**

Dear Honor, Having now passed one of life's significant milestones and having become one of the more "ageing" team members, I am finding it increasingly difficult to keep up with the team on the hill as I keep getting taken short. Is there anything that you can suggest? **Anon**

Dear Anon, Oh you poor love! My Bertie also suffers from this problem – so you are not alone. Good news is at hand though. You will have seen from her recent pager message that the Equipment Officer has found a new supplier of outdoor clothing – BARAMO. They carry an extensive range of incontinence garments for the outdoor enthusiast, which can be worn with confidence. I particularly like the red tartan britches with the handy and convenient draw strings that can be tightened to form an effective seal below the knees. Emptying can be accomplished quickly and effortlessly by tugging on the quick-release draw strings while nonchalantly chatting to your companions on the hill. My Bertie has found, however, that it's a good idea to wear a pair of Gore-Tex socks over his boots at emptying time. Just one word of warning, though: take care not to allow your britches to become too full as overflow from the waistband tends to rather give the game away. **Honor**

Dear Honor, Sorry to bring your column back to the subject of pagers but can I set my new pager to tell me that I have missed a message (e.g. while in the shower)? **Anon**

Dear Anon, I am delighted to hear that you are refraining from taking your new pager into the shower with you but I have to say that I'm a little disappointed that you have clearly changed your pager tone from the one it was set on (shown on the menu as an ellipse with an arrow on it). If you must have one of the other pretty tunes to alert you to an incoming message, you can set the "Reminder Alert". This can be done by pressing the red dot twice (to enter the menu), use the right arrow to move along to "Pager Control", press the red dot again (to enter the sub-menu) use the right arrow to move along to "Reminder", use the down arrow to turn the reminder "On" then press the red dot again to confirm this selection. When the Reminder is switched on, your pager will sound at 2 minute intervals when you have an unread message (see pager manual – page 17). It's probably a good idea if all team members set the reminder to "On", irrespective of their taste in tunes. Happy Paging! **Honor**

Dear Honor, I am having a problem getting helicopters to talk to me. Just the other day on a callout, I could see a big yellow helicopter and although I introduced myself to it very politely the driver totally ignored me. What can you suggest? **Anon**

Dear Anon, It doesn't matter how loud you shout, with all that racket inside the helicopter and with all the various degrees of panic that are being experienced on board, it is extremely unlikely that any of the crew will hear you. You are much more likely to get a response if you use a radio (they usually also have one inside the helicopter, so long as someone has remembered to throw it in before take off). If you were indeed using a radio but you still got no response, then we have a problem. Go through

all the usual checks to ensure that your radio is actually switched on. Then comes the fun of trying to guess which channel the helicopter crew are listening on. All team radios have at least 21 channels, so there are lots to choose from. Make sure that you know which channels the helicopter is likely to be using (this will cut down a lot on the number of calls that you have to put out). Our esteemed Radio Officer changes the channel on which helicopters talk to you at frequent but irregular intervals (for reasons only known to himself) – so stay awake. There is one important point, however, if you are using a radio that has a “scan” facility (generally the vehicle radios or the local set in base). People often put the radio on one of the “scan” channels so that they can hear what other teams (and helicopters) are up to and get all the gossip. However, if you transmit while the radio is set on a “scan” channel the radio will send your message to the last person that you heard on the radio. So if the last person that you heard was somewhere in the Irish Sea talking about the price of fish in Bilbao, he probably won't be particularly interested in the landing site in Kentmere that you are offering him. The safest course of action is to tune the radio to the channel that you think the helicopter may be listening on and then send your message. If, having tried all the likely channels, you still can't talk to the helicopter try jumping up and down waving your arms about and cursing – this may prompt the helicopter crew to switch Radio 1 off and see if they can hear you. **Honor**

Dear Honor, Help! I have just dropped someone else's pager down the toilet and it does not seem to be working any more! I have used my hair dryer on it but with no effect. What should I do? **Anon**

Dear Anon, It's probably best that we don't get in to how you managed to drop someone else's pager down the toilet or why you possess a hair dryer! You will have discovered that pagers don't float very well. To some extent, it depends at what point in your toilet activities the incident occurred – there are potentially some health & safety issues to be considered before you hand the pager back to the unfortunate individual concerned (don't forget to use your rubber gloves). The pager may work again if it is thoroughly dried out – put it somewhere warm for a few days (but not in the oven or the microwave). If, after a few days, it is still not working properly, return it to the Pager Officer in a well sealed plastic bag, with a grovelling apologetic note and a fiver. He will slip on his hermetically sealed protective clothing and gas mask before he examines it and tests it in carefully controlled conditions. If necessary, he will then stamp it with an appropriate Government Health Warning and return it to Vodafone for repair or safe disposal. Don't worry too much my dear – my Bertie did the very same thing with his mobile phone some time ago (he has a new one now!). **Honor**

Dear Honor, Having just witnessed one of the lady members of the team attending a callout wearing jodhpurs (20/8/05), do you think that there is any chance of encouraging this practice by the team acquiring a suitable horse? A fine and healthy animal would look so good on callouts and it could be affectionately known as Mobile 4. If we get a sturdy one, it could carry vast quantities of heavy kit up the hill and it would be so good for the roses. Our jodhpur-clad ladies would be the envy of all other teams and it would be all the more exciting if they could also carry riding crops, so how about it?

Dear Anon, You are clearly a very sad person with a troubled mind. I suggest that you take a cold shower to dispel those sexist thoughts and just hope that the lady team members don't find out your identity (sealed bids in my pigeonhole by the end of the month please). **Honor**

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Copy deadline for next issue: 30 September 2005