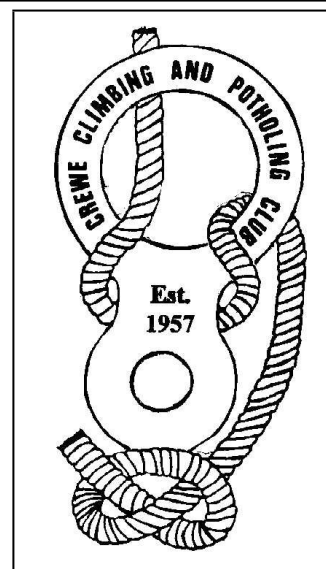


# C.C.P.C.

## Newsletter 116

### October 2018

Log on to [www.ccpc.org.uk](http://www.ccpc.org.uk)



#### Ogof Hesp Alyn: 30-09-2018

The last trip of September 2018 was into Ogof Hesp Alyn and there were 7 club members in attendance, Steve PA, Neil, Ade, Des, Jenny, Grace and Dan. The group met at a small car park in Mold just a 5-minute walk from the cave entrance. As we kitted up a few of the group commented on how many wet trips there have been of late and that they were welcoming the dry trip ahead, little did they know that by the end of the trip they would have been more than happy for a small pool to wash in. The aim for the day was to reach sump 1, only 2 of the group had been into the system previously and only Neil had reached the first sump.



We entered the cave using a ladder and started into the system through an initial muddy crawl before reaching walking passage. Navigation through the cave was quite straight forward as we made our way to a boulder choke, the passage then becoming less muddy and more sandy. After a short flat out crawl in the sand the group came to a deep canal where some interesting bridging techniques were used with varying levels of success but all managed to avoid an early bath.

Entrance pitch.

The first and largest descending pitch was found after just an hour and half and the next 2 followed on shortly after, we were now at the point that the last club trip into this cave had reached (some may have wished we'd stopped there). The next obstacle was to make our way down a slippery muddy slope which led into a tube and felt pretty committing, knowing that this would be slightly more difficult on the way back up. Ade and Steve went on a route finding trip down a muddy crawl which became increasingly muddy and got gradually lower. Ade pressed on a little further through a tight and very muddy squeeze which looked and sounded difficult to pass through and even more so on the way back as he was being sucked into the deep mud, fortunately this wasn't the way forward to sump 1 but cheers Ade for taking one for the team.





Negotiating the bouldery rift.

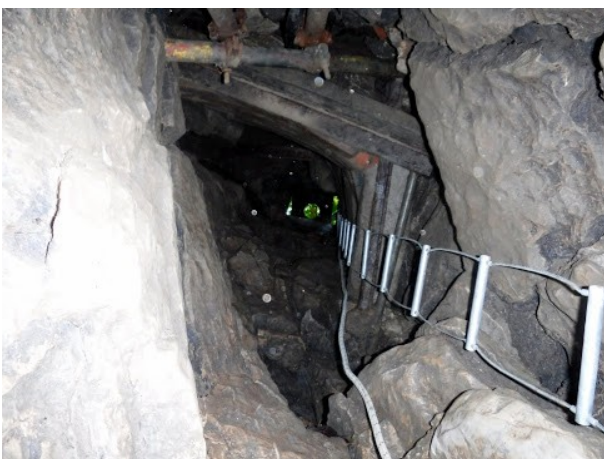
One of the drier, cleaner passages !

Back on the correct route and to quote Steve with Ade “looking like a Mars bar” we found the next pitch which lead onto to ever muddier wellie stealing passages. Jenny had been told the cave was muddy-cleaner-muddy, a more accurate description would be muddy-less muddy-really really muddy. Battling through the mud was energy sapping but spirits were high as we looked more and more like we had been dropped into a giant jar of chocolate spread.

After a final pitch and small traverse we finally made it to sump 1 and some of use took the opportunity to shed a few kilograms of mud even if only for a few minutes. 5/7 of the group made it to the sump with the other 2 getting very close to the final pitch. The long journey out was steady but all made it out safely, Grace having to dig in deep and battle through as she was on her 4<sup>th</sup> caving trip of the week and it was beginning to take its toll.



Low, wet, and muddy - what else can you say ?



At last, daylight beckons at the top of the entrance shaft.

As we took off our kit at the car park it was still more mud than kit but for some reason Ade wasn't willing to let everyone into his camper van shower to wash it all off. Most of the group headed up to the nearest pub for a quick drink where everyone was struggling for a phone signal and on the advice of a local Steve and Neil could be seen

wondering around the back of the pub in the rain trying to find a signal and avoid cave rescue being called as we has now passed the 8 hour mark.

Another good quality and quite varied trip however the sheer amount of deep, slippery, gear clogging mud led to the general agreement that whilst we would all be happy to go into the cave again, if Neil would kindly keep it off the meets list for a year or two then that would be great. As ever I had a brilliant day out with some of the ‘usual bunch’ (these are the 10 or so people I have caved with since joining the club in March), that being said it would be nice to get the opportunity to get underground with a few more of the club. All the club members I have been out with this year have been extremely friendly, welcoming and helpful, which is why I'd like to meet a few more of you, and I know there is a massive amount of experience in the club which as someone new to caving I would love to tap into.

Dan Baddeley 2-10-2018.

All photos courtesy of Des Kelly.

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Many thanks to all those who take photos during Club Meets, and then make them freely available to the rest of us. It is greatly appreciated, and helps to show-case our activities for others. Ed.

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**'Just For Interest'**

An occasional series of obscure, cave-related locations in the Peak District:

No. 1. Is this **Fulwood's Fissure** ?



If you follow the main path down-stream from Middleton, through Bradford Dale, and beyond Youlgreave, which is high on the slope above, you will pass a significant limestone buttress on your right. Although slightly obscured by an Elder bush, it is easy to see there is a natural cleft splitting the rock face, large enough to enter. It isn't listed in Caves of the Peak District.

There are a number of recorded accounts of the following story, with only minor differences in the details:

It seems that, back in the early 1600s, the Middleton estate and Castle was held by Sir Christopher Fulwood. He had been knighted by the king and not surprisingly supported the Royalist cause when the Civil War broke out.

Sir Christopher and a local mining agent rallied the local lead miners in support of King Charles, and eventually 1000 of them marched to Shrewsbury (some accounts say Derby) as part of the king's guard, although Sir Christopher stayed at home.

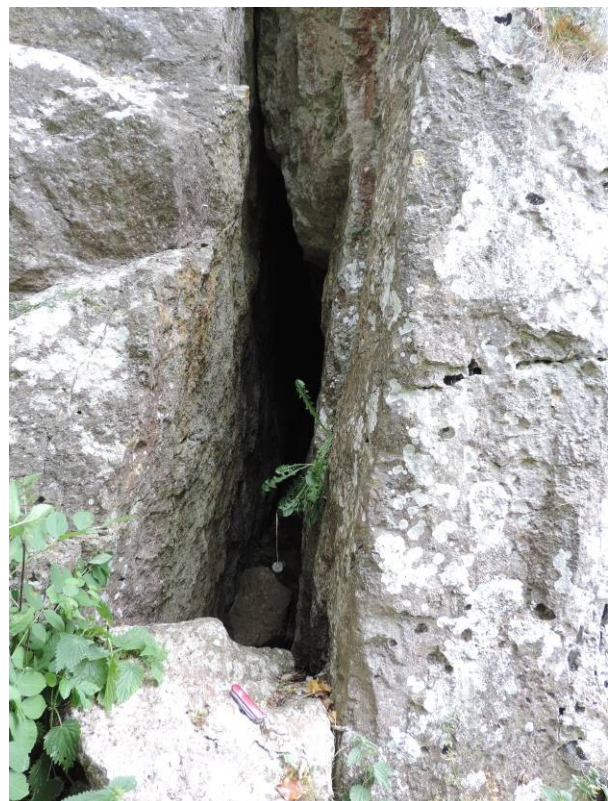
The chief Parliamentarian in the district was Sir John Gell of Hopton, and on 16<sup>th</sup> November 1643 he sent soldiers to raid Fulwood's home and to seize him. Somehow Sir Christopher was warned and escaped from the house. He fled into the nearby dale, where he is supposed to have hidden in a rocky cleft in a cliff face. Eventually, after the house had been ransacked, Fulwood's pursuers searched the surrounding area and found his hiding place (some accounts say he was betrayed). During the attempt to capture him Fulwood was shot and severely wounded.

Gell wanted him taken to Lichfield, which was held by Parliament at the time, but Fulwood was too badly hurt, and he died at Calton, in Staffordshire.

The rock in the dale is still called 'Fulwood's Rock' by locals, but is this the correct rock ?

It seems likely that this cleft or fissure is the location of Fulwood's capture - unless you know different !

Fulwood's Fissure ?



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## **Death's Head to Lost Johns – Yorkshire – Sunday 8<sup>th</sup> May 2018**

**NGR 66787 79163**

**Description: Grade 3 to 4. SRT.**

*Jenny Drake contributed a brief account of this recent Club trip:*

‘Six of us were underground on Sunday. Roy did Deaths Head Pot and prussicked out, while the rest of us carried on with the aim of finding the connection to Notts 2. The climb down the dig in the base of the Deaths Head main chamber had a rope in place, as did the short pitch down into the Master Cave from the Deaths Head inlet, making the through trip practical, assuming we could find the way!

Going up the Master Cave, we negotiated the deep water of the canal, before it shallowed out and we passed various inlets before reaching Groundsheet Junction with Lost John's. Passing this we carried on to Lyle's Cavern and climbed the fixed ropes.

From there a very well decorated passage eventually reached the top of the dug passage through an extensive boulder choke leading to Notts 2. The start of this was a slither down tight, calcited tubes to reach the base of the choke, then a partially-shored dig along the base, eventually coming out in Sir Digby Spode's inlet in Notts 2. We did a 20' pull-down abseil into the main Notts 2 streamway. After a quick tramp down the streamway we reached the inlet leading to the climb up and eventually the dug and shored entrance shaft. After walking the half mile or so back to the cars, Ade went back to Deaths Head and descended to de-rig and retrieve the ropes.

Après-cave drinks were at the Marton Arms, recently refurbished, under new management, and busy ! This was a hard, but immensely satisfying trip, with a route that has just about everything: a classic open shaft descent to start with, deep water, streamways, pretties (including helictites), mud and tight crawls, hanging death, excavated digs, and more streamways.’

Jenny Drake.

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## **Coming Soon to a Saturday or Sunday near you !**

The CCPC Meets List for Autumn 2018 includes the following:

<b>Venue</b>	<b>Region</b>	<b>Grid Ref.</b>	<b>Grade</b>	<b>Alternative Venue</b>	<b>Region</b>	<b>Grid Ref</b>
Gautries Hole (Pay £1 at farm)	Derbys	NGR: SK 1015 8145	3	P8 (Jackpot) (Pay £1 at farm)	Derbys	NGR: SK 1079 8179
Penyghent Pot (Permit)	Yorks	NGR: SD 8289 7332	5	Little Hull Pot (Call on Mr Chris Sutcliffe, at Holme Farm, in Horton-in-Ribblesdale, on the day. Alternatively, phone before visiting (any reasonable time) on 01729-860281).	Yorks	NGR: SD 82175 74412
Peak Cavern (Permit)	Derbys	NGR: SK 1486 8259	3 / 4	Winnats Head Cave	Derbys	NGR: SK 1314 8282
Notts Pot (2) (Permit)	Yorks	(SD 671778 - Notts 1)	3			
Giants Hole (pay £3 at	Derbys	NGR: SK 1194 8268	3 / 4	Oxlow (Pay £2 at farm)	Derbys	NGR: SK 1241 8218

farm)						
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(Dates are intentionally removed – Members will already have the full Meets List, and will be reminded of forthcoming Meets by e-mail.)

There are always additional chances to go caving or walking ( ..... and ? ) with other Club Members, with many trips being arranged at short notice to take advantage of good weather or unexpected opportunities.

E-mail is the easiest way to keep in touch, and can be used to let other Members know what you are up to, and to invite them along, where possible. Remember, to get the most out of Your Club, you have to get out there, and get involved. Have fun !

Steve Knox

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**Graffiti Underground:-**

Many Club Members will have seen the famous graffiti in Cliff Passage in Speedwell, including the historic ‘Miner’s Toast’ , probably dating to about 1780:

‘A Health to All Mines and Mentainers of Mines’ - together with a drawing of a bottle and glass. [For more information just enter: **Speedwell Mine Incriptions** in your search bar, or use the full address: [www.peakspeedwell.info/index.php/cave-sciences/cave-archaeology/21-speedwell-mine-inscriptions](http://www.peakspeedwell.info/index.php/cave-sciences/cave-archaeology/21-speedwell-mine-inscriptions)].

I wonder how many passing cavers, on the main route, have spotted the dated initials and symbol cut into the wall, deep in Hillocks Mine. Have you ?

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**Why Clubs, such as CCPC, need to have certain policies in place:**

Those Members who subscribe to ‘Descent’ magazine, or get to read other people’s copies, may have noticed an item on page 7 of the October/November 2018 issue.

Briefly, the item reports the prosecution of an individual for historic sexual offences against minors during caving activities in the 1950s and in 1971. The individual has been convicted and sent to prison. He was well known and widely respected in caving circles, and his actions in the past had gone either unknown or unreported.

Legislation made it an obligation for clubs, such as ours, to be aware of the potential dangers which children (under 16 years) and young people (16 to 18 years) could be exposed to as a result of taking part in activities which, by their very nature, take place in discrete locations without the direct supervision of parents or guardians. As a result, back in 2008 CCPC formulated a ‘Young Person’s Welfare Policy’, and guidance notes, based closely on the BCA Policy and notes in existence at the time. That same BCA policy was last revised in 2013, but is currently under review.

**How does this affect us ?**

We need to ensure that any young people involved in any CCPC activities are protected, and we also need to make sure that we avoid placing any CCPC Members in situations where they could be the subject of malicious accusations !

Essentially, our decision not to accept Junior Members (persons under 16 years of age) has removed much of the risk of CCPC Members finding themselves in potentially compromising situations, but it is important to realise that our Constitution (3c- iv) currently allows for young persons, between 16 and 18 years of age, to apply to become Associate Members. Such ‘young persons’ might seem to be adults, but in the eyes of the law they are not, and would need to be treated with the appropriate level of consideration and care at all times.

**It is worth remembering:**

The Protection of Children Act 1999 (POCA) places a broad duty of care upon **all adults** where the abuse of children, or possible abuse of children is concerned. The term “children” for this purpose includes all young persons under the age of 18 years.

The existing BCA Policy follows, and can also be seen (with the notes) on the BCA website.

### **BRITISH CAVING ASSOCIATION CHILD PROTECTION POLICY:**

*Last Revised:16-06-2013.*

This Child Protection Policy document, and its accompanying Guidance Notes, are issued strictly for the guidance of caving and mining clubs and societies and individual members that constitute the main membership of the Association. Members and Organisations controlled by Local Authorities, the Armed Services and other external Organisations are expected to have their own policies, guidance and working rules / arrangements that are entirely their own responsibility for developing, administering and updating within the same legal framework as the Association. These will normally be assumed to take precedence.

#### **1.00 THE LEGAL FRAMEWORK**

1.01 The British Caving Association (BCA) recognises the requirements of the Protection of Children Act 1999(PoCA) and subsequent legislation affecting children, young persons and vulnerable adults.

1.02 PoCA includes “children”, that is under 16’s, and “young persons”, that is 16 to 18s

(referred to here with equal meaning as “young persons” or “children”).

1.03 PoCA takes in sexual, emotional and physical abuse and also “neglect” (which includes all aspects of failure to ensure the safety of young persons and vulnerable adults).

#### **2.00 POLICY STATEMENTS**

2.01 BCA recognises the importance of the welfare of young persons and their right to protection from abuse as set out in section 1.00 of this document.

2.02 BCA recognises its duty of care to young persons, for the actions of its trustees, officers & agents.

2.03 BCA will take all allegations of child abuse seriously and will respond to such allegations quickly.

2.04 BCA considers that in any caving or mine exploration activity safety of the participants and conservation of the cave are of paramount concern at all times.

2.05. BCA encourages the participation of young persons in caving and mine exploration, provided that:-

a. The introduction of caving to these persons is carried out by suitably experienced adults.

b. It is done in a progressive manner attuned to the physical and mental capacities of the participants.

c. The conservation requirements of this unique environment are stressed as an integral part of the educational development of the individual.

#### **3.00 BCA: ITS TRUSTEES, OFFICERS AND AGENTS**

3.01 If BCA receives an allegation of child abuse against one of its trustees, officers or agents, then it will treat it as a potential criminal activity and report it to the police.

3.02 In addition, one or more members of the Executive (Chairman, Secretary & Treasurer) will immediately be informed and will then take prompt action, as an Executive Body, to consider such matters as suspension of awards/benefits and all necessary further actions.

#### **4.00 BCA: RECOMMENDATIONS TO MEMBERS**

4.01 BCA recommends that in any activity involving children and/or vulnerable adults, whether training or caving or preparing for caving, there should be at all times at least two adults present.

4.02 BCA recommends that where **regular** caving and/or caver training activities involving children and/or vulnerable adults are planned, then guidelines such as those set out in *Child Protection in Sport Unit, Standards for Safeguarding and Protecting*

*Children in Sport* should be followed for the selection, vetting and recruitment of the participating adults.

4.03 All adults involved in **regular** activities with children and/or vulnerable adults should be made aware of best practice in responding to alleged or possible child abuse as set out in the above publication (see 4.02).

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## 7<sup>th</sup> April 2018: Helicopter Familiarisation Session:-

Just before 2.00 pm. fourteen members of DCRO, including members of CCPC, met up at the BRISTOW Coastguard Rescue base at Humberside airport for a session of instruction led by BRISTOW flight crew. This was to familiarise team members with safe practice when working with a helicopter which could be involved in casualty evacuation following a cave rescue recovery.



The Sikorsky S-92 search and rescue helicopter - an impressive piece of kit !

We assembled in the 'Ready Room', and after a brief introduction to the history of BRISTOW involvement in U.K. Search and Rescue (launched on 26<sup>th</sup> February 2015) we were divided into three groups and moved out into the huge hangar space housing two Sikorsky S-92 helicopters. One aircraft was undergoing basic maintenance, but the other was ready for immediate use if required.

Each group spent time with a crew member before rotating to the next activity:

a) We were shown the procedure for preparing to exit the aircraft, in pairs, using twin strops suspended from the cable from the nearest of two winches mounted above the main, side-opening door. Everything was clear and straightforward, with the winch-operator directing every move - he is in absolute control. Strop over the head and under the arms - adjust slider close to the body - sit and bum-shuffle to cabin door cill - winch takes weight and load swings out and is lowered. Any bags are attached to the winch hook using a 'quick-draw' and go on last. There is a static discharge cable which hangs below the load, and is designed to touch the ground first - Personnel on the ground should never reach up to take hold of this, or any other part of the descending load, as severe electrical shock can result.

At ground level we were shown how to get clear of the strops, and the necessity for one team member to keep hold of the main hook until everything is clear - companion first, then bags (keep hold of these until well away from the landing site) - as the hook can flail about in the downdraft which is ferocious.

A weighted rope - a high-line - is frequently used, being lowered to personnel on the ground so that the winch cable and hook with strops (or other equipment) can then be brought down under control. The 'high-line' has a weak link so that it will break free of the winch hook if there is a sudden snatch or excessive load, or if it becomes tangled, thus freeing the aircraft.) Inside the aircraft we were shown the seating arrangements, and how to secure ourselves using the four-point, quick-release harness - lower waist/thigh straps first, adjusted to keep the buckle low, then the two over-the-shoulder straps. All safety exits and procedures were explained - basically, most cabin windows will just knock straight out with a sharp blow and are big enough to go straight through, and the two rear, side, cabin doors fall off if



Being shown how to get into (or out of) the handle. you pull up the obvious lowering/lifting strops - there are twin winches in case one fails.





There is a huge amount of space inside the main cabin of the aircraft, hence its amazing ability to accommodate rescue team members, and to deal with the casualty.

Feet need to be kept out in front, not back under the seat (no bags under seats either) as seats are designed to collapse on impact during an unplanned 'hard landing'. All medical pack stowage was pointed out, and the procedures for carrying casualties securely were explained. The large, rear, cabin door can be lowered to form a ramp which enables a patient on a trolley to be wheeled up into the body of the aircraft - this is also

used for transporting incubators.

c) Outside the aircraft, one of the pilots walked us round and explained what the various bits and pieces did, with particular reference to the parts which could damage us or be damaged by us! There are a number of stiff, trailing wires on the rear edge of the short 'tail wing' which are designed to get rid of electrical charge if the aircraft is hit by lightning while in flight. They are a perfect height for poking your eye out, after you have sliced your head open on the edge of the wing. Near the front, on the left side, there are the two 'pitot heads' - short pipes with sharp nozzles which provide the pilot with information about air-speed, atmospheric conditions, etc. - these apparently get incredibly hot, and will burn through clothing and flesh without difficulty. The emergency exit windows for the flight deck are each provided with a big handle on the outside - it is not a door handle, and should not be touched (unless it really is an emergency) as the whole panel will drop off and is very expensive to have refitted. The engines themselves (two main engines, and a smaller auxiliary engine to run electrics and start the main engines) obviously have exhaust vents which get very hot, but they are high up so are unlikely to represent a danger. The actual rotors are well above head height, and team members will only approach the aircraft on the ground when directed by Flight Crew that it is safe to do so.

As there was almost no wind, the Flight Crew decided that conditions were unsuitable for live winching due to the fearsome downdraft from the main rotor which would be extremely unpleasant for those being winched. Instead we had a short break then divided into two groups which could each experience a short flight out to the Humber Bridge and back. No-one objected !

Loading up the Sikorsky S-92 for a flight around the Humber Bridge.



With the aircraft on the tarmac, rotors turning, we donned helmets, eye-protection and ear-protection, and either high-viz jackets or our DCRO jackets, and stood waiting by the hangar wall. The noise (without ear-protection) was incredible. Following hand signals, we approached the aircraft in single file from the 2.00 o'clock position, in full view of the pilot, and boarded through the main side-door.

We occupied seats from the rear of the aircraft first, and strapped in. After we each returned the 'thumbs-up' to the winch-man, the door was closed, and after a few moments the aircraft started to taxi out to the main runway.



Ready to go !

Apparently, as the aircraft was 'heavy' with us aboard, it used less fuel to take off forwards along the runway, gaining height steadily, rather than by lifting off vertically. There isn't much to say about the flight - there was some vibration, but nothing like I expected, and it was impossible to hear anything anyone else said due to the engine noise or ear protectors, or both. As the seats all face inwards it is tricky to get much of a view out, but then the aircraft isn't configured for tourist flights. All too soon it was over,

and after a gentle touch-down the aircraft taxied back to the hangar and we disembarked so the other group could take our places.

With everyone back on the ground, we all waked across to a grassy area, and were given some basic instruction on the use of the 'high-line', then the aircraft lifted off, vertically this time as it was 'light' (still about 10 tonnes).

John Preston and I were called out from the group and ran across to an open space where Crew Member Kate waited. With the aircraft at about 15 metres, the weighted end of the 'high-line' was dropped to us, and we took it in steadily (not pulling) until the stretcher appeared in the aircraft doorway and started to be lowered by the winchman. The 'high-line' needed to be kept just tight enough to prevent the stretcher from getting out of control - it was relatively light, as it was empty and did not have a crew-member descending with it. As soon as the stretcher had touched down it was necessary to grab hold of it, and the winch hook, to prevent them both being hurled around by the down-draft. Kate then indicated that the stretcher was ready to be lifted, and we carefully released it as the winch cable was drawn in, maintaining control with the 'high-line' as it rose. Once it was well clear, two other DCRO Team were called in to take our places, and this process was repeated until all seven pairs had taken a turn. During the final lift, the stretcher began to spin uncontrollably, and while the 'high-line' pair on the ground were trying to control it, the 'weak-link' did exactly what it was supposed to do - it snapped, and the 'high-line' fell to the ground. Kate explained that in a real 'shout' she would be with the stretcher and would make an instant decision whether to be lowered, or whether to continue winching, but probably at greater speed.



Practising using the 'high line'.

Time had run out, and we all returned to the ready-room for a de-brief, before heading home. The overall impression I was left with was of an amazing set-up - totally professional in every way, with highly skilled, highly motivated crew members, doing a brilliant job. The four crew-members who dealt with us were outstanding, and we were all keen to thank them for their time and effort in giving us a clear and informative experience, which was also wonderfully enjoyable.

Colin Knox (Steve)

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**Ralph's Revenge: Saturday 13 October, 2018.**

Every year, usually some time in September (but not this year as the proposed date clashed with Hidden Earth in Mendip), DCRO have a training exercise called "Ralph's Revenge". At some point during his final year, knowing he would die soon, Ralph Johnson planned quite a few things, and a complex, but fun !!, search exercise was one such plan. The original Ralph's Revenge took place in Peak-Speedwell, the casualties were all inflated balloons laid in obscure places like the Assault Course, Troubled Waters and White River, and the exercise was followed by a supper at the little Chapel opposite Peak Cavern car park, cooked by the much-missed Ann Austin, and a DCRO team meeting, giving team members a rare chance to discuss team matters.

This year's Ralph's Revenge returned to Peak Cavern with a search put together by Pete Knight. It was very similar, with paper "casualties", mostly from the CCC (Clueless Caving Club) or the LWCC (Lone Wolf Caving Club), but there were ten other items (balloons again) also to be found. A lot of work went into the exercise with Pete and Christine spending Monday putting out casualties in 47 Series, Victoria Aven, Ink Sump, Far Sump, Wind Tunnel and (believe it or not) beyond Ink Sump. Wednesday saw Christine and me back in Peak putting balloons into NCC Shafts, Maypole Inlet and by the door in Window Dig. Friday was the final session, when Ann joined Christine and me to place more balloons in Halfway House Sump, Far Sump, Picnic Dig, The Ramp, Speedwell Pot, Surprise View Sump and Cohesion Crawl.

On our way out after Friday's trip, T-Pot suggested that Storm Callum would put paid to our exercise, and we'd be building arks instead of searching Peak! Well, how wrong he was - I inspected the "step" on my way to the Chapel on Saturday, and it was as low as it had been on Friday. We'd had rain early morning, and that would come through but it was unlikely to make Speedwell flood into Peak.

Owing to our involvement in setting up the exercise, Christine, Ann and I opted to work Nicola sets, while Pete "steered" the exercise from Control. We'd a good turn-out of DCRO members and the "casualties" and "items" soon started to be discovered, with a few people visiting places they had never been to (all good stuff). Comms wasn't too good, partly because poor underground locations were initially chosen - there were remedial suggestions at the debrief, aiming to sort this for the future. Additionally, and unbeknown to those of us underground, a callout to Blue John affected the setting up of comms.

A female tourist with a broken ankle was evacuated by a joint team of DCRO, Edale MRT and Buxton MRT, while those of us underground completed the exercise with better communications from Treasury Junction to the site overlooking Cave Dale. When we finally surfaced, we found out about the "shout" and understood why comms had occasionally been slow.

Two divers (Tim Webber and Rob Middleton) had been involved in the exercise, getting the 6th casualty from the far side of Ink Sump, and evacuating him through Buxton Water Sump, and it was their joint birthday so a suitably decorated birthday cake was produced at the debrief in the Speedwell overflow car park.

Afterwards we all retired to the Old Hall in Hope, where we had a team meal, a short team discussion and a quiz. A brilliant day, although it was a shame that it clashed with a CCPC trip (need to start exchanging calendars!!).

Alan Brentnall

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**Editor's Note:** Please see if you can contribute something towards the next Newsletter, otherwise there may not be one ! Everyone who has acted as Editor in the past has had the same difficulty in getting Members to send write-ups/reports of Club trips, or other activities involving Members. Thank you to those Members who have made the effort in the past - there is some fascinating stuff in earlier editions - I've just read the Polar Bear story again (amazing) and the 'End to End' account (inspiring) .... If you didn't see these (and others) you seriously missed out !!! CSK.

[colinknox@btinternet.com](mailto:colinknox@btinternet.com)

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