# C.C.P.C. Newsletter 141.

## February 2023

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**Editor: Steve Knox**
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## Planned Club Meets, etc., from December 2022 to March 2023:

### *Crewe Climbing and Potholing Club:*

| | | |
|---|---|---|
| Sat. 17th Dec. | Waterfall Hole, Stoney Middleton, Derbyshire. *Alt. Carlswark Cavern.* | Snow on the western approach routes stopped members on that side. Those from the east chose Giants Hole instead. |
| Tues. 27th Dec. | A Christmas social walk. | See online information. |
| Sat. 31st Dec | Changed venue to Silver Eye Mine, Via Gellia. (Due to weather again !) | A less-visited mine complex, with no SRT, but various challenging climbs. |
| Mon. 9th Jan. | CCPC A.G.M. & Meeting. 8.30 pm. Usually also accessible via Zoom. | 'The Red Bull', Butt Lane, Kidsgrove, Stoke-on-Trent. ST7 3AJ. |
| Sun. 15th Jan. | Giants Hole, Castleton, Derbys.. Alt.: P.8, Perryfoot, Derbys.. | Two Classic Derbyshire cave systems, both with some straightforward SRT. |
| Sat. 28th Jan. | Grand Turk, Minera Quarry, North Wales. Alt.: Minera Mine. | 50' entrance pitch, leading into extensive natural passage. |
| Mon. 6th Feb. | CCPC Meeting. 8.30 pm. Usually also accessible via Zoom. | 'The Red Bull', Butt Lane, Kidsgrove, Stoke-on-Trent. ST7 3AJ. |
| Sun. 12th Feb. | Jug Holes, Matlock, Derbys.. Alt.: Cumberland Cavern, Matlock. | Both are interesting mine complexes. |
| Sat. 25th Feb. | Peak Cavern, Castleton, Derbys.. Alt.: Giants Hole, Castleton, Derbys.. | Very extensive and impressive cave systems with many route choices. |
| Mon. 6th Mar. | CCPC Meeting. 8.30 pm. Usually also accessible via Zoom. | 'The Red Bull', Butt Lane, Kidsgrove, Stoke-on-Trent. ST7 3AJ. |
| Sun. 12th Mar. | Hough Level, Alderley Edge Mines. Alt.: Hartington Moor Farm Adit. | Huge complex, with a boat trip or swim. |

Plenty of other trips continue to take place, often organised at short notice. If possible and practical, please let other Members know what you are planning, by using e-mail, and try to support Club trips when you can. **Steve Knox, Ed.**

### Derbyshire Cave Rescue Organisation:

DCRO team members continue to be ready to assist whenever required, and regular training continues, either at the DCRO base in Buxton, or at cave locations in the Peak District – both underground and on the surface.
https://www.facebook.com/DerbyshireCaveRescue

# ‘There’s WHAT?? in them thar hills?’

Alan Brentnall

Just like Crewe, **Grampian Speleological Group** meet up in a pub once a month, (**GSG North** that is, in a pub in Inverness) the southerners in Edinburgh meet in a pub every week ! Having decided that all my various jabs (they’re called “jags” up here!) seem to be doing their job, I’ve taken to attending these get-togethers, as I did when we all used to meet in the Bleeding Wolf. At a recent Grampian meeting, one of the group was chatting to me and, amongst other topics, asked me if I’d visited the tanks yet? “Tanks??” I asked, looking (and feeling) blank - and so it began.

It turns out that my newfound friend is a military historian, who loves to go walking along the coasts and in the hills, seeking out various paraphernalia left high and dry after military operations which took place during previous centuries. On one such hike, he came across a substantial doorway, built into the hillside above a farm near Invergordon.

Intrigued, he did a bit of research, and found out that this was one of a couple of portals which lead to six huge tanks, built into the hill to protect them from air raid bombing. The tanks were built between 1938 and 1941, and were designed to hold millions of tons of heavy furnace fuel oil. Nowadays, most, but not all, warships are powered by diesel, but, up until fairly recently, such craft have been powered by steam turbine engines, fed from oil furnaces. (I added “not all” because, ironically, nuclear-powered ships are still driven by steam turbine.)

The last time these tanks were filled was in 1982, when it was thought that they may be needed to support the Falklands War. Since then, they have been emptied and the land above them was sold to ‘Bannermans of Tain’, a local car dealers. In acquiring the land and the forestry which goes with it, Bannermans also took on the not insignificant responsibility for the oil tanks, and my friend approached them to see if they would let him have access. This they did, especially when he explained that his BCA insurance covered landowner liability. Indeed, after several trips, Bannermans made him a key-holder, and, since then, he’s shown many enthusiasts, and even a few famous people around the place.

So, a couple of weeks after the GSG pub meet, an email dropped onto my laptop with the title “Inchindown”. This sounded to me a bit like “Dunroamin”, i.e. the name an ageing potholer would give to his retirement bungalow, but, no, this believe it or not, is the name of the farm below the tanks. Google “**Inchindown**” and you will be rewarded with a pile of websites and videos showing the intriguing splendour of this erstwhile secret edifice. Not only is it well known, and sought out by celebrities because of its secrecy and its sheer size, but it also holds the record for the longest duration for an echo.

Soon afterwards, on Saturday, 9th November 2022, eight of us met at Café Tomich on the A9, where it runs by Invergordon. As is the case nowadays, the nearby Cromarty Firth held a queue of floating oil rigs, waiting patiently to be either re-furbished or, more likely, de-commissioned; some are sent abroad for scrapping, others are awaiting transfer to Ardersier where a company has been set up to convert them into offshore wind turbines.

Once we’d all had a brew, we set off in convoy up to Inchindown Farm, where we picked up a ninth participant, a young American lady artist, who was staying there and had heard about the

tanks. Continuing by car up the forestry track, we parked up in a clearing, changed into over suits and headed over to the first tunnel.

This took us a long way into the hill, but not to a tank directly, but to one of the winch rooms for the tanks. On our way up to the farm, we had briefly paused at a junction so that our guide could point out a facility for supplying electricity to that part of the four-mile-long pipes so that they could be heated. You see, the furnace oil was seriously heavy and dense, and it needed electrically-supplied heat along the pipework, and steam-supplied heat via pipes in the tanks themselves in order to get the oil to move – especially when the tanks were being filled from Invergordon. And, when the oil needed to move back down to a ship, these winches (and they were manual winches) would lift the end of the pipe within the tank to increase the head.

There was also a way into the tank itself as the winch worked a cable which went via pulleys up 60ft and along and down into the tank, and ladders in both the winch room and the tank gave access for inspection and maintenance.

After we'd all seen enough, we returned to the surface and followed the track to the entrance to the tunnel leading to the tanks themselves. We only entered one tank, although we saw the conduits for all six. This tunnel, like the one accessing the winch room, was lined with a very thick skin of concrete, and had the remains of blast-proof baffles as further protection. After a very long approach, the concrete comes to an end, and, after a section of RSJ roof supports, the passages are walled simply by the red sandstone bedrock.

Each tank is denoted by a side passage, leading quickly to a brick wall pierced by six 18" pipes which would normally be plugged and sealed when the tank was full. The tank is now empty, and one of these pipes was our only means of access. Apparently, the early trips would have participants simply crawling through the pipe, but this took too long and limited the size of the parties, so my friend got a local Smith to create a neat sledge from a section of suitable pipe fitted with little wheels. We took it in turn to lie on this device while our guide fed us through the pipe with a T-bar, much like being fed into a pizza oven!

The tank itself was massive, being almost 240m long, and very high. It had been thoroughly cleaned by a professional company, which is why all the steam-pipe trestles in the picture are leaning against the walls, but concrete being porous, there was still a lot of oil in the surrounding

ground, and some of it was visibly passing through the walls; indeed the floor was awash with the stuff, and we were glad of occasional concrete walkways which we used to get down to the far end.

*Looking through a pipe into one of the tanks which still had its steam pipe trestles in place.*

Here we could see the access ladder which connects to the winch room, and here our guide asked us to turn off our lights so that we could experience total darkness, and so he could demonstrate (he did forewarn us!) the echo, which he did twice with a starting pistol. A memorable sound, and it did indeed carry-on echoing for a very long time!

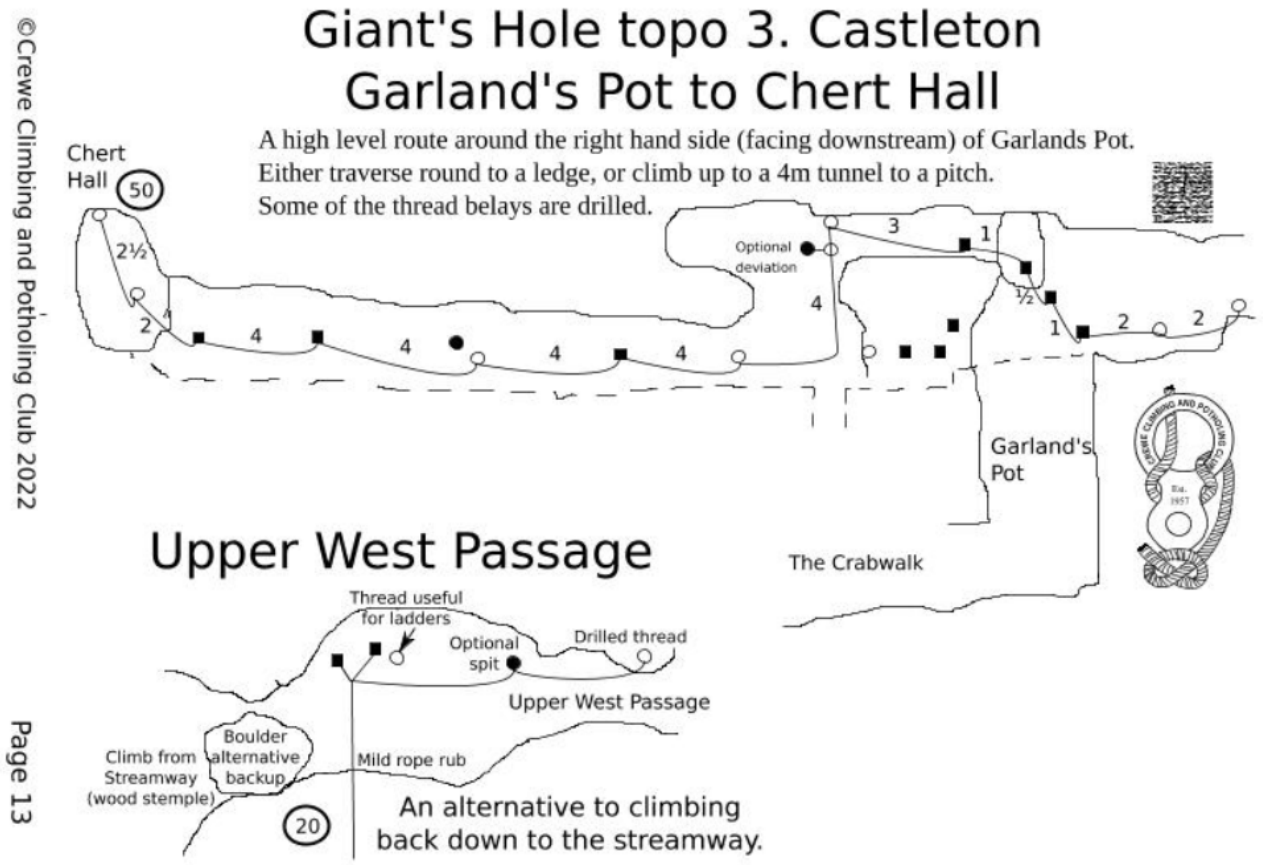
So, there is OIL 'in them thar hills', or at least there was. There is also, or so I'm told, gold – but that is another story.

N.B. As occasionally happens with old age, I took my camera along to this trip, but minus the SD card – a schoolboy error! Fortunately Alastair Smyth, one of two local foresters who were also on the trip, let me have some pictures he took. To these I've added a couple (the winch shot and the picture of the pizza sledge) which I've pinched from the internet. **Alan Brentnall**

## Giant's Hole. A Visit, and a Rigging Guide Update: 17th December 2022

## (More about the evolution of a Rigging Topo – nothing happens without effort !)

A change of plan to a change of plan. Our meets list said Waterfall Hole, but we decided to change this to P8. On the day, snow on the roads out of Bosley prevented half the team reaching the cave. The remaining three cavers changed the plan again, to Giant's Hole, visiting a traverse around the right-hand side of Garland's Pot. Snow, sleet, rain, ice, wind and cold made life above ground much less comfortable than life below.
This visit gave us some extra information that we wanted before publishing a new route in the Rigging Guide. The DCA provides a topo for a traverse around Garland's Pot, leading eventually to Chert Hall, but doesn't provide much in the way of detail on how to rig this. Our topo concentrates on a similar route using a short roof tunnel above and to the right of Garland's Pot, which we found to be significantly easier to rig than going directly from the Garland's pitch head to the ledges. This tunnel leads to a short pitch down, re-joining the DCA route on broad ledges. We have shown the recently installed resin anchors and drilled thread that DCA have put in, which we are not using for our route, but not drawn in a rope route across, as we don't have a good rigging approach to recommend here. Our topo is a side elevation, rather than the DCA's plan view, which we believe complements it well. **Jenny Drake**




***Jenny:*** 'I had a lot of problems yesterday while attempting to traverse round the right-hand side of Garland's Pot to reach the large ledge that leads to Chert Hall. It took four goes to find a way across, and involved a big swing to reach the ledge. It is not something I'd want to recommend to others, without a better way of getting there. I've therefore included the three DCA traverse anchors, but not any rope across there. The DCA rigging topo doesn't help matters, being a plan view, and shows the anchors, but not any rope. The route I've drawn,

with a rope in, is the roof tunnel that Steve Knox first explored, as this is a lot easier! I'm planning to publish this and hopefully someone might suggest a way to rig the other route.'

***Alan:*** 'The diagram looks OK, but the wording at the top still implies that there is a traverse to be had. If it really is something you wouldn't recommend (and I certainly wouldn't) then I think that you ought to change the blurb so it simply describes the route over the fly-over passage as the main alternative to the traditional Garlands hang.
To be honest, I've never seen anybody do that traverse downwards, although I have seen it climbed upwards - indeed I've done it myself ... once (it's enough). There certainly used to be at least two spits (one of which was a bit of a popper - worn out thread) on the diagonal climb up to the main ledge from the lower ledge. But I do remember discussions at PICA about new bolts being placed somewhere there in more recent years - I later was told that this was done by two CICs, who were actually present at the discussion, but didn't offer any information. Whether these bolts are still there, or have since been removed, I don't know, but I assume that you may well have spotted them yesterday if they are still around.
I see that DCA have also now also included a topo covering the rigging for the climb up to the eyehole from the short oxbow at the end of Chert Hall. I've done this climb quite a few times (notably for jobs such as draining the windpipe, Earth Leakage dig etc) and it is quite an easy climb without rigging, although some of the moves are a bit 'necky' for shorties, and a rope could be a lifesaver for an inexperienced party. Personally, I've found the round trip to be much more sporting starting it off with this climb and doing it anti-clockwise down to Maggin's Rift and back up the Crab Walk.'

***Jenny:*** The final version for the text on the rigging topo:

"**A high level route around the right-hand side (facing downstream) of Garlands Pot.**
**A climb up to a 4m long tunnel, followed by a pitch to wide ledges.**
**Some of the thread belays are drilled.** "

'There are several spits still there on the DCA traverse line, which might have helped. One of them is half hanging out now, as the rock around it has crumbled. The rock quality in that area is poor. I can see it being traversable by someone with good upper body strength going outwards, but inwards is much harder. I ended up abseiling a distance, then swinging in, which is tricky, but doable. It took multiple attempts to get the starting height right.'

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**Editor's Comment:** Sitting at home, scanning through a guidebook or magazine, or reading route descriptions on-line, is so easy (and very enjoyable), but spare a thought for the huge effort put in, often by just a few individuals, to make that information available, and accurate. There are small teams of enthusiasts who have spent literally years, making repeated visits to the same cave system as they labour to record every pitch and passage, so the rest of us can just turn up and cave for fun (even then, getting completely lost is still a regular occurrence !)
If you really want to be impressed, lay out the Lancaster / Easegill survey sheets on the floor, and you quickly realise how much of that huge system you have never seen. Even more mind-bogglingly complex are the 3 sheets for the Box Stone Mines, produced by Shepton Mallet Caving Club – over 90 km of passage with a huge number of passage junctions.
Every recorded item adds to our total knowledge of the underground world which we all enjoy so much.

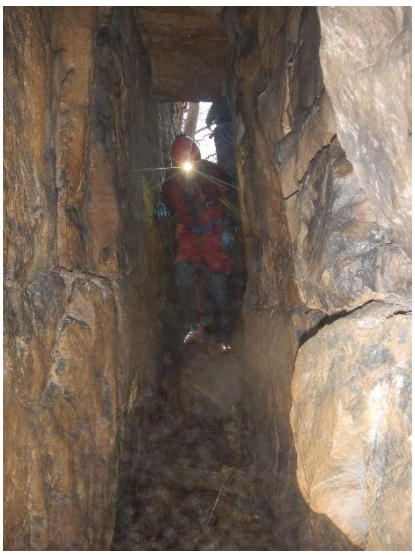
CCPC members, past and present, have played a not-insignificant part in producing 'our' original **Peak Rigging Guide**, and in now updating, replacing, and adding to the Rigging Topos which are freely available on-line. Thank you all for your contributions, big or small, for the benefit of other cavers, now and in the future. **It matters !**

## Silver Eye Mine, Via Gellia, near Matlock. 31st December 2022

Eight members and a young intrepid explorer (Jaden) braved the damp Saturday morning conditions and paid a visit to Silver Eye mine in the Via Gellia. Members present were Dan Baddeley, Neil Conde, Jenny Drake, Steve Knox, Mark Krause, Jack and Jaden Lingwood, Steve Pearson-Adams, and John Preston.

Silver Eye is accessed by taking the footpath next to the lay-by. It crosses the footbridge, then heads up the hillside towards Good Luck Mine. Where the Good Luck path turns off to the right, keep straight on, then, when the footpath swings left at a fallen tree, go straight ahead, up the steep slope for about thirty metres. The blocked original main entrance to Silver Eye is passed, in a depression, over on the right, then, as the gradient eases, the current entrance can be seen directly ahead.

*Left: The current entrance to Silver Eye Mine.*

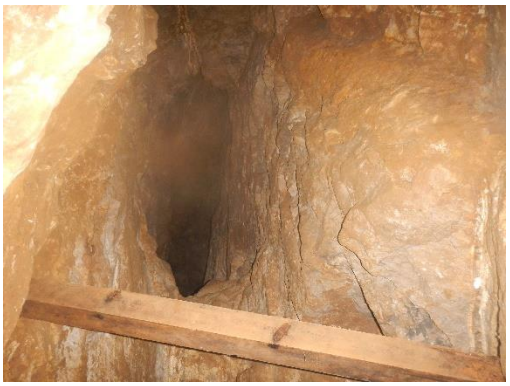


*Left: Looking back at the entrance*

A slope is met, approximately 8 metres in from the drop-in entrance, where there is a flat-out squeeze, no more than a body's length, but made more awkward by the short planks of wood left on the floor to keep you out of the puddle that forms during wet weather.

*Right: John Preston emerging from the flat-out squeeze.*

There was standing room on the other side of the squeeze, before another narrowing at floor level was met, again very short, but with the addition of a hump in the floor. Continuing, a hole in the floor to the left side of the passage is met, with a modern wooden stemple across it. Ignoring the hole, we continued through a window ahead and then climbed down to the left (the wooden stemple was now visible above us), to where a 'scaff-bar' across the sloping floor allowed for a hand line, to assist while free climbing the 4 metre drop into the adit level below.



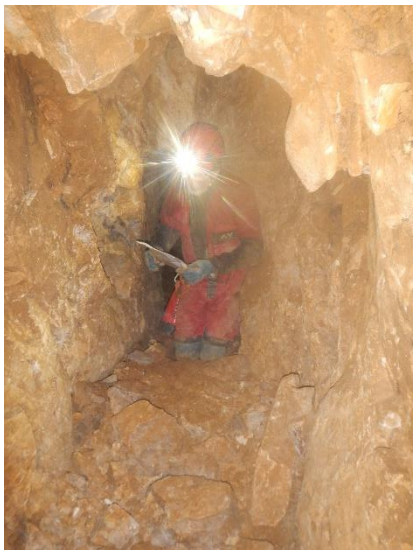
*Left: The pitch we passed to reach an easier descent route.*

With the wall of the climb behind you, turning right led into the further workings, while turning left would lead back towards the run-in blockage of the main adit Several raises were passed, on either side of the adit, until we were forced to climb steeply upward (care was needed due to an unstable rock arch guarding the climb). An in-situ rope was most useful here, and was very welcome.

*Right: John on the fixed-rope – it was very slippery !! Some members found an alternative climb which they claimed was easier.*

Once at the top of the climb the group split up and headed off, exploring the 'Upper Railway Levels'. The mine is not a complicated affair but there are intriguing climbs into some of the workings which intersect with the passage below. All in all a very pleasant two hours was spent 'brodging' about with great company.

**Steve Pearson-Adams**



*Above, left to right: (1.) Jenny in a typical passage. (2.) One of many stone stemples supporting stacked 'deads'. (3.) John, trying to make sense of the 1971 Hayes/Flindall survey (P.D.M.H.S.) in the Upper Railway Levels.*

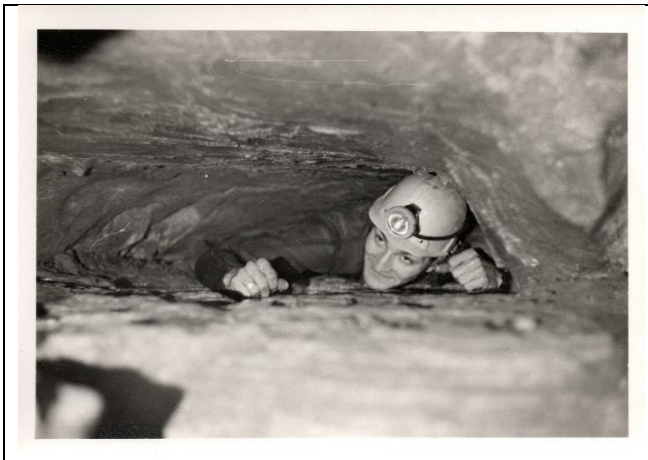
*Above left: A section of exposed vein in the left branch of the Upper Railway Levels, described in the 1971 Hayes/Flindall survey (P.D.M.H.S.) as '6" Barytes & Calcite'. There are two sets of 'tally marks' (faint) visible. Above right: Near the end of the left branch of the Upper Railway Levels we noted this sharpening stone – a gritstone/sandstone block brought in from elsewhere – with a clearly worn pick-head sharpening groove.*

***All photos, and some additional comments: Steve Knox.***

***Jenny:*** 'I made more sense of what I'd seen in the mine after reading this paper from PDHMS Mining History, which has a survey as well as a description. I only found it by searching the internet for Gellia, as no combination of Silver Eye, or Silvereye came up with it'.
Bulletin 5-1 - A Survey of Good Luck Mine and Adjacent Levels in the Via **Gellia**.pdf

## Previous Newsletter (No. 140) – 'From the Archives':

I was a little disappointed that no-one in our august and knowledgeable membership came up with a suggestion for the location of the two photographs, taken on 29th December 1974, I think, showing Stan Kowalik in 'The Wringer' (written on the back of the two photos).



1. Caption: Stan Kowalik in 'The Wringer'.

2. Caption: 'The Wringer'. *(Spot the boots ! )*

My question was: '**Can anyone positively identify the cave, and the location within the cave, and tell me if the name is still known and used ?'** No prize was offered, but I might have managed a slightly cave-battered chocolate bar ! It seems that I'll have to actually go underground myself, to check out the location which I think is correct, then I can eat my own chocolate to celebrate ! **Steve Knox. Editor**

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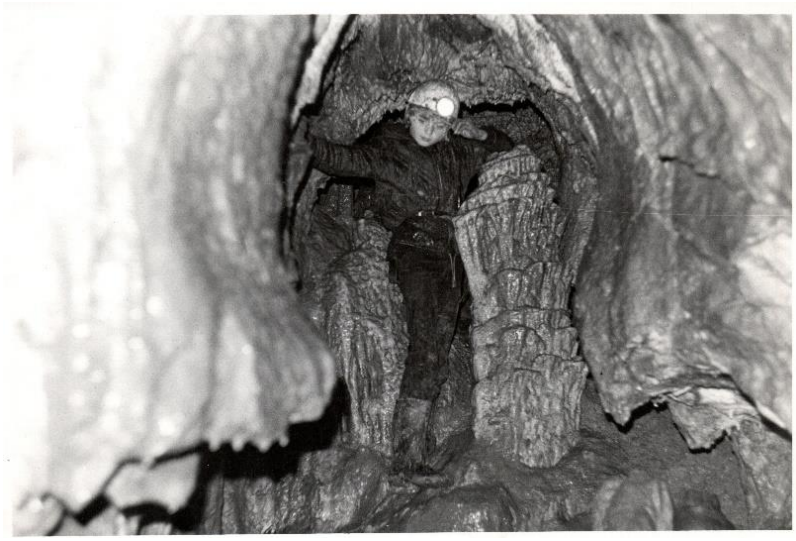
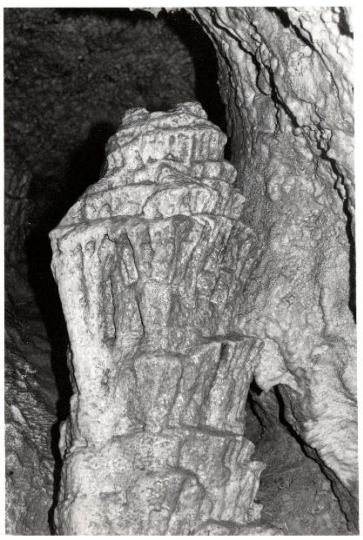
## A new challenge 'From the Archives':





The first part of this one should be easy :- **Where is it ? - cave name and location please.**

**CLUE:** The flowstone here apparently provided the oldest speleothem dates in the British Isles: samples were dated to the Olduvai Age – 1,660,000 to 1,870,000 years ago.

For a really top answer:- **Can you name the caver ?** **Steve Knox. Editor**

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## Giants Hole, Castleton, Derbyshire. Sunday, 15th January 2023

Sunday saw five club members make the trip across the hills from Staffs and Cheshire to Peakshill Farm for a trip into Giants Hole, not to be confused with Giants Cave, but more on that later. Aware of the recent heavy and prolonged bouts of precipitation, I was keeping a watching brief on the mountain weather forecast sites. The weather was given as being 'dry' during the time we would be underground so that was a bonus.
Luckily for those assembled there was a break in the sleet and rain, allowing us to get changed into our kit without getting soaked. What is usually a small stream, running opposite the parking area, was now a pond, not encouraging for our trip in the cave.
Marching towards the cave with a cold breeze on our backs, we were unsure of the conditions that awaited us. At the entrance the cobbles were awash with the swollen stream as it raced into the darkness. We were soon heading down the blasted passage towards Base Camp Chamber and could already hear the roar of the water in the distance. The right wall of Base Camp Chamber was awash (like a huge curtain) with the volume of water entering, and this was backing up into the passage behind. Garlands Pot was no better – the water was thundering into the pot and bubbling away into the Crab Walk. It was a no brainer, the round trip was out, so all assembled and agreed to retreat to BCC and have a look at the wet inlets above, and a possible visit into the high-level passage.
Neil pushed his way into the main-stream inlet, with the idea of gaining the upper passage and rigging the pull-through from above. Dan followed, in hot pursuit, while Mark, Rob and me waited below – oh, and yes, we had the rope bag ( so how was this going to work ?). Luckily there was a coil of blue plastic pipe still in-situ in the passage above, and Neil lowered the end down to us so that Mark could then attach one end of the rope to it. This allowed Dan to pull it back up the pitch. Uncertain if 27 metres would be enough for a pull through, I called up to Neil to rig it as such, to make sure. If it was long enough then this would allow all the group to descend later, negating the need for anyone to derig and descend via the rift route. Twenty-seven meters was ample with approximately 4 metres spare.
The high-level passage was a new experience for Dan and Rob, and we all made the free climb into the top of a chamber (on the right as you make your way upstream) - thanks Mark ! The chamber housed a very nice wall of calcite in the form of organ pipes, but sadly suffering from the hands of trophy hunters, so not entirely intact but well worth the effort to get there.
The cave was getting busy by then; we passed a party of two, then a group of five, then another group of two as we headed for Upper West Passage, again another area new to Dan and Rob.
Having exited Giants, Neil suggested having a look at Giants Cave on the walk back to the cars.
So it was that we popped around the back of the knoll and I slid into the entrance with Dan, Neil, and Rob following. A low cobbled strewn crawl is soon met. Dan couldn't resist it, and he was off like a rat down a drainpipe, despite our shouts for him to retreat. Later Dan reported that the flat-out crawl become hands and knees height until it became sumped. Dan had felt around with his legs and couldn't feel the bottom and turned back, Good decision Dan.
We finished the day off with a pint and a chat before making our way home. It was another brilliant day's caving with great people.
Trip time 2.5- 3 hours.
Those present were Mark Krause, Rob Nevitt, Dan Baddeley, Neil Conde, Steve Pearson-Adams.

**Steve Pearson-Adams.**

## Grand Turk Passage, Minera, North Wales. 28th January 2023

***Grand Turk**; forming part of the Caicos Islands of the western Caribbean; - now that evokes strong images of warmth, crystal clear waters, sand as fine as talc and palm trees swaying in the scented breeze. You get the picture.*

The "**Grand Turk**" that club members visited on Saturday was a completely different offering! The turn-out for this trip was strong, with 8 members and one probationer. Heather and Ade travelled furthest, but for the rest of us, Minera (North Wales) is only an hour's drive away. Leaving the car park, and having crossed the pedestrian bridge, we took the steps up the hillside to join a path where you turn left, and within 30 metres will find the entrance behind a metal sheet, on the right next to the path. The entrance is down a plastic tube fitted with a metal ladder into a small chamber. A low passage leads off into other workings (wet and very muddy) as pointed out by Darren. Our route would be dropping the 40 ft shaft to the right in the chamber.

*Heather later contributed this photo of the chamber and pitch head, from an earlier trip (a rescue practice*). *Photographer unknown.*

With the rigging complete, we all descended and made our way through the flat-out crawl, approximately 70 metres long, to reach another chamber which marked the beginning of the phreatic passage. Left leads to a breakdown with some small stals and flow formations. John and a few others had a nosey, and took the opportunity to snap a few photos. Darren informed the group that this passage used to be a resurgence but due to draining of the mines the water was diverted. The characteristics of this passage compare with the lower section of the down-stream section of Peak Cavern's main streamway. The significant difference being its low roof, with stooping necessary for most of its 275 metres. Occasionally the line of the roof allowed us to straighten up which gave momentary relief. The passage gradually descends, meeting a chamber with a short climb up on the opposite wall into a passage, which we entered. This leads to the bottom of a 12-metre shaft which, on this occasion, had a rope hanging down it. We all ascended and crawled through an iron portal into further passage, which ended in a collapse after approximately 200 metres. With all safely down the shaft we made our way back to the chamber, where we squeezed under the roof into the continuation of the stream bed, soon reaching the sump. Neil had brought in some of our dear departed Des's ashes which he offered to the water; it was something that Gill had requested last year, asking that we spread a little part of Des in the caves, and mines he visited.

Leaving Des to explore the sump and possible caverns measureless to man beyond, we made our way back up the passage, stopping to take on food and fuel prior to tackling the flat out crawl, and the ascent to daylight. Back on the surface without incident, several of us made our way back to the cars to get changed, but not before Neil and Darren did a short scouting trip for a shaft known to be nearby.

Then, while we were getting changed, Darren had decided to go walk about in search of other entrances and was gone for some time. Ade went up the hillside in search but came back alone. Eventually Darren returned, muttering something like "So none of you came looking for me", but he was jubilant with what he had found. Heather did her usual and shared out

biscuits, while Ade made brews, both much appreciated. Afterwards we made our way to the local hostelry to 'wet our whistles', while recalling the delights of the day's adventurers. All in all, another interesting trip of 4 hours duration in the company of a great bunch!!! Those attending were: Rob Nevitt, , Darren Conde, Neil Conde, Heather Simpson, John, Dan B, Ade Pedley, Steve Pearson-Adams, and Dan L.

**Steve Pearson-Adams**

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Concerning Grand Turk:-

**From Darren:**

Chapter 10 of 'Limestone Caves of Wales' by Peter Appleton, is about the main caves and mines of North Wales including Minera.

**From Alan Brentnall:**

The book is a very interesting general description of the geology and caves to be found in Wales (North and South), but it is "general" and, in 250 pages, it can hardly cover the kind of detail you might expect from a caving guide book. Several years ago I found a resource on the web which listed caving sites with details of access and a brief description (a bit like Peak's PDCI or Scotland's GSG Registry):

It's on the Cambrian CC website. This is the Grand Turk entry:

http://www.cambriancavingcouncil.org.uk/registry/ccr_registry_view.php?ID=1477

That link takes you to the Cabin Shaft entry, but clicking on the picture of the metal-lidded entrance takes you to:

http://www.cambriancavingcouncil.org.uk/registry/CoNW/CoNW_04.htm#Gran

which gives a description, survey and grid ref..

**Neil's Description:**

Here's a short description of how to get to the Grand Turk passage.

The entrance is above the lime kilns. Park up in front of the lime kilns and cross the bridge over the stream. Turn right and walk to the end of the kilns where there are some steps on the left going up above the kilns. Follow the path to the left when you get to the top, for 100/200 ft. The metal lid to the entrance will be on your right.

Drop down the entrance, shutting the lid behind you. You will enter a small chamber. To the right is the 50ft shaft to the start of Grand Turk passage, and straight on is an entrance to other parts of the Minera mine. Take an adjustable spanner as the nuts on the first 2 hangers are loose. At the bottom of the shaft, there is a crawl straight on; ignore the one on the right. The crawl is around 80ft long, mostly on your belly. This breaks out into the side of the Grand Turk passage. Once in the passage turn left, going up-stream. This doesn't go far but is worth a look as there are some small gour pools on the left-hand side. Then follow the passage down-stream for around 800ft. When you get to the end there is a climb up the left-hand wall. This leads to a shaft with a rope up it. It leads to another part of the mine heading towards White Vein, but the way is blocked before you get there. There is a wooden dam at the top of the shaft - well worth looking at.

At the end of the Grand Turk passage the continuation becomes a small, sandy crawl. This is below the left wall climb up to the passage above. A short crawl through leads to the final section of the Grand Turk passage. This is probably the best part, as it has a couple of inlets running through it to the sump.

**Neil Conde**

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As always, my thanks to everyone who contributes to the CCPC Newsletter, and also to those who acknowledge receipt afterwards. It's good to hear from **Alan**, 'our man north of the border', and from Members anywhere in the world. All errors, changes, or corrections are mine – my apologies. No doubt, like me, you are all looking forward to an active 2023. **Steve Knox, Editor**.

**Late addition from Neil Conde:**

Tuesday 27th December 2022 :– The post-Christmas social walk around Rudyard Lake.

Thanks Neil.

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**Finally:**

In this age of Social Media and Data Protection, I have been made aware that some individuals may not want their name or photograph to be included in any website or shared material (such as this Newsletter). It would be impossible to contact every person whose name might be included in trip reports, or whose image appears in photographs, prior to including such items in the Newsletter, before it is sent to Members or placed on the club internet site.

The photograph above is a prime example - although there is no list of those present, it is clear that everyone there had willingly allowed themselves to be included in the group photograph.

Generally speaking, if someone feels uncomfortable about such inclusion, it would be helpful if they could make their feelings known at the time of the trip, and could avoid being included in any photographs taken by other Members.

No images, or information, submitted by Members for use in the Club Newsletter, have ever been passed on to others, or used for commercial purposes, and never would be.

**Steve Knox, Editor**.

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