

# Bowland Pennine Mountain Rescue Team

## 1980 – 2020

### Acknowledgements

### Introduction

1. Year by Year Review  
Committee notes, “Issues of the Day”, Training, Events, Finance, HQ’s, Smelt Mill, Kit, Call-Outs and Incidents.
2. Reflections Over 40 Years  
A retrospective look at a few topics, making use of members testimonies.
3. Vehicles  
Review all the vehicles that BP has owned.
4. Fell Races  
Lakelander, Bowlander, 3 Peaks Running and Cyclo, Fellsman, RA 4 Peaks, Fiendsdale, Borrowdale.
5. Cop Lane  
HQ for 23 years 1983 - 2006
6. Ray Lane  
The Search, Purchase and Development.
7. Smelt Mill  
2 Renovations, Purchase and 3 Major Developments.
8. Phoenix Warm Air Device.

### Attachment

- a) BPMRT Technology

### Notes

Figures in brackets after amounts of money represent the relative value in 2020

*Narrative in italics denotes verbatim transcript from contemporary archives, also members personal recollections.*

# Acknowledgements

The risk with thanking people by name is that you fail to name everyone. However, it would be remiss of me not to mention a few, without their help it would have been a far bigger task and less of a history.

Phil O'Brien. Supporting with dates and details on various callouts and incidents. Mostly done via e-mail, to which he always responded quickly.

Paul Durham. For the loan of his two personal folders containing all manner of interesting effects relating to the SR and BPMRT.

Paul Heap, Jim Gardner and Ian Ordish. Providing a number of detailed personal narratives relating to their experiences with the Team.

Gwyn McFadyen. Providing a large selection of newspaper cuttings.

Pete Jones. Supplying his humorous yet factual sketched recollections of incidents and call-outs.

Crispin Myerscough and Tim Cox. For proof reading this document.

Bolton MRT for their hospitality when I visited their HQ on a number of occasions to review MPSRO archives and scan a number of pictures.

All members past and present who provided material, verbal, written and images. Large or small they were all valuable in creating the pool of information.

Finally, to my wife Chris, who lived with a dining room full of team documents for a year and didn't moan once, well maybe once or twice!



Phil Lund  
NRO and Bowland Pennine MRT  
June 2014

## **1<sup>st</sup> Revision May 2018**

Addition of the years 2011-17

Thanks to the following for, articles, amendments proof reading.

Paul Durham, Phil O'Brien, Crispin Myerscough and Pete Shanahan.

## **2<sup>nd</sup> Revision Feb 2021**

Addition of the years 2018-20, plus chapter on Vehicles and other additions.

Thanks to Tim Cox and Phil O'Brien.

## Introduction

The continuation of two mountain rescue teams (MRTs) in the Preston area could no longer be justified. A number of previous attempts to amalgamate the teams had been made but these failed to get off the ground. Towards the end of the 1970's the right people were in the right places and this time the initiative gained momentum, this time it was going to happen.

Bowland Pennine Mountain Rescue Team (BPMRT) was formed on the 8<sup>th</sup> October 1980 at The Stables, Westleigh near Preston. Members of South Ribble MRT (SR) and the Northern Rescue Organisation (NRO) met with the chair of the Mid-Pennine Mountain Accident Panel (MPMAP) Peter Lee and in turn dissolved their respective teams and passed their assets pro-temp to Peter. The group then voted on a new constitution and elected various officers of the new team; Pete Taylor as Team Leader (TL), and Paul Hughes as the Chair. Peter formally passed back the assets to the new team and Bowland Pennine Mountain Rescue Team (BPMRT) was up and running. All done and dusted in 50mins.

This event marked the culmination of nearly two year's work. 12 months previous SR had to evacuate their Headquarters (HQ) at Cop Lane in Preston due to a redevelopment of the site, namely the demolition of the old vicarage to make way for a new health centre. The neat solution was that they should move into NRO's HQ at Westleigh. The two teams kept separate leadership, finances and identities but shared a common training programme and other events. This period was really helpful in the amalgamation process. I had joined NRO some 8 years earlier and was fully behind the union; a few people were not in favour and voted accordingly but the vote was overwhelmingly in favour.

BP has never looked back, I don't recall any occurrence of "us and them", SR v NRO, and yes there have been disagreements, what family doesn't have those but never along old tribal lines. Even those who were not in favour can only be amazed at how BP has developed, in terms of kit, vehicles, property, communications, training and workload. However, I can't write a history of BP without going back to the real beginning.

## 26<sup>th</sup> March 1962

Three siblings left home and travelled by bus to Chipping and walked over the fells, maybe to Langden Castle (a small stone hut) on their return over Saddle Fell they were faced with severe winter conditions which result in the two brothers losing their lives due to hypothermia. Their sister Sheila survived to raise the alarm at Saddle End farm. There was no Mountain Rescue Team in the area at that time so it was left to the Police and locals to search, British Aircraft Corporation (BAC), now BAe, loaned their whirlwind helicopter to help. Shortly after this tragedy two Mountain Rescue teams were formed based in Preston, South Ribble Fell and Search Team and the Northern Rescue Organisation.



Lancashire Evening Post  
26<sup>th</sup> March 1962

I will describe the amalgamation and subsequent years development of Bowland Pennine in the following pages, using archives, pictures, newspaper cuttings, personal memories and those of other team members. Selected topics will have their own dedicated chapters.

## 1980

Bowland Pennine MRT began with around 40 members a blend of youth and experience. On the financial side, SR were overdrawn by £300 (1,295) and NRO were in the black with £703 (3,034) so we started with our heads above water. Thanks to the Harold Bridges donation back in 1976, of £10k (72,453) to each team, we had 3 four year old petrol LandRovers (L/R) and a fourth "H" reg L/R. (See chapter 2 for vehicles details) With their donation SR purchased one new vehicle and spent the other £5k on equipment, so in terms of kit we were OK but of course you can always do with more. A green ex-Army trailer and an ex-RAF trailer completed the transport line up.

### Committee - Issues of the Day

The Committee was the butt of many jokes and the source of much belly aching from time to time, but try running an organisation without a group of keen, committed and experienced people on the rudder and you won't get very far. The first committee was arranged so that neither old team could gain a monopoly on power. So, if the TL was chosen from SR then the DTL had to be from NRO or vice versa. Highly irregular by today's standards but everyone thought it was a sensible precaution at the time. The first committee lined up as follows,

Team Leader	Peter Taylor	SR
Training Officer	Mick Turner	NRO
Chair	Paul Hughes	NRO
Secretary	Rhoderic Taylor	SR and Gill Manley NRO
Equipment	Tony Bond	NRO
Treasurer	Unclear who fulfilled this role	
Medical Officer	Dr Chris Mayo	SR
Transport Officer	Tony Wilson	NRO and John Houghton SR
Team Representative	John Hitchin	SR

At the first Annual General Meeting (AGM) in 1981 all restrictions were off and personnel began to change and new posts were created.

At the 1<sup>st</sup> Committee meeting 29<sup>th</sup> October 1980, under any other business (AOB) *Mr Hitchin (Team Rep) spoke strongly about maintaining a good image on events etc, particularly with reference to noise and drinking at camp sites and fitness for duty on events. J Jones expressed some disgust about the practice of "after-hours" (at this time pubs stopped serving at 23:00hrs) selling of alcohol by the team caterers.* The caterers were the back-up crew Messer's Pete Williams, Tom King and Ian Jenkins. Their role was, as the name suggests back-up, not in actual searching and first aid but in the equally important task of cooking and helping set-up base camp etc. They also along with a few others worked on the first renovations at Smelt Mill. Don't re-call action being taken on the off sales enterprise; any profits would have gone back to the team in any case.

The team were advised that *BAC's helicopter a Whirlwind is available for MR but may be withdrawn from service next year.*



## Finance

I continued to run the 100 Club. 25p per week x 100 members raised £1,300 (5,611) £650 (2,805) in prizes and £650 to the team. There was no real concern regarding money apart from the usually day to day issues and the fact we could always do with more!

A personal meeting with the Duke of Westminster was arranged at his Cheshire home to see if he could help financially, main result of the meeting was that BP had to become a registered charity before he could consider any assistance.

Decision was taken to stop renting Wither Trees (NRO) garage in Preston saving £28.75 (124) per 6 months and move all the vehicles to Westleigh.

## HQ's and Smelt Mill

NRO had occupied 8 different HQ's in 18 years all around Preston whilst SR had one, Cop Lane garage with a meeting room upstairs. The garage was rented from the Area Health Authority for a small fee and the plan was that BP would relocate there as soon as possible. We were also keen to continue renting Smelt Mill £5 (21.58) per week, our 2-bedroom end terrace, and forward control facility near Dunsop Bridge in the Trough of Bowland.

I can't emphasise too much the benefits accrued by the months NRO and SR spent together sharing Westleigh and a training programme. By October 1980 we were familiar with each other's kit and vehicles. Personalities were understood along with their strengths and weaknesses all we needed now was to be used, a Call-Out.!

## Kit and Vehicles

Tony Bond continued as Equipment Officer from NRO, his reputation going before him, everything has a place and everything in its place, plus a label on it.

*Bob Scoltock is acting as radio officer under Tony bond.*

## Call-Outs / Incidents for the Year 1

October 23rd 1980 Lancashire Police initiated "Operation Neptune" in response to storm floods effecting Blackpool, Preston and Garstang these lasted for a number of days. We offered our resources (vehicles and bodies) but I have no record or memory of us actually being used.

However, 5<sup>th</sup> Nov BP received a letter of thanks from Lancashire Police Constabulary for our offer. The letter left is addressed to Mr Manley that should of course have been Mrs Gill Manley and the address is for Rhoderic Taylor!

So, we finished the year, just 3 months, without a shout.



BP's First Thank You letter from  
Lancashire Police

1981

**Committee - Issues of the Day**

48 members attended the 1<sup>st</sup> AGM in March. Carole Shaw was elected as Treasurer and Ian Ordish became Fund Raising Officer. In October Rhoderic Taylor stood down as secretary to be replaced by Paul Durham.

Keith Middleton and Simon Harris are the team reps.

Ch Insp Mike Bretherton at the MPMAP meeting outlined the need for incident controllers to wear some form of Identification.

Designs were submitted in a competition for the new team badge.



Keith Middleton's suggestion



Mick Turner's winning design.

Min note 7<sup>th</sup> Oct Not enough money being raised and too much being spent!

Tom Roberts acting as Press Officer, non-committee post.

Lancashire Evening Post (LEP) article "Moorland Marriage" During my research I've scanned over 150 newspaper cuttings and this is by a long way the best title. Not under or over stated, just simple and true.

7<sup>th</sup> October Rossendale MRT were called to assist a Scout in our area, as we were on 3 Peaks duty.

**Training and Events**

In January 1981, BP organised the Panel Exercise based in Chipping. These were joint exercises for the teams in the MPMAP area, BP, Bolton, Calder Valley, Holme Valley, Rossendale and RAF Stafford. Each team would take it in turn to supply a few members to organise the exercise. The date was either October or the last weekend in January.



Lancashire Evening Post July 1981 Paul Durham and Dave Watkinson



Insp Mike Bretherton and Ian Ordish pose for the camera in Chipping.

Lancashire Evening Telegraph  
Jan 1981

The inaugural Neville Marsden First Aid course was held at Haslingden Conservative Club in January. This was a more intensive medical course which focused on diagnosis and care of the casualty over a prolonged period, exactly what the mountain rescuer needs. Teams were limited to four attendees at a cost of £5 (19.29) per head. We took up the offer. Neville was a keen member of the Rossendale team and a local GP Doctor.

We used John Houghton's van as control for the 3 Peaks Cyclo Cross in September. Being a builder, we had to sweep out building residue before we could set up, but it was great to get out of the elements, particular the wind.

### **Finance**

BP's first Flag Day was in Blackburn and raised £422.24 (1,629), I was in attendance, standing not too far away from Bob Scoltock and I recall an old lady coming up and asking me "what's it for" I replied "mountain rescue" and she retorted "silly buggers shouldn't be up there in the first place" She pestered Bob and myself all afternoon, we must have looked a sight, centre of Blackburn on a Saturday afternoon, both dressed in our walking gear of the day, breeches and big boots, I think Bob even had his rucksack on.!

*Tony Bond completed the Fellsman Hike and through sponsorship raised £196 (756). Duke of Westminster donated £500 (1,929) and the Houghton Weavers concert cleared £830 (3,202). They offered to do another concert for 0% commission. Team members subscriptions remain fixed at £1 (3.86)*

*At the AGM we were overdrawn by £93.20 (359.61)*

We received £234 (902) from Lancashire Area Health Authority presumably for our assistance given over the heavy winter snow mid Dec 1981.

### **HQ's and Smelt Mill**

Ian Ordish and Pete Taylor, plus their families, nearly got stuck at SM due to heavy snow 13th Dec. More on this in the SM chapter.

### **Kit and Vehicles**

*Vehicles must not be used on tracks in the trough unless in an emergency.*

### **Call-Outs / Incidents for the Year 3**

18<sup>th</sup> May 1981 Wheelton nr Chorley. We were in the area and assisted the police with a road traffic collision (RTC). Received an acknowledgement from them afterwards.

## 1st BPMRT Call-Out

The very nature of the service we provide is that from time to time we have to deal with tragic circumstances and so it was on our first Call-Out.

13<sup>th</sup> November 1981 a young boy Paul Aiton aged 11 was missing after a cross country run from St John Southworth School off the Longridge road on the outskirts of Preston. The School is now demolished. When we arrived, the police had been on the scene for a few hours. We set about our business, searching. It was the first time we'd used a, Air Scenting SARDA dog, Jan, her handler was Pete Durst from Rossendale Team. As nightfall approached, we just carried on and thought nothing of it. Finally, in the early hours we finished with no sightings. On the agenda for first light was a few areas for the police under water team, or frogmen as they were called then to investigate. Sadly, they recovered Paul's body from a slurry pit mid morning. In truth, he was probably deceased before we even started our searching.

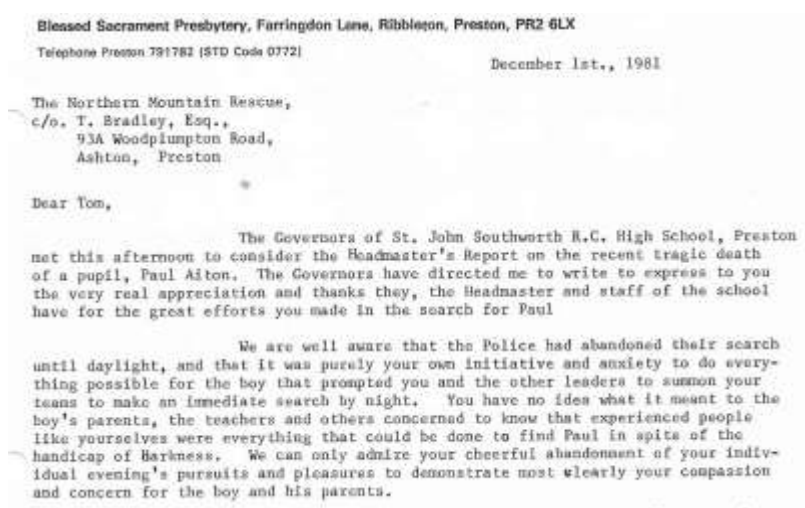
Was it all worth it.?



Lancashire Evening Post  
14<sup>th</sup> Nov 1981

On the 1<sup>st</sup> December 1981 we received a letter from the Chair of governors at the school thanking us for our efforts. Addressed to the Northern Mountain Rescue by mistake, no matter.

The letter explained eloquently the comfort our searching particularly into the night gave the family in those early hours and the days that followed. That's why it's worth it. Mountain Rescue members are not super human beings and not heroes. We love the outdoors and understand that on occasions "things go wrong" We are happy to help, it's as simple as that.



BP's First Thank You note for our efforts on our 1<sup>st</sup> Call-Out

## Heavy Snow Fall

A few days of heavy snow in mid December had a massive impact on the efficiency of the Ambulance Service, with our 4 L/Rs we were asked to assist. A rota was drawn up to staff three ambulance stations with 2 BP members, plus a vehicle, around the clock on a 3 shift system for the duration of the difficulties.

I recall being on duty at Lancaster station with Mick Turner, we were called to assist an elderly woman in Scorton with breathing problems. I clearly remember travelling down the A6 with snow piled 2 metres high on either side. The letter left is addressed to BP Mountain Rescue Organisation. It took time for the new name to bed in.



BP's First Thank You note from Lancashire Area Health Authority  
Jan 1982



1982

### Committee - Issues of the Day

36 members attended the AGM, member's subs now £2 (7.11)

22<sup>nd</sup> Jan received thanks from Ambulance service for our winter cover in Dec 1981.

*Gill Manley resigns.*

*Carol Shaw defeats Phil Lund 17/14 for Treasurers post.* Carol steps down in August and Jack Foley steps in pro temp. Little did he know that he would serve for 23 years and holds the record for continuous service in one committee post.

*Bob Scoltock becomes DTL, Keith Middleton moves to Back-up, Jeremy Ashcroft and Joe Shaw are the new reps.*

The TL remarks that *the standard of sweep searching on the recent panel exercise was poor and it needed attention.*

*Wearing of seat belts to be mandatory in the team's vehicles.*

### Training and Events

Nothing of note for the year.

### Finance

First Flag Day in Preston August raised £299 (1,062)

At AGM we were overdrawn by £571 (2,028)

### HQ's and Smelt Mill

21<sup>st</sup> April: Letter from Lancashire Area Health Authority asking us to move back to Cop Lane from Westleigh. But there were issues at Cop Lane after the building work and we were holding out until they were sorted.

Official opening of the 2<sup>nd</sup> Renovation at No4 SM completed by the "Gang of Four" Ian and Pauline Ordish plus Pete and Vera Taylor. The 1<sup>st</sup> Renovation was done by the NRO Backup crew.

*Committee agreed to a land line telephone being installed at SM.*

### Kit and Vehicles

BAe kindly painted our vehicles around July. Over the years the BAe helped BP on a number of occasions; in some cases, they were blissfully unaware of this assistance. A number of members worked for the company and still do today. Mick Turner was in a very advantageous position working, as a chef, in the Directors mess at Warton. The things he could get for a couple of chickens and a bag of King Edwards!

LandRover STF496H (SR post 1980 vehicle) sold to Chris Mayo £1,300 (4,618)



Two LandRovers painted by BAC Staff  
Late 1981 XFR224R & XFV874R

### **Call-Outs / Incidents for the Year 3**

11<sup>th</sup> April 1982 Grit Fell, Ward's Stone & Tarnbrook Fell, Bowland.

A two day search for a missing male thought to be about to self-harm. Sadly, the missing person was located, deceased. Pete Taylor and Ian Ordish were working at SM and soon at Jubilee Tower to control search. Duke of Westminster loaned his helicopter to help with the search.

6<sup>th</sup>-7<sup>th</sup> August 1982 Whitbarrow Scar.

Teams from the Lakes and Mid-Pennines including ourselves assisted by RAF Leeming MRT and helicopters from RAF Boulmer searched for a 75 year old man from Arnside, reported missing on a walk. Found alive two days later by BP at the base of small crag and air lifted to Lancaster Hospital.

27<sup>th</sup> November 1982 Blindhurst Fell Bowland.

Glider Crash. Two gliders from the local club collided in mid-air. One crashing into the fell side. Pilot deceased.



Rev Jim Isherwood  
Whitbarrow Scar

### **1983**

#### **Committee - Issues of the Day**

*26 Members attended AGM and voted for £5 (16.98) Subs! It remains £5 today.*

*Jack Foley officially begins his long haul as Treasurer, John Houghton picks up Vehicle Officer and Ian Ordish is Rep.*

*In January, BP returned to Cop Lane garage from The Stables at Westleigh.*

*New team Badge arrives £1.50 (5.100) each.*

*Appealed to Jimmy Savile for concert at Guild Hall turn down, pressure of work!*

*Harry Dewhurst, 17, requested to leave the team by letter, having been arrested for falsely calling out the emergency services.*

#### **Training and Events**

*Regional training course to be compulsory for all new members.*

*Visit to Thwaites brewery in Blackburn*

#### **Finance**

*Year end we were £1,633 (5,546) in the black.*

#### **HQ's and Smelt Mill**

*We organised an Open Day at Cop Lane 4<sup>th</sup> July to help publicise our return to the area.*

#### **Kit and Vehicles**

*Letter from Paul Durham (sec) to exSR members requesting them to remove (SR) old badge.*

### **Call-Outs / Incidents for the Year 4**

*3 shouts in 24hrs!*

*17<sup>th</sup> & 18<sup>th</sup> August 1983. East Lancashire. Search of Worsthorne Moor, Gorpel Moor and Hardcastle Craggs for a lone female walker, aged 20. Turned up safe and unhurt in Burnley.*

*17<sup>th</sup> & 18<sup>th</sup> August 1983. Great Langdale, Cumbria.*

Request to assist The Lake District Teams in a large scale search for a 29 year-old male. He had left a note that indicated he may self-harm. Found in Mosedale on the 18<sup>th</sup> with severe injuries and air lifted to hospital by a helicopter from RAF Leconfield.

16<sup>th</sup> & 17<sup>th</sup> August 1983. Great Hamledon, East Lancashire.

Search for confused hospital patient believed to be on moorland. Sadly, was located in the grounds of the hospital he was missing from, deceased.

## 1984

### Committee - Issues of the Day

*First BP Honorary Member awarded to Norman Thompson*

*Fund Raising Paul Williams, Back-up Vera Taylor and Rod Taylor Rep.*

*Joe Shaw to investigate opening a tuck shop!*

*4<sup>th</sup> April Letter from Chris Mayo apologising for his low attendance.*

*Fast Action Response Team (FART) to assist Langdale/Ambleside Mountain Rescue Team (LAMRT) to be developed.*

*Ch Insp Mike Bretherton leaving the Lancashire Force to join Greater Manchester Police.*

### Training and Events

*9<sup>th</sup> June Helicopter training at Dunsop Bridge.*

*15<sup>th</sup> Sept MPMAP Party Leader Training at SM Cairngorm Winter Training course is limited to 3 members Simon Harris, Dave Watkinson and Glynn Jones.*

Team joined the Council of Northern Caving Clubs (CNCC) caving was popular amongst a number of members.

### Finance

Finished the year

Current A/C £ 478.55 (1,548)

Deposit A/C £1,304.54 (4,220)

Cash-in-Hand £5.39 (17.44)

### HQ's and Smelt Mill

We suffered a break-in at Cop Lane and lost a radio and some other minor equipment. Bars welded across the window thereafter.

### Kit and Vehicles

*2nd June bought BL Austin Ambulance LTJ 198K for £200 (647) from Preston Stroke Club to be kept at Broughton Ambulance HQ.*



RAF Wessex Mick Mitchell and Team L/R's Helicopter Exercise, Dunsop Bridge 9<sup>th</sup> June



LTJ 198K Austin Ambulance Control Vehicle, Preston Guild Centre Abseil May 1985

### Call-Outs / Incidents for the Year 3

5<sup>th</sup> August 1984 Parlick Pike & Fair Snape Fell, Bowland.

Search for a male fell walker, overdue, no experience, no map and poorly equipped. Became lost. He eventually descended another part of the fell and rang home.

21<sup>st</sup> & 22<sup>nd</sup> November 1984. Great Langdale, Cumbria.

Request to assist the Lake District Teams in the extensive search for two missing elderly walkers. Missing since the previous day. Located safe on the 22<sup>nd</sup> exhausted and suffering hypothermia at Martcrag Moor.

## 1985

### Committee - Issues of the Day

32 members attend AGM

*Paul Hughes steps down after 20 yrs, serving in both NRO and BP. Not bad for a southerner!!*

*Dave Simpson, Gwyn Mc Fadyen and Paul Hughes to be Hon Members. Norman Pomfret and Tony Wilson to become associate members.*

*Xmas disco booked £7 (21) per head Charnock Richard Hotel. Issue with one member who refuses to pay subs for two years re dispute over non-payment of callout expenses 1982 rep to investigate. Glynn Jones requested fell race briefings on the Wednesday before the event.*

### Training and Events

2 places on Coastguard course at Holyhead.

Joint Helicopter exercise with Bolton MRT in Oct.

Attendance on Wednesdays good but poor at weekends.

### Finance

1<sup>st</sup> Abseil event organised by Paul and Kath Durham at the Guild Centre, Preston. We provided the technical skills, kit and mental health charity MIND managed the sponsorship. We received £548.74 (1,673) + new ropes however, letter arrived a few weeks later advising that we could not use Guild Centre again. Don't think there was any negative issue but shortly afterwards telecom transmitters began to appear on the roof, so I guess that was the reason.

The height or drop! was just over 30 metres, 100 foot in old money. Around 80 members of the public went over plus team members.

### HQ's and Smelt Mill

A simple Mission Statement was created for Smelt Mill before they were in vogue and it's still today.

The Aim of Smelt Mill is to provide.....

- a) A residential training facility for BPMRT.
- b) A resource for members of BPMRT to utilise privately.
- c) An opportunity for BPMRT to generate funding.



Two Ladies Abseiling down the Guild Centre May 1985



The Platform before the 61M or 200ft drop!

## Kit and Vehicles

Bolt Croppers are purchased for 1Zero and lock gates!!!

Black Sweat Shirts purchased with the team badge print for £278 (874) sold for £7.50 (22.87) each.

Remaining LandRover and Control Vehicle painted at BAC, free of charge, well maybe a couple of chickens!

## Call-Outs / Incidents for the Year 5

13<sup>th</sup> April 1985

Assisted with 9 Army Cadets being airlifted from Wards Stone. Received thanks card.

29<sup>th</sup> May 1985

Assisted Langdale/ Ambleside MRT.

Searched for missing Army soldier, really hot/sunny day. Found OK on the 30<sup>th</sup>. Paul Williams in his eagerness to get on this shout fell over his dad's lawn mower in the garage, he got on the search but was complaining of a sort foot, he later discovered he chipped a bone in his foot.

Pete Watt served a parking ticket whilst on this job.

5<sup>th</sup> Oct 1985

Assisted LAMRT search Tarn Hows and Grizedale, female found deceased.

## 1986

### Committee - Issues of the Day

*33 Attended AGM.*

*Ian Ordish appointed fund Raising Officer pro-temp. Bob Scoltock is Rep Glynn Jones moving away and Simon Harris replaces him as Rep.*

*Chris Mayo wishes to stand down as doctor in favour of Chris Dickson.*

*Dave Matthews and Paul Williams become Cop Lane Caretakers.*

*26<sup>th</sup> Feb Paul Durham received a letter from Mr B Glenholme, ADO (Assistant Director of Operations) Broughton Ambulance HQ – commended the good radio procedure, control and discipline of the teams, but criticised first aid, especially the initial entry to the aircraft and priorities of treatment, lack of airways and failure to feel pulses properly. PD thought there should be a change of emphasis in first aid- first 5 mins, ABC.*

*21<sup>st</sup> April letter received from Phil O'Brien (POB) wishing to join BP from Penrith.*

*Committee requested a reference from Penrith, which was received. POB joins late 86.*

*Rod Taylor, leaving for Crewe. Ian Harwood joins.*

*Issue with people avoiding Cop Lane on exercise and sorting gear.*

*Casual approach on the Bowlander, also drinking on duty was apparent, not good, bad impression.*

Chris Dickson is now running Mountain Rescue Committee (MRC) First Aid Certificate for the team, Dave Matthews and Rod Kelly assisting.



Canberra mounted on a trailer, Brilliant!

## Training and Events / Panel Exercise

If the aim of the annual panel exercise is test and push all aspects of our service, then the 1986 panel exercise on the 1<sup>st</sup> February ticked all the boxes, big time!

The casualty site was near Grizedale Head and the casualties were inside a Canberra aircraft fuselage; difficult and awkward. Injuries on Stuart Davidson, Pete Hartley and Rod Kelly were realistic and serious. Observers were qualified, up close and cosy. It was freezing cold with a biting wind and snow on the ground. Holme Valley found the crash site first and went in. Rod Kelly coughed up simulated blood onto the first guy who was none too happy, mistakes were made and noted. It was a brilliant exercise and heaps of learning occurred. "Train hard - work easy" was the order of the day. It would have been all too easy to point the finger at the first team that entered the aircraft and say that we would have done better. Maybe yes; maybe not. The correct approach was for all to take on board the constructive comments and address them.



Cas Rod Kelly filling his mouth with simulated blood just in time for the first rescuer!

This event marked a change in emphasis on First Aid within BP. We spent more time and better time on the subject, thereafter. More of the training programme was related to medical topics. It has remained so ever since.

Mick Turner who was the BP Training Officer at the time worked at BAC, he was able to organise the loan of the Canberra fuselage. Which was dragged up the fell on the Friday, the exercise casualties slept out under canvas overnight to be ready at first light!



Article in the BAC Newspaper

X marks the location of the "crashed" aircraft. It was hauled up a track over Catshaw Fell, a couple of hair pin bends to negotiate.





Above, the posse of Observers, Ambulance, Police and BAC Fire service.

Right, Pete Hartley, friend of BP and one of the exercise casualties is being lower out of the fuselage.



Control for the exercise incident was at Jubilee Tower, not far away from the crash site.

Note the duvet, very popular in that era.

RAF MKII Wessex from "D" Flight 22 Squadron Leconfield being Hot refuelled at the base camp Dolphinholme, during the exercise.



It wasn't all doom and gloom on the day as I recall a great night in the local pub, The Fleece. A feature of these dos at the time was folk singing once the beer had worked its magic. We were in the pub fairly early, then an elderly lady arrived on her own for her usual quiet drink on a Saturday night. A group MR guys were occupying her normal seat, they made room for her and she didn't pay for a drink all night. When her son arrived to take her home, she reckoned the last time she'd had so much fun was VE day! (Victory in Europe, end of WW2)

Some months later Jim Gardner, who work for the VAT in Lancaster, had reason to be looking at the accounts of the Fleece and notice a massive spike in "cash flow", during mid winter, he thought this looks odd. Until he realised the date coincided with the Saturday of the panel ex!

### **Langden Chainsaw Massacre**

In the mid 80's Clwyd MRT organised a surprise incident for their members with the help of two guys from Bolton MRT; one with a false eye, the other with a false lower leg. They acted as the two casualties adorned with the usual amounts of blood and offal. The incident location was a crag in North Wales. The scene was set; one casualty head down on a stone spike and the other with a trapped leg. The local ambulance authorities were informed and a time agreed commencement of the exercise. The unsuspecting Clwyd team were on another exercise just around the corner of the crag.

What's the phase? "if something can go wrong, it will go wrong".

Some climbers unrelated to the exercise came upon the scene, some minutes before the agreed "kick off" and raised the alarm via 999. The ambulance HQ reacted and responded with a crew believing it to be a real incident.

Back at the crag Clwyd team were now involved, the first two on the scene fainted, more members arrived and action was now being taken. The casualty with head injuries was assumed to be dead. When the exercise did finish there were some issues to sort out not least the first aid but also the police and ambulance authorities.

When news of this event reach Cop Lane there was much laughter, "they did what?" "We'd have done this", "We'd have done that" etc. Our training boys were listening and thought, we'll let the dust settle and then see how BP deal with a similar event and so the Langden Chainsaw Incident was born. We weren't going to fall for that old potato!!!



November 28<sup>th</sup> - 29<sup>th</sup> 1986, BP was on weekend exercise based at Smelt Mill. On Sunday we finished early, first sign missed that something was afoot. All back to SM for a drink then home early; all the medical boys were missing? Rod Kelly, Dave Matthews and Mick Mitchell. The phone rang, Pete Taylor answered it, he said "Hello Smelt Mill Pete Taylor.....Yes.....Yes.....Chainsaw.....  
Langden intake.....OK we're on our way"

I thought I'd let the keen lads go first, so I got into the last L/R on the short journey down to the casualty site. As I got out of the vehicle the first wave, were already over the fence and on scene. Pete Jones turned around and our eyes met, it was love at first sight or something like that, he shouted "Phil head end" oh no I thought how the hell have I walked into that one. Too late now, I jumped into action, over the fence and ran to the head of this unfortunate casualty. In my heart, beating like a big drum. All I was thinking was A.B.C...A.B.C

(Airway - maintain it.... Breathing - check it....Circulation... is the heart working) I don't think I panicked; I was focusing so much on ABC; everything else was secondary. I knelt alongside the head and began the checking. The casualty (Ian Armstrong sadly now deceased) groaned and then vomited on me (Rod Kelly's idea no doubt). ABC...ABC I glanced down the casualty and saw the severed leg all blood and bone sticking out of a Wellington boot, but his trousers aren't cut? ABC...ABC. There's activity around me, wood is being moved about. ABC...ABC. His left arm is moving in and out (this was working the pump forcing blood out of the leg) that's strange I thought quickly followed by ABC...ABC. I'm sure I saw a 13amp plug on the ground and some electric cable, what the hell is....ABC...ABC, then this guy appeared with a video camera and I thought you cheeky sod can't you see this is a medical emergency.

At this point Dave Matthews put his hand on my shoulder and said that it was an exercise. As I looked around, I could see everyone just grinning. I suddenly felt sick which lasted for about 30 mins. Other elements of the exercise were crowd control. A group of people had encroached on the scene and Stuart Davidson had asked them to move away, they did, only to return a few minutes later. Stuart changed tack this time and using some agricultural language, most of it beginning with "F", advised them to move away and not to come back, this they did.

The distressed partner of the casualty had to be dealt with and Ian Harwood without hesitation escorted her into the back of L/R for the duration of the incident.

At one point the casualty was a little concerned because he overheard Simon Harris preparing to inject some pain relief in the form of Cyclimorph. He was stopped before he was able to expose Ian's upper outer quadrant and inject the needle!

However, similar to the Clwyd exercise ours went wrong. Mick Mitchell worked for the ambulance service at the Broughton HQ and had OK'd the exercise with them, it was Broughton who rang SM and spoke to TL Pete Taylor to set the whole thing off. Pete was trying to get an ambulance to the casualty, but each time he got through to Broughton they delayed him, on the last attempt the lines were all engaged so he was automatically switched to Accrington in the East of the county. You've guessed it; they knew nothing about the exercise and immediately sent a blue light ambulance to incident.

Accrington also got in contact with Chris Dickson at home, presumably from a list they had of available Doctors, Chris knew all about the set-up. So, he told them it was an exercise, they were having none of it and requested he attend. Chris thought well it could be a coincidence so agreed to turn out.

Meanwhile back at the casualty site Mick Mitchell and Rod Kelly were hiding in a Rhododendron bush watching proceedings, with their MR radio and big smiles on their smug faces. Until, Pete Taylor radioed through from SM saying that an ambulance was on its way from Clitheroe along with Chris Dickson from home. Mick Mitchell thought he was for the sack on Monday morning. Mick and Rod Kelly who was a hospital liaison officer had some explaining to do the following day but it was all done with the best intentions and no action was taken.

Talking with Gary Rhodes, Bolton TL, they have never instigated a similar “set-up” incident since the Clwyd exercise and neither has BP.

The whole incident was record on video by the Lancashire Fire Service. Below are some very grainy images from the 15min video, seemed more like 15 hours!!



Pete Jones arriving on scene to be met by distraught partner, on the road up to Langden Intake

Lots of activity, me centre, at the head of the cas, Tony Wilson to my left and Stan Farington to my right. Lots of tree cuttings had to be moved.





Ian Ordish sporting his South Ribble sweater on the right, Pete Jones in green kneeling, then me still at the head, veg soup all down my trousers, simulated vomit.

Casualty, Ian Armstrong having his stump dressed by Keith Gillies in the tartan shirt. Colin Weston assisting, had his arm in a sling for real that day.

Me still at the head!





Keith applying pressure on the bleeding stump, me looking straight at the camera, wondering “what the hell’s going on”, then back to A, B, C

Dave Matthews eventually steps in and calls end exercise. Below Cas Ian relaxing.





Rod Kelly one of the three architects of the incident helping tidy up lan

All back to Smelt Mill for tea and debrief!

### Finance

*11th Oct 1st Chorley Flag Day £319 (940)*

*First of many abseils based at the Preston Crest Hotel, this event raises £450 (1,327)*

### HQ's and Smelt Mill

*SM rent up to £104/qtr, £8 (23) per week, rates £50pa. (147)*

*News from NWWA, Smelt Mill is to be sold. We began the plan to purchase.*

*Contact Area Health Authority regarding creeper on Cop Lane roof.*

*Dave Matthews and Pete Williams to be caretakers of Cop Lane.*

### Kit and Vehicles

Team waterproofs arrived via Stuart Taylor, selling for £15 (44.24) each.

Team now carries Cyclimorph

Dymar 5001's ordered. Re-chargeable radio handsets.



### Call-Outs / Incidents for the Year 6

Two incidents on the RA 4 Peaks Marathon.

29<sup>th</sup> June 1986 LAMRT assist on Pavey Ark.

26<sup>th</sup> July 1986 Pick-up on Parlick Pike, heart attack, man died later.

29<sup>th</sup> July 1986 Joe Shaw secretary sends an awareness note to the RAF regarding gliders on the above shout.

29<sup>th</sup> September 1986 is the date of our most unusual Call-Out.

### The Cow in the Mine

Location - An old lead mine at Ashnott Farm in the Trough of Bowland near Newton.

Casualty - A 14 cwt (711 kg or 1,570Lbs or 112 St) Charleais Cow!

The "casualty" had been missing for over 24hrs until the farmer discover it inside a narrow passageway within the disused mine. The entrance to which was a dysfunctional, ramshackle, corrugated steel panel.

There are two detailed accounts of this shout, one was written by Mark Aldridge and was published in a woman's magazine the other was a handwritten account complete with sketches by Pete Jones. Pete's account is a cross between "Only fools and Horses" and "All creatures Great and Small" made all the more remarkable because it was all true!

REMARKS LIKE  
"- IS THIS A MIKE  
TURNER SUPER  
TRAINING EXERCISE"  
COULD BE HEARD.



ANY DOUBTS AS TO THIS BEING A REAL BEAST  
OR A RUBBER INFLATABLE WERE QUICKLY DESPELLED  
WHEN THE TAIL RAISED ITSELF PARALLEL TO  
THE ROOF AND ABOUT A GALLON OF URINE  
SHOT ALL OVER MARK ALDRIDGE.

VISIBILITY DETERIORATED DUE TO STEAM BUT IT  
WAS NOTED THAT TEAM MEMBERS FEET WENT  
WARM AS THE YELLOW SUBSTANCE RAN INTO  
BOOTS. [MARK ALDRIDGE REMARKED THAT HE  
DOUBTED THE COW EVER KNEW ITS FATHER  
AND OTHER TEAM MEMBERS FELL OVER  
LAUGHING]

An extract from a hilarious article  
by BP's one and only Pete Jones.

29/9/86

# THE COW THAT JUMPED OUT OF THE MINE



When a crack mountain-rescue team is called to save a very large cow from a very small mineshaft, they have to use any means available — brute force, hypodermic needles and even straightforward bribery!

**E**VERY inch of metal in my ancient car screamed for tortured protest as I hurtled round the sharp bends of the narrow, steep Pennine track.

Ashroft Farm was my destination. The urgent telephone call had said that someone was trapped in an old disused mine shaft that I should grab my wet suit and get up there pronto.

As a member of the Bowland Pennine Mountain Rescue Team, the largest of five which make up the Mid-Pennine Mountain Accident Panel, I had jumped into immediate action. With 26 full call-out members plus a similar number of associates and back-up personnel, we provide full mountain-rescue cover over an area of mainly rough moorland lying between the towns of Lancaster and Bolton, and reaching to the Yorkshire border.

High on adrenaline, I reached the farm and was met by an amused-looking policeman. He informed me as I donned my wet suit that "it" was down there, in the mine.

"It?" Was it a child then?

That was when I learned the reason for all my urgency was none other than a lost cow! My friend, Tom Bradley, came up looking sheepish as it was he who had called me out.

He told me that the rest of the lads who were known to be cavers had been called out, too, and were on their way.

As we walked down to the dilapidated mine entrance he explained the situation.

Ashroft is an old lead mine which various team members had explored previously. A top entrance gives access to the lower workings, but no connection can be made to the audit level due to roof falls.

This audit level can, however, be entered from the exit end, but is a very unstable passage driven through a mix of shale and rock. A branch passage leads off, but both this and the main level terminate in roof falls.

**"I'm not going in there. It's not safe"**

From the farmer, we learned that a 54 hundredweight, show-winning Charolais cow had been missing for 24 hours. Foot-prints had been found leading into the audit level and the assumption was that the cow had entered the level in search of water, due to the drought conditions which prevailed in the area at the time.

When we asked if the farmer had been in to have a look, he stepped back aghast.

"I'm not going in there. It's not safe!" he replied.

There was nothing for it but to go in and have a look. A small bonking led down to a bog on the other side of which was the entrance to the hole.

We started in. The situation looked not

By **MARK ALDRIDGE**

only uninviting, it was disgusting! We advanced cautiously. About 50 yards into the tunnel, we found fallen roof, some pieces of hair and some gouge marks from the cow's horns.

This caused great alarm. Roof falls we could handle to a degree, but the farmer had made no mention of horns!

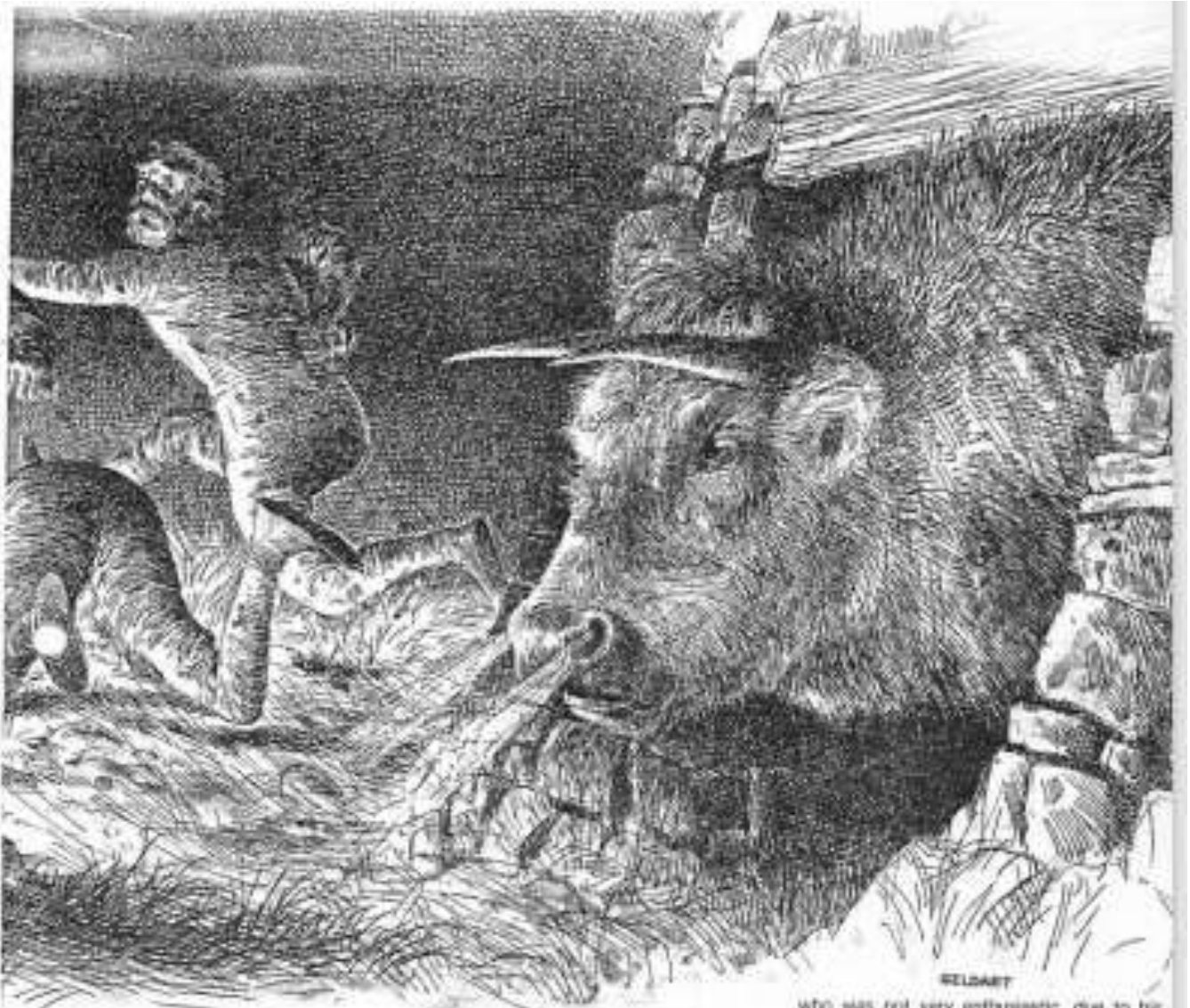
We carried on and about 75 yards into the mine found hoof-marks, the clinching evidence that the cow was there.

We moved further on. At about 100 yards, the sight that greeted us was not the most beautiful I have ever encountered. Fourteen hundredweight of cow was crammed into the three feet, ten inches or so of space between the roof and the main floor that covered the floor.

**T**HE only consolation was that the animal's head, with its horrendous horns, was pointing away from us and it couldn't turn round in the narrow gallery.

We approached a little closer but she seemed to disturb the cow. It moved further on and brought down more roof with it horns.

We retreated to the entrance of the shaft where we found that two other team members had arrived, John Houghton and Pete Jones. We related the tale to them



WELBART

and asked the farmer about the temperament of his beast.

"O-oh good," he replied, "but it has never been trapped in a cave for twenty-four hours before!"

We decided to enter the tunnel again.

"No heroic acts," the policeman said. "It's not a human-life job."

He was assured he wouldn't get any heroic, which seemed to upset the farmer a little. He pointed out that the animal was worth well into four figures and was in calf.

Back at the cow, we found it had moved yet further up the tunnel, its back was now hard up against the roof and it was buried almost to its belly in mud and more taken material. There was about a one-inch clearance on either side.

We approached a little nearer. Suddenly the tail raised itself parallel to the roof and the animal relieved itself. A cloud of oaths filled the gloomy cavern and we returned to daylight for further discussion with some other team members who had turned up.

We decided that the only way to effect a rescue was to encourage the cow to walk out. But as cows don't walk backwards, it would have to be turned round at the point further in where the side passage joined the main one.

A vet would be required to tranquillise the

cow so that team members could squeeze past to block off the passages beyond the junction. If the cow entered there, all hope of recovery would go. We also agreed that except when it was tranquillised, no-one should be up-lunar of the cow due to the very real danger of it causing roof falls.

### **"They never mentioned doing anything like this at university"**

The farmer was despatched to collect planks and wooden posts, while a team vehicle was diverted to collect spades and other bits of planking. These would be required in the event of a major roof fall.

The cow's head would have to be held above water to stop it from drowning after tranquillisation.

Following the arrival of the vet and other equipment, the team vehicle was moved down to near the mine entrance in order to floodlight it. We hoped this would encourage the cow, once it was turned round, to head for light. Hand spot lamps were placed along the tunnel for the same purpose.

The situation was explained to the vet,

who was not very enthusiastic, due to his knowledge of the unco-operative attitude animals could adopt in such situations.

He was given a hand lamp and a helmet and told about the rather sticky mud all the way up to the rear of the animal. Once kicked out, he was led to the mine like a man being led to the gallows.

"I don't like this very much," he muttered. "They never mentioned doing anything like this at university."

**F**OR safety reasons, the number of personnel actually at the scene of action would be at a minimum, but other team members would be positioned at intervals to provide communication and be on hand for back-up, if required.

Questioned about the drugs he had with him, the vet explained that his first choice was one that would cause immediate unconsciousness and would last till the antidote was given.

The main problem with it was that if absorbed through human skin and not treated immediately, it caused death within five minutes. The thought of a nervous vet, in a confined tunnel, waving a lethal needle around, coupled with the risk of broken bottles, quickly decided us against this.

The other drug available caused unconsciousness which would last approx-

Continued on Page 24.





## The Cow That Jumped Out Of The Mine

Continued from Page 23

me" two hours. This seemed much more attractive and sensible.

The vet, accompanied by Tom, Tony Bond and myself, entered the tunnel. Three other team members positioned themselves along the tunnel to act in support, if needed.

**U**PON reaching the back end of the cow, the vet muttered an expletive. "It's rather big," he added and showed reluctance to approach any closer, perhaps because it was he who would have to stick a decidedly large needle in the cow's rear quarters.

The beast had moved farther up the tunnel, and by now was partly under a ledge caused by a rock fall.

Having changed his needle, the vet cautiously moved forward to assess the situation. As he did so, we realized that the animal had managed to turn its head into a shallow depression in one wall and could just see us past its left flank.

In the vet's opinion, it was just possible for it to turn itself around if it tried really, really hard.

### "Laughing its horned head off at the debacle"

The cow must have been thinking along the same lines, for it gave a great lurch and a heave and suddenly it was facing us.

The back-up crew watching from a safe distance, down the tunnel, thoroughly enjoyed the next moments as four bikes scrambled amongst eighteen inches of mud in an enclosed space, trying desperately to get away from two fifteen-inch horns and fourteen hundredweight of tired but angry muscle.

The edited reports of the conversation included such gems as "Look out, it's coming," and "Kindly move out of my way," and they were heard along with frantic splashing and the sound of finger-



nails being torn on rock, and various unmentionable phrases!

The back-up didn't wait long to enjoy the spectacle, but took off towards the entrance to the shaft.

**M**EANWHILE, back at the cow, the three team members had somehow managed to trip over the vet, who was fighting heroically on hands and knees in an attempt to remove both himself and his waders from the mud.

A size eight winkle on loan to Pete from John was abandoned as the injection party followed their back-up brethren.

Pete Jones made his exit from the tunnel in workalike feet, followed closely by the other team members and the vet, who had three feet of empty wader dragging from the end of his left leg.

The needle and hypodermic were still stuck in the roof somewhere and the drug bottle was in the mud. These were recovered later by Tony, but our hesitation on the choice of drugs used had proved entirely justified.

The only thing that had not so far emerged from the tunnel was the cow! It was probably laughing its horned head off at the debacle that had unfolded in our attempts to get away.

We would have to return and see what had happened to it, but when we asked around for volunteers, the vet stated that he was not going back into the tunnel under any circumstances.



The Bowland Pennine Rescue Team's vehicle, above left. The cow whose wanderings caused all the excitement poses for the camera, safely away from the mine (above) from which she was rescued.

Darkness was now falling. The fatter was at a loss to understand why his cow didn't just walk out as it must be ready to eat by now.

This remark was the clue to the next line of action and he was despatched for a bag of cattle nuts with which to bribe the beast.

Armed with the nuts, we entered the tunnel again, this time with even greater caution because we knew that the business end of the cow was now pointing in our direction.

The problem, we discovered, was that the cow, having reached a section of the passage where the height had been reduced by rock-fall debris, was reluctant to force its way over the obstruction.

However, seduced by a handful of nuts thrown to it by Tony, it forced its way over the obstruction, pulling down more bits of roof as it came.

### "Fourteen hundredweight of tired and angry muscle"

The froddighting now served its purpose, and with light ahead of it and handfuls of cattle nuts to chew on as we led her out, the exit was made at great speed.

Tom emerged from the tunnel, leaped for the banking and missed, his probe body making both a good fadec and excellent springboard for the rest of us to run up.

The last team member made it by a wharf head, emerging like a cork from a champagne bottle. The cow, tired, soiled and dirty, stumbled out into the night air not much the worse for her experience.

The hole was covered over with fencing and the tails got their gear put away at about ten o'clock, the whole operation having taken some seven and a half hours. The animal had emerged unscathed, and with no further hesitation, we set off for our regular watering hole! ☐

**1987**

**Committee - Issues of the Day**

35 Attend AGM

Gwyn Mc Fadyen begins her 20 year stint as secretary, Pete Jones and Simon Harris are the team reps. Andy Baines, Chris Dickson, Mark Aldridge, Stuart Taylor, Stan Farington and POB achieve call-out status.

*Team does not agree with format of panel ex if no changes we will attend LAMRT winter course.*

*Pete & Vera's Song Book issued.*

**Training and Events**

Calder Valley running Panel Exercise.

*Some members feel too much emphasis on First Aid as a result of the 86 Panel Ex.*

*Meetings to be held every Weds after AGM 1988.*

*21<sup>st</sup> March Attended 1<sup>st</sup> Fiendsdale Fell Race.*

Weekend exercise, based in and around Smelt Mill with RAF in November.

A small group of Team members ran in relay the British 3 Peaks Ben Nevis, Scafell Pike, Snowdon and raised £410 (1,161) I was due to be on this but had to withdraw at the last minute with flu. I was in bed for 5 days, thought I was dying.! Still gutted I was unable to play my part with the rest of the boys.



The British 3 Peaks Team Bob Durham, Mick Turner, Pete Watt, Tony Bond, Jim Gardner, Bob Scoltock, John Houghton.

## **Finance**

27<sup>th</sup> Feb, Oldham Tinkers Concert at Chorley Town Hall. £450 (1,274)

25<sup>th</sup> Aug, 1<sup>st</sup> Flag Day in Carnforth £125 (354)

1<sup>st</sup> Oct ,1<sup>st</sup> Flag Day Lancaster £514 (1,455)

15<sup>th</sup> Oct ,1<sup>st</sup> Flag Day in Wigan £190 (537)

1<sup>st</sup> Preston Charities Walk head-up by Bob Scoltock raised £588 (1,665)

## **HQ's and Smelt Mill**

Creeper to be sprayed on Cop Lane roof then cut down.

June 1987 an EGM was called to agree a plan for Smelt Mill. Options were.....

- a) Carry on fighting for No4 and next door.
- b) Divert fund raising towards a more affordable second hand port-a-cabin approx £20,000 (56K), possibly on a rent free NWWA site
- c) Call it a day and pullout of a Trough base.

The meeting agreed (a) Carry on fighting for No4 and next door

## **Kit and Vehicles**

De-coupling Trailer

Returning from the Fellsman Hike in May 1987, two LandRovers were travelling in convoy I was driving the rear vehicle the forward vehicle was towing our ex-army trailer filled with all the catering gear.

We had just pulled onto the A59 at Skirfare Bridge and were passing Kilnsey Craggs when I noticed the trailer was getting physically bigger, I suddenly realise the locking latch must not have been engaged resulting in the trailer detaching from the leading LandRover as it passed over a bump in the road.

Luckily the self-braking device on the trailer worked as the towing ring hit the road; it came to a standstill in a straight line on its side of the carriageway. I pulled up behind it, the forward LandRover reversed back, we re-coupled the trailer engaging the safety latch and set off again. A lucky escape.

## **Phoenix's Warm Air Device**

1987 saw the start of the Phoenix Warm Air Device development. This was a replacement for the "Reviva", an earlier warm air device, illustrating the "can do" spirit that has been a feature of BP throughout its history in a number of spheres. See chapter 6

## **Call-Outs / Incidents for the Year 6**

9<sup>th</sup> March 1987 Rivington.

Heavy snow fall in the area, assisted evacuation of a school bus.

3<sup>rd</sup> May 1987 Chorley.

Search of the Yarrow Valley; nothing found, missing person located in the Isle of Wright!

13<sup>th</sup> May 1987 LAMRT.

Assisted, Langdale, man found deceased.

27<sup>th</sup> September 1987 Two incidents on the 3 Peaks Cyclo.



Members evacuating the casualty with concussion and a groin injury. Joe Shaw, Paul Williams, Tony Wilson, Pete Watt, Tony Bond, Andy Baines

1988

**Committee - Issues of the Day**

Stuart Davidson and Rod Kelly made full members.

Mick Turner moves to DTL, Pete Watt to Training, Ken Hampton to Equipment, Stan Farington as Rep and Chris Dickson to Medical Officer.

*Request to attend Lakelander fell race 19<sup>th</sup>-20<sup>th</sup> March declined because of commitments.*

*Good liaison with RAF in recent exercise and the "acquisition" of valuable equipment – thanks to Mick Mitchell.!*

*Every Wednesday meetings not working.*

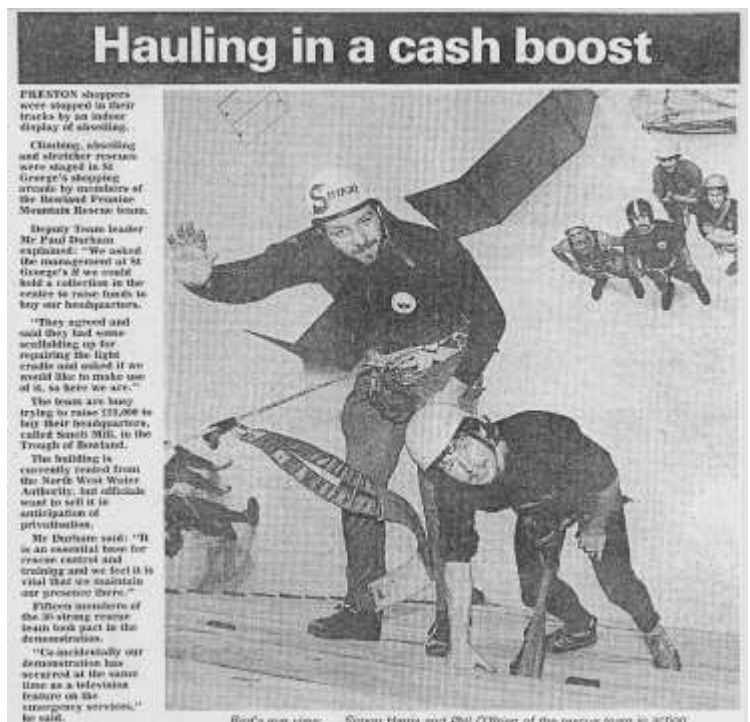
**Training and Events**

Brathay Hall booked for March.

Display, awareness and fund raising event in St Georges shopping Centre Preston. Simon Harris and POB picture on the climbing wall with Pete Jones, Dave Matthews, Joe Shaw and Andy Baines looking up.

9<sup>th</sup> October Sunday only 5 members attend an exercise.

3- 4<sup>th</sup> Dec joint exercise with RAF in the Trough.



LEP Article with Pete Jones below in his trade mark vest top whatever the weather.

## Finance

£100 (270) received from Bowlander Event.  
Preston Crest Abseil raises £1,894 (5,112)

## HQ's and Smelt Mill

3 Trustees appointed for Smelt Mill Bob Scoltock, Jim Gardner, Dave Matthews to facilitate requirements for funding opportunities  
£1,150 (3,104) spent in Dec on a PC, printer and keyboard to support a systematic funding drive for SM via trust funds. A big decision at the time but history will show it paid big dividends.  
£50k (135k) now raised. Sketch of the proposed development available.  
Open day 1<sup>st</sup> October

## Kit and Vehicles

Sold - BL Austin Ambulance LTJ 198K for £250.50 (676) at auction.  
Purchased - Ford Transit Ambulance UNA 648X for £450 (1,214) from NWRHA to be used as a mobile Control.



Pete (Fettler) Walker running off-road driving courses at Preston Docks.

UNA 648X at the Sunny Borrowdale Fell Race with Barbara Heap in the early 90's

Team to supply MRC with 3 Phoenix's. RAF Kinloss may exchange kit for 3 Phoenix's. 7 sold to date. Interest from American Armed Forces

## Call-Outs / Incidents for the Year 10

18<sup>th</sup> January 1988 Barnoldswick

Assisted Rossendale FRT in the search for a missing elderly male. On arrival and just as initial briefings were about to start the missing person was located locked in a local church and we all stood down. He had been there some days!

9<sup>th</sup> April 1988 Parlick Pike.

Paraglider. Letters received 12/2/89 and 19/6/89 thank you and £25 (67) donation.

1<sup>st</sup> September 1988 Stanworth Quarry.  
 Rock climber, aged 28, fallen 40 feet whilst abseiling. Unfortunately, the abseil rope was not secured correctly and the person fell to the bottom of the Quarry landing on both feet. Ankle / lower leg injuries to both legs plus lower back and neck injuries resulted from the fall. The Team, under the direction of the Team Doctor, administered pain killing gas then carefully packaged the casualty in a spinal splint and carried her to a waiting ambulance.



Mick Mitchell, Stuart Davidson and Chris Dickson  
 Stanworth Quarry

12<sup>th</sup> & 13<sup>th</sup> November 1988 Penley, Clywd, North Wales.

An extensive search for a 15-year-old female, missing since the 8<sup>th</sup> November. North Wales & SARDA Teams searching since early on the 9<sup>th</sup>. At the weekend teams from Mid-Pennine, the Peak District, South Wales and the RAF drafted in. Unfortunately, her body was recovered from the River Severn south of Bridgnorth some days later. She had been abducted and her body dumped in the river. The perpetrator had fled to France but was arrested and convicted of her murder.

26<sup>th</sup> December 1988 River Lune.

Search from Lancaster to Glasson Dock. A mother and her two children had gone missing three weeks previously. Sadly, on Christmas Day at about 14:00 Hrs the body of a 3 yr old was located on the banks of the River Lune. The following day the Team searched the banks of the river from Lancaster to Glasson Dock. Bolton MRT assisting with 40+ members from both Teams present. Sadly, the following day, 27<sup>th</sup> December, the bodies of the mother and a 7year old were recovered, in a car from Glasson Dock.



Lancashire Evening Post  
 30<sup>th</sup> Dec 1988

**1989**

**Committee - Issues of the Day**

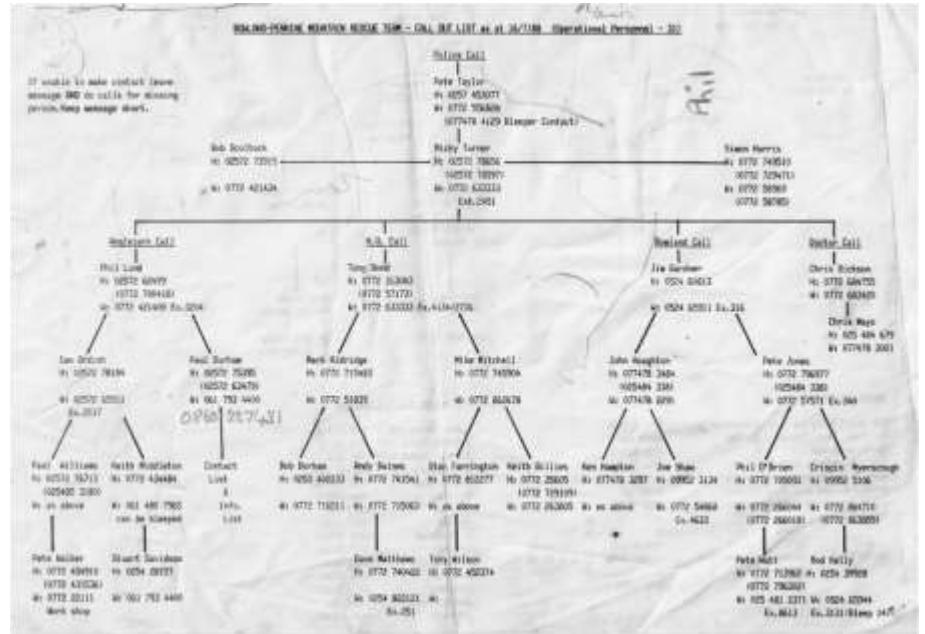
- Ian Harwood becomes Equipment Officer.
- Chris Dickson will give Tetanus or Hepatitis jabs if required.
- Andy Baines asked to be removed from callout list.
- Nick Perkins and Graham Campbell accepted as probationary members.
- Nick made full at AGM 90.
- Meeting held, Ian Ordish, Pete Taylor, Jack Foley, John Houghton, and Ken Hampton regarding the proposed production and marketing the Phoenix Warm Air Device.

Request from Area Health Authority, due to “work-to-rule” by ambulance staff can we stand-by for Tory conference in Blackpool? We Agreed.

Vehicles must be parked at the rear of pubs.

TL's AGM commented weekend exercises are poorly attended.

Members unhappy about information quality on the cascade. The cascade system was the team's method of passing information to the membership via telephone. It simply wasn't reliable, members would persist in either adding a little bit or removing a little bit, all with the best intention!. More examples of cascades can be viewed.



Cascade List 1988

**Training and Events**

Brathay Hall booked for the 11<sup>th</sup> March.

Stretcher steering to be clarified. Do you steer from the front or back?

Bolton MRT organising the Panel exercise at Belmont.

**Finance**

£250 (626) from the RA Marathon.

Sponsored walk very successful £388 (971)

Confirm National Children's Home abseil 50/50 16<sup>th</sup> Dec

Income from 3 abseils; Granada, Crest and UMIST £4,003 (10,025) Record year.

Preston Flag Day £ 560 (1,402) Average per person £31.12 (77.94)

**HQ's and Smelt Mill**

17th April 1989. No 2, 3 & 4 Smelt Mill purchased by Bowland Pennine MRT.

We ONLY need £20,000 (50,087) for renovation if members help.

Calor Gas to be connected to SM via a large white tank located on the patio.

We had a robbery at SM, some kit a rope stolen; newspaper article explains the danger of using the ropes for climbing. They were pre-stretched or static ropes i.e., very little elasticity not designed for arresting a climber's fall.

**Kit and Vehicles**

Some members never come via HQ. This was a source of irritation particularly putting kit away and cleaning after events.

May have to get rid of 1Zero need replacement asap.

Patent applied for on Phoenix, SAS have approved it. Police very keen on their unit.

Army want to test @ Farnborough.

## **Call-Outs / Incidents for the Year 9**

Thank you note from Brian Morgan LAMRT regarding assistance over the Easter period.

1<sup>st</sup> September 1989 Garstang.

The Team searched for a vulnerable male, aged 40, who had indicated he might self-harm. Eventually the missing person was located outside search areas at Bleasdale Post Office. Search lasted 13 hours with 16 Team members and 3 SARDA (England) search dogs and handlers also attending.

A new phrase came into the BP vocabulary "Missing Vulnerable"

5<sup>th</sup> & 6<sup>th</sup> December 1989 Cowpe Lowe / Dearden Moor, Rawtenstall.

Search for an elderly walker. Found deceased by the team. Other Teams attending included Rossendale, Bolton, Calder Valley and Holme Valley assisted by search dogs from SARDA.

During my time there have only been two fatalities that have prayed on my mind. Not that I found this disturbing but their images stayed with me for some time and even now I can recall the scene in my mind quite vividly.

The first occasion was the incident above, an elderly gentleman. Pete Watt in our party actually found him lying in a foetal position within a shallow gully. He had clearly made a futile attempt to light a fire, spent matches were lying beside him. We had to wait some considerable time for the police doctor to arrive before we could move the body. Fading light in the late afternoon turned into darkness. We were able to bring the LandRover nearby and shed some light on the area from the search light on the roof, needed to keep the engine running otherwise it would have drained the battery in no time at all. Just kept thinking what a way to go, struggling to keep warm on a damp moor.

For me the trigger seems to be the length of time I spent with the deceased. Leaving the body alone doesn't feel the right thing to do. The second occasion was in 1998.

## **1990**

### **Committee - Issues of the Day**

21<sup>st</sup> Feb 1990 27 Attend AGM with significant changes to the Committee.

Bob Durham defeats John Houghton to become Chair, voting 17-10, Tony Bond replaces Mick Turner as Deputy Team Leader, voting 18-9 and Gwyn McFadyen beats Joe Shaw 16-11 to become Secretary, a post she is to hold for the next 20 years.

Rod Kelly is Medical Officer and Simon Harris replaces Pete Jones as Team Rep.

Team Rep to have a word with wayward members. Mick Turner wishes to take back seat due to his restaurant business. Rod Stables, John Barmby, Phil Bailey, Simon Turner wish to join.

Vehicle Officer Pete Walker comments "*The vehicles are running but things are likely to go wrong at anytime.!*"

Search dog Moss passes out. Both Moss and Jim Gardner, her search dog handler, pass their final grade.

Pete Watt wishes to stand down as Training Officer at AGM. He is replaced by POB.

Ian Harwood stands down later in October and is replaced by Tom Crook as Equipment officer. Paul Durham co-opted during the year as PR Officer.

*A member who is known to leave dirty mugs in the team cook tent, to be chastised by Vera.*

*Lancashire Polytechnic wishes to film BP in the Trough for TV.*



## Training and Events

21<sup>st</sup> Feb 1990 Team Leader, Pete Taylor suggested we might follow Calder Valley MRTs example and institute a special "Intake Night" for prospective members, perhaps twice a year. This would enable the creation of a structured training programme.

16<sup>th</sup> May 1990 Trainees attendance is disappointing. POB to organise specific training evenings during 1991 for new recruits.

## Finance

Crispin Myerscough takes over running the 100 Club while I work away for a period, and he's still doing it! The Preston Charities walk raises its largest amount £1,698 (3,884)

Offer from John Wilson to fund raise on a 33% commission. This offer was not taken up. Sale of Phoenix/s £2,514 (5,751) less exp £ 4,470 (3,762) = £561 (1,283) Profit

## HQ's and Smelt Mill

2<sup>nd</sup> Feb 1990 The 1st Development phase at Smelt Mill was opened by the Duke of Westminster. This included the purchase of No4 plus next door and a complete internal refurbishment.

9<sup>th</sup> Feb 1990 Smelt Mill Open Day. In November the building was upgraded with security cameras.

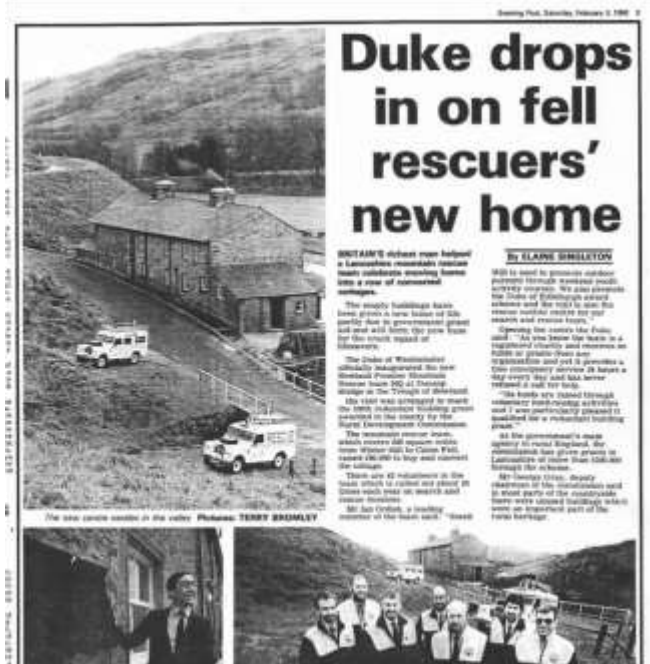
## Kit and Vehicles

New V8 LWB Petrol LandRover purchased H881CFR via SM funds £12,230 (27,981). Old L/R XFR 874R sold for £1,100 (2,516) ex NRO Harold Bridges vehicle. 2nd new L/R ordered. Same spec as previous.

30 Sprayway jackets purchased in team colours, Blue and Yellow for, £2,640 (6,040), sold to members, plus badge for £43 (98). "Trackie Bottoms" also on sale for £14 (32).

I recall my first drive, "we travelled over to Pendle Hill one Saturday, Pete Taylor threw me the keys at Cop Lane and off we went. I'd a silly grin on my face all day, so quiet, so powerful, you could taste the newness and finally oh.....the power steering, what joy."

Letter from Aberdeen which cast some doubt on the Phoenix in very cold conditions, Braemar MRT unable to recommend its use, was this the start of the end? Sales continue for some time.



Smelt Mill Opening the Duke plus Mick Turner, John Houghton, Ian Ordish, Bob Scoltock, Pete Taylor, Dave Matthews and Jim Gardner



New LandRover, H881 CFR, outside Cop Lane.

## Call-Outs / Incidents for the Year 15

8<sup>th</sup> May 1990 Silverdale.

A male, aged 72, reported missing from St. John of God Hospital near Carnforth. A search of the hospital grounds, surrounding area of farmland and woods was mounted involving Police, Kendal MSRT and SARDA. He was eventually found at around 18.30 Hrs, alive but suffering from mild hypothermia, by Team members.

10<sup>th</sup> September 1990. Great Harwood near Blackburn. Team requested to assist in the on-going search of the Great Harwood area for an 86-year-old male missing from his home for three nights. Found by members of Calder Valley Team suffering from severe hypothermia at approx. 10:10 Hrs. Located some distance from his home in open countryside. Transferred to Hospital but, sadly he died a few days later.



Great Harwood Call-Out

14<sup>th</sup> December 1990. Grain Road, Haslingden.

The team were requested to assist Rossendale Team in a search for a missing woman, reported to have been sexually assaulted and thrown out of a vehicle on the Haslingden Grain Road. Nothing was found and the search scaled down at 23.00 Hrs.

29<sup>th</sup> December 1990. Pendle Hill.

The team were again requested to assist Rossendale Team. This time in the search for an 18-year-old male, missing from Clitheroe and reported to have gone over Pendle Hill. The search on Pendle was scaled down by dusk. Nothing was found. We were involved again with this incident early in 1991.

## 1991

### Committee - Issues of the Day

Tom Crook elected as Equipment Officer and Stuart Davidson as Team Rep.

*In the event of our ambulances being required to evacuate armed forces in the Gulf War petrol and expenses would be paid by Ambulance HQ at Broughton.*

Simon Harris and Ian Ordish elected as Radio Officer and Chair of the MPMAP.

Phil Bailey joins team. DTL Tony Bond states "team meetings poor, too many doing their own thing."

### Training and Events

We failed to arrive and support the RA Marathon in the Lake District. This race was normally around the longest day in June. We clearly thought it was after this date. On a Friday evening in June, Gwyn got a phone call from the organiser simply asking "where are you?" Oh dear me!

BPMRT organises the Panel Exercise.

### Finance

£700 (1,512) Donation from the Christopher Holmes family.

Abseils x 2 £1,414 (3,055)

Raft Race £545 (1,177)

Cyclo Cross £300 (648)

## HQ's and Smelt Mill

New Roller doors are fitted at Cop Lane £721 (1,558) replacing the sliding wooden doors. Paul Durham to look at something better than Whisky for Christmas gifts to local farmers and supporters; better image. This was related to Christmas gifts we gave to a few people that had helped us through the year. New 5-bar gate arrives at SM.

## Kit and Vehicles

*No one to fiddle with radios without consulting Simon. Simon Harris and Paul Durham attend bleepers meeting with police.*

Police have no money to provide radio handsets before 1992. Nuclear Power at Heysham agrees to buy new Radio's.

Sold XFR 224R, ex-NRO Harold Bridges L/R for £800 (1,728)

2nd new L/R arrives, £12,766 (27,588), H881 XCK , a V8 LWB Petrol



H881 XCK outside Cop Lane on a sunny day

First batch of Bleepers arrive in Dec. £1,485 (3,209)

These made a series of "Dahs and Dits". The different combinations required different actions by the team member.

## Call-Outs / Incidents for the Year 8

26<sup>th</sup> Feb 1991. Whittingham, Goosnargh near Preston.

Search for a male, aged 79, missing from Whittingham Hospital since the previous day. Police requested the Team to search the grounds and surrounding countryside for this person who suffered from epilepsy. The Team was called out, but we were stood down before commencing searching when the missing person was located in the grounds by hospital staff.



First Team Bleeper

Whittingham Hospital was a psychiatric hospital in the parish of Whittingham, near Preston. The hospital was founded in 1869 and grew to be the largest mental hospital in Britain. During its time it had its own church, farms, railway, telephone exchange, post office, reservoirs, gas works, brewery, orchestra, brass band, ballroom and butchers. It closed in 1995.

On one search at Whittingham, the Policeman seemed a little reluctance to show us the picture he had of the missing male. After some time, he finally gave way and showed us the image. It was a picture of 3 elderly men sat on a bench. We were looking for the chap in the middle, only one problem; his hands were covering his face.

28<sup>th</sup> Feb 1991. Body recovered.

This job was linked to the Pendle search in late Dec 1990. The deceased was found on Longton marsh, so a group of us travelled out to retrieve it. We were guided by a local wild fowler to ensure we didn't get into difficulties out there amongst the ditches and gullies, some were easily big enough to swallow a detached house. It was quite a difficult carry/sledge back due to the terrain and the thick sticky mud.

7<sup>th</sup> April 1991. Phil Lund recalls.

*"7<sup>th</sup> April was a Sunday and around 21:30 I got the call-out to search for a missing young boy in the Langden Valley. Christopher Holmes had become split from his father late in the afternoon as they were biking in the valley.*

*Smelt Mill was to become the centre of a huge search for the missing 7-year-old. By 23:30 I was starting a line search along the northern flank of the valley travelling west from the trough road. We found nothing and returned to SM around 04:30 to get some sleep before heading out again. Overnight a full panel call-out was instigated by Control; it was in our area, so we took the lead."*

*"In addition, RAF MR and a Sea-king were called along with SARDA (search dogs). Bolton were taken out by Sea King Helicopter to search above Holdren Moss but the mist forced them to be dropped at Langden Castle, as the aircraft flew away Christopher pop-up out of the heather and was offered biscuits, a drink plus a ride back in either a helicopter or a LandRover; he chooses the L/R. Christopher was remarkably bright after his night alone.*

*Back at Smelt Mill Christopher was re-united with his Mum and Dad, if you could have bottled the atmosphere that Monday morning, you'd have made millions. By this time TV and radio stations were at SM and interviews were completed with Christopher, Mum, Dad, TL of Bolton MRT Garry Rhodes and BP TL Pete Taylor. The Trough road resembled the Gold Rush with people and vehicles all over the place."*



Christopher facing Geoff Sedden of Bolton MRT just after being located.



Lancashire Evening Post  
Monday 8<sup>th</sup> April 1991

**1992**

**Committee - Issues of the Day**

Phil Bailey takes on Public Relations post, Stan Farington and Nick Perkins are Team Reps. Ian Harwood and Keith Middleton wish to come off callout list.

In August, John Barmby became Equipment Officer. Graham Booth, Vic Calland and George Cameron become trainees and Andy Binstead made up to full call-out status.

Miles Peacock and Paul Heap are trainees.

Letter from Wigan College of Technology asking “do we need a stress counsellor?”

MPMAP changes its name to Mid Pennine Search and Rescue Organisation (MPRSO). Vehicle Officer, *Pete “Fettler” Walker*, at the AGM states *“To avoid damages to the new LandRovers feet and elbows must be kept off the vehicles at all times!.”*

Flowers presented to Vera Taylor for her 50<sup>th</sup> birthday.

**Training and Events**

15<sup>th</sup> July 1992. Heysham Nuclear Power Station Abseil. Publicity for Nuclear Power in thanks for their £10,000 (20,831) donation to enable brand the new radios to be purchased. Concern regarding lack of petrol in 1Zero before night exercise.

Members may have to contribute towards the cliff rescue course.

Rossendale to run Panel Ex 1993.



Tony Bond, Pete Jones and John Houghton Heysham July 1992.  
Aren't they Bonnie

Personal input from Paul Heap (Heapy) offering a view from the perspective of a member in 1992 .....

*After my first night at Cop Lane the following months ensued and the training programme intensified, stretcher carrying being the main theme – I lost count how many times we had to carried the bell stretcher up and down Parlick Fell, although the downhill was the best bit, as this involved sledging the stretcher. Then all of a sudden POB, Training Officer at the time, would shout out “kit check “and we would come to a stop and empty the entire contents of our rucksacks, the older members of the team just looked on as POB would have a rant mainly at the trainees for not carrying certain items like bivi bags and sleeping bags – The joys of being a trainee or “grunt” as the older team members referred to us. Have we nothing better to do on this damp February evening.*

*March saw us on exercise in the lakes, we stayed at Brathy Hall near Ambleside. Arriving Friday evening in team transport – two LandRovers and mini bus. Brathy Hall is a residential outdoor centre, some of the team members help them out by instructing first aid on the courses and in return they would let the team use some of the facilities. Vera sorted out the kitchen and eating arrangements while the rest of the us went for a couple of beers into Ambleside. As you can guess we all returned back to Brathy Hall the worst for wear, Vera had prepared supper, cheese on toast and a big pot of tea.*



The team on its way to Heapy's location



*Vera or “V” - a truly remarkable and wonderful lady, who was the back bone of the team. She was the matriarch of BP, you could confide in her, any problems she would be there, to her we were all her “boys”; she will always be fondly remembered.*

*7am Saturday morning rise and shine, Vera had breakfast sorted, full English, and pots of tea “bloody marvellous” V exclaimed Watty, Yep everyone was in full agreement. Pete (TL) and Bondy*

*(DTL) gave the team briefing on the day's activities, “Heapy you're a casualty today off you go with Stan Farington, who will tell you what's happening”. Hell Ghyll Force (Situating at the Head of the Great Langdale Valley, in the Oxendale valley. Hell Ghyll falls and rock pool is located under Crinkle Crag), the name alone puts the fear of God in you, “you really want me to act as an injured walker in a rock pool under a waterfall in March!” “You'll be alright, you've got a decent set of water proofs and anyway I'll be around keeping watch” said Stan. “Oh, that be fine then” I remarked. Well at least I'll get a ride in the LandRover down Langdale Valley, which we did as far as the Old Dungeon Ghyll Hotel (ODG). Well how can you explain what sitting under a waterfall feels like for 2 hours - “Are they coming*

yet" I yelled at Stan, "no don't know what's happened to them, they could have a proper job on" "Oh that's great" can I get out of the is rock pool then", "You better had" said Stan "don't want you getting cold, what would you mum say" he added with a smile. Then just as I climbed out from the Ghyll, blow me like the 7<sup>th</sup> cavalry, the team started appearing, "get back in the Ghyll" shouted Stan.

"But I've not had me butties yet" I replied, "no time for that now get'em later" Stan disappeared as Bondy appeared at the head of the Ghyll, "what kept you" I shouted to which the response was "act like a casualty" In which I did shouting and screaming about my make believe back and leg injuries. To their credit the guys did the business had me out of the water and in no time at all fract strapped up, in the cas bag (sleeping bag) and away on the bell stretcher. I



I found out later the reason for the delay was that the POB had thrown another casualty in whilst the team was on route to my location.

On our way down, Tom Crook, Ian Ordish, Stan Farington, Ian Harwood

That evening we returned to Brathay, hot showers (well warmish if I recall) and Vera had done us proud again with the evening meal, 3 courses - tomato soup, Lancashire hotpot and apple strudel. I did point out to Vera that there was someone walking past the building with only his underpants on his head, "Oh that's Phil Lund – He's ok, you'll get used to him" All in all, what a good day it had been.

## **Finance**

Flags Days raised £1,589 (3,310)

Preston Crest and Blackburn abseils generated £1,601(3,335)

Preston Charities Walk another £401(703)

Raft Race £425 (835)

Collection Boxes £99 (206)

## **HQ's and Smelt Mill**

A few little jobs to keep us busy. Wooden lean-to coal store demolished and the kit room extended. Little car park area concreted. Plastic car port erected, thanks to Stuart Davidson for getting the panels FOC. Toilet added in the Kit room.

*Ongoing issues with answer phone both at Cop Lane and SM.*

*Be careful with roller doors. Mick Mitchell will Hoover & tidy Cop Lane every week.*

## Kit and Vehicles

We were offered by Lancashire Police a 2litre armoured Ford Transit 15-seater minibus for £1,000 (2,083) but declined. The Police MR Liaison officer apologises for the high selling price.

Pete Walker purchased a twin axle trailer at a cost of £800 (1,666)

Sold 3Zero, SR old Harold Bridges vehicle YFR 647R, 4 Cylinder Safari for £1,200 (2,500) and bought our first minibus, a 17-seater 300 Freight Rover, D517 GBP for £4,995 (10,405).

There was some reluctance to get a minibus on the grounds of durability and suitability for MR. A big driver for this purchase was its use at SM for transporting clients around. However, it didn't take long before the minibus became an integral part on BP's transport fleet.

In February, 16 more Bleepers arrive.

Answer Phones received and placed in Cop Lane and SM.

Each member to be responsible for an item of kit. Small group to check kit after each exercise, big check every 3 months. Tom Crook.

"Resusi-Anne" is purchased £1,967 (3,097). This is a Manikin to facilitate Cardio Pulmonary Resuscitation (CPR) training.

During December, the purchase of a Mobile Phone for 1Zero was being investigated!



1<sup>st</sup> Minibus for BP D517 GBP outside Smelt Mill

## Call-Outs / Incidents for the Year 15

28<sup>th</sup> June 1992. Body Search, Heysham near Morecambe.

On the 25<sup>th</sup> June clothing was found on the beach at Heysham. It was believed that a male had entered the sea in order to end his life. The Team was requested to search the coastline at Heysham and the River Lune estuary. Nothing found.

25<sup>th</sup> September 1992. Whittingham, Goosnargh near Preston

Team involved in a search for a female patient, aged 86, missing from Whittingham Hospital. Known to like to walk in the grounds but a change of medication had made her highly active. She was located by Team members down a steep disused railway embankment in dense undergrowth, semi-conscious. Apparently, she had just walked off the ward without telling anyone. She was treated by paramedics and a nurse then stretchered back to the ward by the Team.

26<sup>th</sup> September 1992. Frenchwood Area, Preston.

Team requested to assist in the "massive" search for a missing 3-year-old girl near the centre of Preston. Team searching Cardinal Newman College grounds, Winckley Square, Avenham & Miller Parks, banks of the River Ribble and allotments. Extensive Police resources involved, all co-ordinated from Preston Police HQ. Mysteriously the girl turned up at first light, safe, after being spotted by a Police Officer walking down a street near to her home.



5<sup>th</sup> December 1992. Crook of Lune near Lancaster.

Team requested to assist in a first light search for a missing female. Missing since 15:00 Hrs the previous day. Teams, SARDA Dog handler and search dog had worked through the night but nothing found. The banks of the River Lune were searched but nothing found. The search was then relocated to the Lune estuary but to no avail. Committee note *only 14 members (and 4 Grunts) attended. DTL a little concerned. To be mentioned at the next meeting.* The term Grunt will be explained later.

## 1993

### Committee - Issues of the Day

19<sup>th</sup> Feb 1993. Chris Mayo, the Team's doctor, his son and brother all died on a tragic winter climbing weekend in Scotland.

A memorial lecture was created in his memory. Thanks to John Houghton for keeping this going over the years.

Chris was the team Doctor of South Ribble and BP for many years. Commitments at his GP practice in Longridge forcing him to stand down as team doctor in favour of Chris Dickson. Chris Mayo was as keen as mustard to pass on his medical knowledge, develop and assist first aid within BP. He was good company, always happy to push the envelope and from the old school of doctors that would advocate that a good long hard run would cure many an ailment.!

I went on two Scottish climbing trips with him, the second ended in near disaster on Ben Nevis. 5 of us were climbing up No4 gully the day was dark and grey with spin drift swirling around in an eerie quietness.

We reached the cornice at the top, Chris cleared a way through and move onto the summit plateau. I followed him, it was blowing a gale on top, and we waited of what seemed like an age for John Houghton, Mick Turner and Joe Shaw to appear. At last Joe's head popped up through the cornice, I thought that's odd where's Mick and John, Joe was shouting something but the wind was taking all the sound off into the grey abyss. Eventually we were able to lip read "there's been an avalanche" oh hell. Without much thought the three of us may our way back down the gully, at a fair pace, any loose snow having been removed a few seconds earlier. Luckily the bottom of the gully terminated onto a flattish snow field, John and Mick were lying in a heap, conscious and thankful they were still in the land of the living albeit feeling very sore.

Within a few minutes other climbers were around us including another doctor. Once we had established that John and Mick were not in any immediate danger, Chris was swapping notes with the other doctor on the universities where they had studied. John with the help of Joe and other climbers walked off the mountain down the glen.

Maybe after 20 minutes an RAF Wessex came up the valley with members of Lochaber MRT. We loaded Mick on board, with suspected ankle damage and he was flown to The Bedford Hospital in Fort William. The Wessex returned to pick up the remaining members



of Lochaber leaving just Chris, Lochaber TL and me. As the helicopter returned in the fading light and sleet the pilot radioed that we were on our own, he was returning to Fort William due to the conditions. The TL turned to Chris and me and said "OK lads we'll have to hoof it doune the glen" Lochaber MRT were holding their annual Dinner Dance that night and the TL wasn't going to be late, we legged it to Fort William.

Simon Harris becomes Chair, John Barmby Equipment Officer, Stuart Davidson PR and John Houghton Team Rep.

Andy Nichols now trainee. Andy Binstead now full callout status.

Poor behaviour and interruptions to be mentioned at next meeting.

28<sup>th</sup> June 1992. Tom Crook resigns.

Issue with Greater Manchester Police and North West Ambulance Service (Nwas) regarding the calling of Bolton MRT when the incident is in our area, *we will decide if and when to call Bolton MRT!*

Vic Calland now team Doctor. Smelt Mill Officer to be full voting member of the team main committee.

Simon Harris wants a review of the Constitution; Simon Harris, Crispin Myerscough, Jim Gardner and Gwyn McFadyen to report at the next AGM.

Full callout members at AGM; Miles Peacock, Paul Heap, Andy Nicholls and Graham Booth.

Helicopter pad created at Royal Preston Hospital at the initial suggestion of Mick Mitchell.

TL Pete Taylor to announce at the next meeting *"that any unruly behaviour of interruptions will not be tolerated, when people are speaking on Wednesday evenings. Anyone guilty will be asked to leave the room."*

## Training and Events

Good Navigation course run at SM with the rural beat Police Officers.

DTL Tony Bond *"Members must not pick and choose incidents to attend."*

Basic Panel training at SM, too many people for the building; need to reduce numbers.

Mutiny in the ranks as Phil Lund recalls *"Friday evening saw a special exercise on Pavey Ark in the Langdales. Exercise went on until the early hours, On the way down Stickle Ghyll in the rain it became really slippery. Group requested end of the exercise over the radio but this was refused by control. Had it been for real there would have been no issue but we all knew it was not and there was a danger somebody could get really injury. A few minutes later Pete Jones shouted this is enough and we all agreed, we ended the exercise. The following Wednesday at the de-brief a member said he knew an easier way off than the one we choose, at this point I blew my stack, why didn't he say so on the night. Keith Gillies offered me anger management techniques in the car part after the meeting!"*

First Aid course which was organised at Brathay Hall was a success and we have been given £50 (102) plus a free weekend's accommodation.



An RAF Sea King tries out the New Helicopter Pad

Bolton MRT pulls out of Fellsman Hike citing local commitments. BP continues on for 3 more years.

## **Finance**

SM finance turnover must avoid exceeding the VAT threshold of £36,000 (73,818)

Concern raised by TL at a number of committee meetings regarding *member's lack of support at fund raising events.*

£863 (1,769) from BAe Bungee jump.

Preston Charities Walk £906 (1,857)

Flag Days x 4 £1,856 (3,805)

Depreciation enters the official accounts for the first time. Certain agreed items mainly, vehicles depreciate (lose value) each year. This was accounted as a loss on the accounts. Note Buildings do not depreciate nor do they appreciate as far as the accounts are concerned.

## **HQ's and Smelt Mill**

March 20<sup>th</sup> 21<sup>st</sup> First Aid w/e

Stan Farington says chemicals used to kill the moles on the SM lawn are too dangerous.

17 uPVC Windows to be fitted at SM £3,725 (7,638)

£15 (30) rent paid for Cop Lane for 1 year!

*Team to investigate new HQ (or New Base NB, as it became known) at Broughton shared with Med - Alert and Ambulance Service. Ian Ordish to draft a plan.*

## **Kit and Vehicles**

Pete Walker to negotiate with Racel Vodafone regarding Mobile Phone and we subsequently purchased one.

Ian Ordish taking orders for Ron Hill Tracksters

Dragon lamps now purchased £800 (1,640)

6 more bleepers bought with SM money £403 (826)

Pertex outer with fleece inner, reversible jackets, to be evaluated by Stuart Davidson.

*Minibus needs sprucing up, SM funds to spend up to £500 (1,025)*

*Pneu-pac to be put in 1Zero and the Minuteman (Automatic respiration device driven by compressed Oxygen, state of the art, once!) to be withdrawn.*

## **Call-Outs / Incidents for the Year 19**

21<sup>st</sup> November 1993 Whitendale, Bowland.

A female, aged 62, slipped and fell on ice descending from the Salter Fell Track (Hornby Road) to Whitendale. She sustained a serious fracture of the lower leg / ankle. Pain killing drugs were administered and she was evacuated to the road head by the Team on a Bell Mountain Rescue Stretcher. I was on this shout and believe this was the first time a BP non health care professional injected pain relief, the member was Stan Farington. Well done Stan.

27<sup>th</sup> December 1993. Search. Tockholes / Roddlesworth.

Team called to assist Bolton MRT in the search for a missing jogger. He had been missing some 6 hours and had inappropriate clothing for the cold weather conditions. Various searches made however his planned route was unknown and this was cause for concern as it was not possible to determine if we were searching in the right area. He eventually turned up safe and well at 02:45 Hrs having been at a friend's house.



1994

### Committee - Issues of the Day

Crispin Myerscough becomes Chair, Martin Sherwood Vehicle Officer, Paul Heap Fund Raising, New committee post created Smelt Mill Officer Phil Lund, Andy Binstead Team Rep. Title of Medical Officer to be replaced with Casualty Care Officer.

Paul Heap and Miles Peacock to be made full call out at AGM.  
Paul Heap to assist John Barmby Equipment Officer later in the year.  
New trainee Jackie Cherry.

Engraved tankard to be presented to Miles Jessop proprietor of the Scafell Hotel on the occasion of the 21<sup>st</sup> Borrowdale Fell Race. An event he has sponsored since the beginning.

Dr Vic Calland resigns.

Lancashire Police acquire a Helicopter, AS355 Ecureuil 2/TwinStar and it operated out of BAe Warton. Under the watchful eye of Tony Bond who worked for BAe at the time and was located across from its hanger. The Air Support Unit (ASU) managed the aircraft. Meeting arranged with NWWA, Local Farmer Mr Drinkall, Ranger Service and BP Chair to clarify and regain access to certain areas around Anglezarke.  
Trainee status awarded to Steve Bond, Okki Odulu, Nick Smith, Ian Scarborough and Vinny Withers.  
Pete Taylor will step down as TL at the 1995 AGM.  
POB will stand down as Training Officer at the same time.

### Training and Events

Panel Exercise was organised by the RAF based out of Clitheroe, in our area. Storyline was military jet collision with civilian jet. Exercise went on into the dark, mass casualty site above Brennan Farm only found late in afternoon. Drinks in the Village Hall at Newton on the Saturday night. Usually high jinxes, memorable ones being...

1. Pete Taylor wearing a blonde wig that was being passed around.
2. Paul Yorgsen from Bolton MRT as an impromptu MC for the evening, impersonating POB and an Over Head Projector.
3. Nick Perkins creeping up on Ian Ordish and pulling his trackies right down to his angles, Ian didn't bat an eyelid and carried on with his conversion with Gwyn.

The newspaper article on the right shows BP at the 1994 Panel Exercise with our new Pertex jackets. Martin Sherwood far right is wearing a neckerchief. The article circled explains the wearing of such an item denotes you as a Grunt or trainee. Sadly, sometime later it was abandoned on the grounds that it may be viewed as derogatory, demeaning or infringe their human rights.!



Part of a large two page article Panel Exercise Clitheroe 1994

Paul Heap recalls the Panel Ex.....

*The scenario was a downed aircraft near Thornthwaite crag, just off the Salter Fell track north of Slaidburn. Pete Taylor on route to the casualty site got bowled over by a disturbed sheep – knocked him cleanly off his feet. RAF lads who acted as casualties' permanent markers on their cheeks following triage – great when they were all back at the RAF base on parade !!*

*Brennand waterfall – iced over, Friday evening saw us with RAF Stafford looking for an injured exercise casualty in the Brennand area. The evening was quite cold with the going under foot very icy. We found the casualty located on top of the water fall, which due to the weather was now frozen over. The RAF lads decided that illumination was required for this incident site. Head torches weren't doing it, then all of a sudden, the whole of the area for about a mile radius was lit up, the RAF lads had set off a "candle" flare which burned for about 10 minutes followed by a further two flares. This was great until the light went candles went out, after which none of us could see properly for about 5 minutes !*

Training and Events continue

*Washing up must be done before going to the pub!*

Bolton MRT will organise the next Panel Exercise in 1995 and Mr Drinkall will allow access to his land.

*We attend Fellsman Hike using some Ex NRO members.*

*BP will not attend Raft Race 1995*

*Duty drivers to be picked for every team vehicle on team events – they must remain sober!*

## **Finance**

*Wooden collecting boxes to be made by Pete Taylor. Paul Heap to allocate certain persons to be responsible for their locations and collections. Martin Sherwood to produce some artwork for the front piece.*

Flag Days raised £1,728 (3,459)

Fell Races £1,580 (3,163)

Preston Charity Walk £588 (1,177) our last one

Raft Race £300 (600) our last one

£200 (400) from Lisieux Hall donation after a Call-Out.

## **HQ's and Smelt Mill**

Lancashire Outdoor Action Initiative (LOAI) wishes to organise First Aid and Mountain Leadership Training (MLT) at SM. A number of team members take advantage of this opportunity.

Mick Turner standing down as SM treasurer Bob Scoltock replaces him.

New Base. *Farm building on the A6 belonging to Martin Sherwood's uncle possible to rent maybe with a purchase option.*

## **Kit and Vehicles**

*Will all drivers fill in the log books. Older members more at fault.*

*Fettler at AGM "Please look after the vehicles"*

*From 1995 Cyclimorph will no longer be issued, morphine only. Therefore, we need to have ampoules of Narcan readily available. We are not happy with this arrangement.*

SM funds used to buy 6 extra beepers £403 (806)  
55 Litre rucksacks personalised with members names embroider on, available £33 (66)  
+£1 (2) for padded hip belt.

New team Pertex jackets £38 (76) each arrive just in time for the Panel Exercise.

Pulse Oximeter purchased £595 (1,191) in memory Chris Mayo.

*Thanks to Fettle for tent lighting update.*

*Casualty bag has been chewed by rodents can we claim on insurance?*

Cell phone costing £20 (40) per/month.

All 5 prime call members now have a Control Pack, at a cost of £100 (200) each.

Consisting of OS maps to cover the whole of our area, team paperwork, pens, markers, carrying case etc.

Prime call members are TL, DTL, TO and 2 other experienced members, all of whom are capable of mobilising the team and managing a Call-Out.

### **Call-Outs / Incidents for the Year 17**

23<sup>rd</sup> February 1994. Bad Weather Cover. Clitheroe.

Due to bad weather, snowy and icy conditions Lancashire Ambulance Service requested a Team 4 x 4 LandRover and crew to be positioned at Clitheroe Ambulance Station. The vehicle remained at Clitheroe for 36 Hours but no incidents to report.

17<sup>th</sup> August 1994. Lisieux Hall near Chorley.

Team asked to search for a 23-year-old male resident at the Hall. The Hall is a residential home for the people with learning disabilities. The missing person had set off for the Social Club in the grounds of the Hall but had wandered off. Conditions very wet with heavy rain and high winds. He was located at 06:00 Hrs by Team members approximately 1 mile from the residence. He was wandering in a field in a distressed state with a sprained ankle and was very cold having apparently crossed the River Lostock. Team members treated him, stretchered him to a vehicle and transported him back to the casualty room at the Hall for a check-up

30<sup>th</sup> October 1994. Gisburn Forest, Bowland.

A walker had gone missing in Gisburn Forest. He had set off from Tosside to the car park at Stock's Reservoir. A companion had driven around to the reservoir to meet him half way. However, they failed to meet up and at 18:30 Hrs he was reported missing. The Team was informed that he would not stray from the main paths and tracks. Initial searches of the extensive tracks both on foot and in vehicles proved fruitless and the search was called off to resume at first light. After a short break at our Smelt Mill Base, we returned to resume the search now supported by SARDA Search Dogs, Rossendale FRT and RAF Stafford MRT. Over 80 persons now involved in the search. He was found in an area of open ground suffering exhaustion and mild hypothermia. He had taken shelter in the woods from the heavy rain and high winds. It is interesting to note that he had ignored our vehicle "blue lights" and shouts as he thought these were "joy riders". The search had lasted 13 hours on the ground.

## **1995**

### **Committee - Issues of the Day**

A few changes at the top this year.

New TL is Tony Bond who replaces Pete Taylor, 15 years as TL from the first day of BPMRT. Along with Vera Taylor they both gave 100% to the cause. The smooth, steady, developing BP owes a debt of gratitude to them both.

DTL Phil O'Brien and shortly after the AGM Keith Gillies became Training Officer. Vehicle and Equipment roles combined under a new title Resources Officer with Paul Heap. Miles Peacock became the Fund-Raising Officer.

Ian (seaside) Scarborough and Steve Bond now on the callout list. New trainees Ryan Ashton, James Fishwick and Simon McArdle. *Bob Durham tenders his resignation letter. 29<sup>th</sup> March due to ill health. A letter is sent to NHS regarding use of the Whittingham site for New Base (NB) Tony Bond & Crispin Myerscough to visit. Ian Ordish to look at Royal Ordnance Factory (ROF) site as another option. Another possibility is Dean Garage Whittingham Lane Goosnargh.* Issues with access on Anglezarke moor rumble on, Crispin Myerscough to meet Mr Drinkall.

A trainee is *requested to leave and join another team more appropriate to his needs.* A few members had strong feelings that the team was changing in a negative direction. Less weekends away in the Lakes and a perceived lowering of hard mountaineering skills etc. Change was occurring, that was for sure, a realisation that the "urban" element of our service was here to stay. So I guess it was simply, make your mind up time. A number choose to leave and we have happily gone our separate ways.

### **Training and Events**

Nick Perkins and Graham Booth attended Coastguard Cliff Rescue course.

### **Finance**

Flag Days x 5 totalled £3,011 (5,826)

Abseils x 4 £929 (1,797)

Fell Races £1,685 (23,260)

### **HQ's and Smelt Mill**

At the SM working weekend in June someone said "why don't we build an extension" by the end of the night it was as good as built. Here we go again Development Phase 2, see SM chapter for more.

### **Kit and Vehicles**

Sold minibus D517 GBP for £2,000 (3,870)

and bought Leyland DAF Minibus H657

WRP for £6,500 (12,578)

Got a year's supply of batteries from Vidor.



H657 WRP in Cop Lane Car Park

### **Call-Outs / Incidents for the Year 24**

7<sup>th</sup> January 1995. Mallowdale Fell, Bowland.

A group of four fell walkers had become lost. Eventually they contacted the Police via mobile phone but their position could not be determined with any accuracy and a Team vehicle with three persons was sent to locate them at an estimated position with no success. Several other locations were tried. Eventually, they were discovered at a shooting hut in Mallowdale some 8 miles in the opposite direction that they had reported and in another



valley. Cold, wet and tired but all OK and relieved after their ordeal. (The limited initial response of just three Team members and one LandRover was due to the Team holding its annual dinner that evening)

5<sup>th</sup> March 1995. Withnell Moor, Abbey Village.

A female had slipped whilst crossing a stream and sustained a lower leg injury. Also, suffering with mild hypothermia. Team members were at the scene within 35 minutes and were waiting additional kit to arrive. However, the Lancashire Police helicopter arrived and insisted on moving her to the road head. Team Doctor who was a few minutes away from the top of the hill had return to the bottom to give treatment. In the early days of the Police ASU there were some unfortunate incidents similar to this one.

9<sup>th</sup> December 1995. Belmont Area.

Two walkers, both at different locations with one on Turton Moor, had independently reported what appeared to be red distress flares on Winter Hill / Anglezarke Moor. A joint search was organised by Bolton MRT and us. Nothing was located. It was later confirmed that flares had indeed been fired but this was at the local Boat Club celebrating the arrival of Father Christmas at a Children's Party! A false alarm but of good intent.

**1996**

**Committee - Issues of the Day**

Team status, *32 callout members and 10 trainees*

Joe Shaw, Simon Turner, Nick Perkins, Graham Booth and Julie Smallwood resign.  
Martin Dews, Alison Doyle, Mitch Midgeley-Davis, Coleman Heron, Kevin Ripley, Jim Malkin, Mark Lawton, Mark Lewis all trainees.

*Plan recruitment drive. Target 12 new trainees.*

*Tony Bond to ask Bolton MR for 6 members to help staff the Fellsman Hike in May.*

The Police ASU dealt with an incident on Parlick Pike in early March and did not involve us, not even a courtesy call. This was just the sort of situation we wished to avoid. There was reluctance on behalf of the ASU to engage with MR to develop a mutually beneficial working protocol. No doubt there was great political pressure on the ASU, the aircraft had to be used and seen to be used. The situation did improve over time as the helicopter concentrated on a more traditional police role. Helped by the fact that an increasing number of telecommunication devices were being attached to its undercarriage and therefore its suitability for fell side work was limited.

*Need to build bridges with Rossendale Fell Rescue Team.* There was some discord between us on the boundary between our two areas, they believed it to be the A59 road and we viewed the River Ribble to be the line. Also, we held Flag Days in Clitheroe which they believed to be within their jurisdiction. We paid rates to Ribble Valley Council from Smelt Mill and as the town was north of the river, we saw no reason to change. Eventually the situation was sorted.

*Simon Harris resigns as Radio Officer Mitch Midgley-Davis replaces him.*

**Training and Events**

*Panel Exercise cancelled due to bad weather.*

*Team pulls out of the Fellsman Hike after an association lasting 31 years. We simply didn't have the resource to support it any more. A great event which stretched the team particularly logistically, happy memories, competitor numbers being broadcasted over the radio throughout the night, the Yorkshire Dales rolling as far as the eye can see and the evocative sound of the Curlew, but nothing is forever.*



Every Wednesday training is back.

Mike Cornes, RAF winchman, to speak at the Chris Mayo Lecture.

Sessions are organised for members to spend a shift at Preston Royal Hospital A&E department.

We are requested to support a two-day Beacon Fell Open Day in August, we do so with a vehicle and a few members.

**Finance**

Annual rent for Cop Lane £25 (47)

*Trainees to be responsible for collecting boxes.* Which totalled £581 (1,097)

Flag Days x 4 £1,850 (3,495)

Abseils x 2 £1,280 (2,418)

Fell Races £1,338 (2,528)

## HQ's and Smelt Mill

In June we were just about to post the Lottery Bid when the End Cottage No1 came up for sale £75K (141,713) This was too good an opportunity to turn down. So, we had to amend the bid and re-submit in Feb 1997.

Large wooden shed erected on working weekend over septic tank! Cost £400 (755)

## Kit and Vehicles

Purchased Talbot Express G537 HRN as Control Vehicle for £3,900 (7,369)

Sold Ambulance UNA 648X for £100 (189)

44 Team Waterproof Jackets ordered via funding from BAe.

POB to liaise with student regarding disposable lightweight stretcher?.

3 GPS bought for £878 (1,658) via the 100 club and a donation of £250 (472) from the Nat West bank in Lancaster.



G537 HRN on Fiendsdale Fell Race duty at Fell Foot below Parlick Pike March 2002

## Call-Outs / Incidents for the Year 31

20<sup>th</sup> January 1996. Oldham.

Call-out to assist Oldham MRT in search for a missing 5-year-old girl. The girl had been reported missing for four days. Team stood down at 17.30 hrs - nothing found. Sadly, the body of the missing girl turned up two weeks later just 500 metres from her home.

On a much lighter note, we may be able to navigate on the fells but on this shout, I recall us getting lost in the middle of a housing estate, on the outskirts of Oldham very early in the morning. 4 vehicles in convoy behind a milk float!

17<sup>th</sup> February 1996. Brock Bottoms. Bowland.

A male, aged 40 had fallen down a steep river embankment, fracturing his right tibia and fibula also suffering from mild hypothermia. Lancashire Ambulance Service requested the Team evacuate the person. Med. Alert Doctor on scene and treated with morphine. Patient was partly in the river. Team evacuated downstream in waist deep water and up steep bank to the waiting Police ASU helicopter.

23<sup>rd</sup> July 1996. Lancaster.

Missing 68-year-old male described as vulnerable. Team called to search the grounds of the Lancaster Moor Hospital, Williamson Park and surrounding area. Team members eventually found the man in woods about half a mile from the hospital. Stretchered to the road and transported to the hospital for a check-up. Team stood down 05.40 hrs

We searched an old-fashioned graveyard, with large dark head stones and one member was really uneasy about this. OK POB your secret is safe with me.

Note Committee minute records April 1997- Jan 2003 are lost, so information is depleted over these years.



Brock Bottoms Call-Out 17<sup>th</sup> February

1997

**Committee - Issues of the Day**

Dave Matthews picks up Casualty Care Officer, Alan Woodhead Training Officer and Mitch Midgley-Davis becomes team Rep. Committee meeting on the 12<sup>th</sup> March discussed and clarified the role of the medical sub-committee, to be known in future as the Casualty Care Group. Number of full voting members of the committee increased to 11 within the inclusion of Casualty Care Officer. Julian Earnshaw joins the Team

**Training and Events**

We organise the Panel Exercise controlled from Smelt Mill. The storyline, a school orienteering event gets into trouble on the fells over Brennand and Whitendale. During the 90's the Panel Exercise began to reduce in size, this year only Bolton, Rossendale and the Wyre Rangers attended. A general increase in workload within the Panel was cited as the reason for the decline. However, BP continued on with an exercise in January to which other teams were always welcome. The days of huge events with copious amounts of evening refreshments were consigned to the annals of history.

**Finance**

Helen Gibbon Bequest £23,032 (42,195)  
Flag Days x 8 £4,497 (8,234) including the record amount collected in one day at Lancaster £1,036 (1,897)  
Fell Races £1,025 (1,877)  
BAe and Preston Rotary organise a concert at the Guild Hall with the RAF Band which raised £2,200 (4,030)

**HQ's and Smelt Mill**

Revised Lottery Bid posted in February. In July we received an award of £171,183 (313,613) later increased by £12,588 (23,061) from the Sports Council Lottery fund for the 2<sup>nd</sup> Development at Smelt Mill.

SM closed for business from the 22<sup>nd</sup> Sept to facilitate the start of building work.

**Kit and Vehicles**

Demonstration at a meeting from Andy Binstead of individual Bum Bags for team members £1,000 (1,832)  
We need £1,600 – £2,000 (3,664) for 40 buffalo type tops from Mardale. *Strictly no other badges or pins to be attached to these jackets.*  
Blackburn Roundtable donates overalls to all team members to help in our urban search role.



Lancs Evening Telegraph  
Jan 28<sup>th</sup> 1997



Lancs Evening Telegraph 18<sup>th</sup> Jan 1997 Stuart Davidson, Mark Lewis, Keith Gillies, Me and Pete Watt

## Call-Outs / Incidents for the Year 37

12<sup>th</sup> August 1997. Aircraft Recovery Nether Kellet, North Lancashire.

Team called to assist the Lancashire Police with a helicopter crash in countryside near the village of Nether Kellet, North Lancashire. Two people had died in the crash and the debris was strewn about the fields and hillside. The Team was requested to help in the search for missing debris and personal belongings by the accident investigation team from Farnborough.

The above shout was on a particularly hot day. The Police always try to support the team with drinks and food. On this job they really pulled out all the stops, the mobile canteen was on site providing drinks and full meals. Lunch was soup, followed by meat and two veg then hot rice pudding. At the end of the lunch break, with us all feeling as full as a gun, the police inspector on site seemed concerned about the timing of the next drinks and snack break.



Nether Kellet Crash Site and the Police Mobile Canteen

The team's resident wag Ian Ordish piped up, always on hand to deliver a verbal intervention whether it's required or not, "I've an idea why don't we skip the searching and go straight to the next break" we all fell about laughing the inspector was not amused.

4<sup>th</sup> October 1997. Caton, North Lancashire.

Team called to search for missing female aged about 35 and in a depressed state, possibly suicidal. The lady was last seen in the Caton area and her car was parked near the footpath towards Caton Fell. Once the Team had assembled to begin the search, the search dogs started barking at her parked car, this must have frightened the missing lady as thumping noises started coming from the boot of the car. It was quickly established that this was probably the missing lady, and once the car boot was opened it was confirmed. The lady was in a very distressed state and taken to the Lancaster Royal Infirmary by ambulance.

## 1998

### Committee - Issues of the Day

Chris Bracchi becomes fund raising Officer and Pete Taylor can't stay off the committee becoming Rep.

Iain Nicholson joins BP

### Training and Events

Nothing of note has been located.

### Finance

Flag Days x 7 £3,611(6,396)

Fell Races £1,333 (2,361)

Ian Scarborough sponsored sleep generates £321 (568)

### HQ's and Smelt Mill

First course to use the new facilities 14th-16th July Courtaulds.

The Duke of Westminster once again performs the honours at the opening ceremony, of the Smelt Mill extension on Friday 17th August. Following Saturday there was an Open Day for the locals then a team bash in the evening complete with folk group.

Dec 1998 Prince's Trust committed to booking 13 mid-week bookings Monday to Friday, we only had to provide a mini MR exercise on the Tuesday evening lasting 2.5hrs. The trust gives practical and financial support to disadvantaged young people, developing key workplace skills such as confidence and motivation. In works with 13 to 30-year-olds who have struggled at school, have been in care, are long-term unemployed or have been in trouble with the law

### Kit and Vehicles

Smelt Mill buys Canoes £5,016 (8,884) and wetsuits £3,935 (6,970)  
Team selling Trackie bottoms, badges and key fobs.

### Call-Outs / Incidents for the Year 30

4<sup>th</sup> April 1998. Longridge.

Request to search for a missing male from a farm in Longridge. Unfortunately, the body of the missing man was located and he was recovered to the road head by the Team.

This is the second occasion when a fatality affected me for some considerably time. The young man was sat against a tree just inside a wood. We had to wait for the police firearms officer to remove the shot gun, afternoon turned into dark evening. For months afterwards my first conscious image in my mind every morning was his face. Within a few seconds it would disappear until the following morning. I didn't find this disturbing it just became part of the wake-up routine. After 6 months or so it faded away.

1<sup>st</sup> October 1998. Pontin's Holiday Camp, Blackpool.

Team requested to search the area around the Pontin's Holiday Camp on the sea front at Blackpool for a missing person. Concern for his safety as he was a Down's Syndrome sufferer. An extensive search of sand dunes and a nature reserve area, assisted by the Lancashire Police helicopter, was undertaken but nothing found. It was considered that the missing person may have headed towards the bright lights of Blackpool with a possible sighting. Team commenced a sweep search northwards along the beach & promenade using the P.A. on LandRover to attract attention of the public. It worked! Missing person was located, safe, by two Team members in an amusement arcade between the South and Central Pier.



The Duke of Westminster and BP Chair Crispin Myerscough

24<sup>th</sup> October 1998. Great Hill, Anglezarke Moor.

A group of eight teenagers on a Bronze Duke of Edinburgh Award expedition got into difficulties on Anglezarke Moor. Weather conditions quite challenging with heavy rain and high winds. Two members of the party suffering hypothermia were evacuated by the Police Helicopter. Rest of party walked off the hill.

## 1999

### Committee - Issues of the Day

Paul Barker becomes Resources Officer and Neil Conway step is as Fund Raising Officer. Search dog Moss retires after 9 year's service. Moss's handler was Jim Gardner. Sarah Beattie joins the team.

North West Air Ambulance starts service with Call-sign Helimed 8 based at Blackpool Airport. There was much better relationship from day one of Helimed 08, roles clearly understood and we have worked successfully together to assist people in need.

### Training and Events

Long serving member from the SR days and former BP Chair Bob Durham was suffering from a debilitating terminal illness Progressive Supranuclear Palsy (PSP). A plan was hatched to take Bob a keen fell runner for many years on a last climb up a mountain. By means of a modified wheelchair, ropes and some muscle Bob was taken to the summit of Skiddaw 931m (3,054ft) by members of BP.

### Finance

Flag Day x 7 £3,681(6,421) including largest ever amount collected £1,060 (1,849) at Clitheroe.  
Fell Races x 5 £1,380 (2,407)

### HQ's and Smelt Mill

Nothing of note has been located.

### Kit and Vehicles

Purchase new LDV Minibus S481 MFR for £18,525 (32,315) and sold H657 WRP for £650 (1,133)  
RAB waterproofs purchase for the team £1,770 (3,087)

Smelt Mill A/C buys a Safety Boat and Outboard Motor £2,220 (3,872)



Blackpool Gazette 12<sup>th</sup> August 1999



S481 MFR High in the Tough of Bowland

## Call-Outs / Incidents for the Year 51

28<sup>th</sup> January 1999. *CUSTODY OF UNEXPLODED BOMB!* Great Hill, Anglezarke.

The Team was asked to locate an unexploded bomb reported by a walker. Two Team members (one with extensive armament experience) were dispatched to the area and found the 50-year-old mortar shell, ensured the public were kept at a safe distance and subsequently passed responsibility for it to an Army Bomb Disposal Team

5<sup>th</sup> May 1999. *Advice* Dunsop Bridge, Trough of Bowland.

A walker, without map or compass, was found disorientated in Langden Intake on the Trough Road. He had undertaken a walk that morning from Fell Foot near Chipping and had intended to walk around Parlick Pike, Fairsnape and Saddle Side. His only means of navigation appeared to be the information boards erected by Lancashire County Council on the fell. He was settled by Team members and advised of the appropriate route back to Fell Foot. His progress was monitored until his safety was assured

16<sup>th</sup> September 1999. Parlick Pike / Fairsnape Fell, Forest of Bowland.

A group of autistic adults were being accompanied on a walk when the group took a break to watch gliders and hang gliders flying over Parlick Pike. Unobserved by the leaders, one individual wandered off and by the time his absence had been detected was nowhere to be seen. The Team was called and following sightings made by the Police ASU, was able to locate the missing gentleman and escort him and the remainder of the party off the fell.



Paul Heap, Andy Binstead and John Houghton

## Last Call-Out of the 20<sup>th</sup> Century

30<sup>th</sup> December 1999. Ingol, Preston. A lady suffering from Alzheimer's disease had walked out of a residential centre for the elderly, which had become her new home from just that afternoon, and had not returned. As she was unfamiliar with her surroundings, the Team was asked to urgently search surrounding fields and woodland in a bid to locate her. Despite several hours of searching, nothing was found. The lady was later found in Preston on her way back to her "home" in Manchester.



2000

**Committee - Issues of the Day**

Phil Hill steps into the Training Officer position.

**Training and Events**

We organised a large January exercise based in the Trough with teams from Bolton, Rossendale, Kendal and the Cave Rescue Organisation (CRO) The scenario was a Duke of Edinburgh's Award event which ran into trouble. Heavy rain was a feature of the weekend. The Air Ambulance sponsored by the AA in the early days also played a major role in the exercise.



Lancashire Evening Post 31<sup>st</sup> Jan 2000

Our last 3 Peaks Fell Race this year, see Fells Races chapter for further details.

**Water Weekends**

In the late 90's water weekends grew as a pure social event, originally based at Coniston Water. Heapy outlines a few stories.....

*We all go off to the lakes camping for the water weekend taking kayaks, canoes and dinghies. One particular occasion we descended on Coniston Hall campsite making a circle with tents and cars. Saturday morning and we were out on the lake and Keith Gillies had brought his topper dinghy, Bondy was dying to have a go. Keith agreed and although lacking in sailing skills Bondy was up for the challenge. After a few goes he seemed to be getting the hang of sailing, although tacking was not one of his specialities. We all watched from the shore as Bondy went to and fro, however it was noticeable that the topper (a fast dinghy) seemed to be going very slow and sitting low in the water. Eventually all you could see was Bondy sitting in the water with the sail protruding, the rest of the dingy was submerged. Credit to Bondy who remained at the helm and went down with his vessel, it took a few of us and several attempts to right the dingy. On investigation as to why it sank, Bondy had not replaced the plugs after emptying the topper!*



One Water Weekend, tarp protecting the barbecue, Fettle Walker and Stuart Davidson facing the camera.

## Finance

Flag Days x 8 £3,211 (5,440)

Fell Races x 6 £1,480 (2,507)

NB Fund £23,651 (40,072)

## Cop Lane, Ray Lane and Smelt Mill

Northern Extension planning permission was going to be refused. We lobbied 22 councillors and put our case forward. On the 14th Sept Keith Gillies spoke at the Ribble Valley Planning and Development meeting in support of our proposal.

We won the day ish! But conditions were placed on the build. In short, a lower roof and the front elevation had to be set back from the road.! We had to battle on because these conditions impeded a number of fundamental objectives of the build. The conditions are not supposed to be onerous. See SM chapter for more details.

The Prince's Trust will take their bookings to the lakes in April we are assured this is no reflection on their SM experience.

Land slips due to heavy persistent rain north and south of Smelt Mill forces the Trough road to be closed.

## Kit and Vehicles

Nothing of note has been located.

## Call-Outs / Incidents for the Year 63

1<sup>st</sup> February 2000 Air Crash 18.00 hrs West Pennine Moors. The Team was called, with Bolton MRT, to assist in locating a helicopter en route from Blackpool to Coventry, thought to have come down on the West Pennine Moors. An RAF Search and Rescue helicopter spotted the crash site and ascertained that one of the three people on board was still alive and duly airlifted him to hospital (where he later died). Team members were asked to guard the crash site overnight pending the arrival of the air crash investigators. The following morning the two remaining bodies were recovered & evacuated by the Team.

1<sup>st</sup> June 2000 Lancaster.

Following a telephone call made to Lancaster Hospital purporting to be from the grandmother of a new born baby which had been abandoned at the entrance to Williamson Park police officers made an initial search and requested urgent assistance from the Team. A very thorough search of the area was made in wet and cold conditions using both hasty and slower conventional techniques before all parties were satisfied that there was no baby to be found.

31<sup>st</sup> December 2000 Snow Cover Beacon Fell Country Park, Forest of Bowland. A young female fell whilst sledging at speed, injuring her back. Team members were mobilised and the lady was treated at the scene. She was then carried on a Bell stretcher to a Team LandRover and transferred to a waiting Ambulance



Brinscall Helicopter Crash. Feb 2000

2001

**Committee - Issues of the Day**

A few changes on the committee, Casualty Care Officer Mark Lewis, Smelt Mill Stuart Davidson, Fund Raising Alison Drew and Paul Heap as Rep.

**Training and Events**

January exercise was again based around SM. Scouts getting lost again and the odd aircraft crashing to the ground had to be dealt with. This time we had help from Lancaster University climbing club for the casualties.

**Finance**

Flag Days x 7 £4,933 (8,212) our largest yearly amount.

Fell Races £800 (1,331)

We ran the Everest Challenge at Westview Leisure Centre in Preston raising £2,913 (4,849) Team members and friends climbed the height of Everest and a half up and down the climbing walls. A young Thomas O'Brien contributed about 2000 feet and still has his certificate.

The Mayor of Chorley awarded us £3,000 (4,994) as one of its 2001 charities.

New Base Fund £ £33,263 (55,377)

**Cop Lane, Ray Lane and Smelt Mill**

SM closed in March due to Foot & Mouth only re-opening in September.

Local parish council to be invited to look round – Stuart Davidson to re-contact.

Idea for Rope walkway feature – Alan Woodhead looking at costings.

More people need to be trained on single pitch, caving, boating, MLTB, in order to spread the load, when it comes to running courses – Phil Hill to investigate.

SM Sub-committee now called SM Group ! with minute taker Kev Camplin.

**Kit and Vehicles**

Nothing of note has been located.

**Call-Outs / Incidents for the Year 31**

27<sup>th</sup> July 2001 Fairsnape Fell, Bowland.

A call was received from Lancashire Ambulance Service to attend an incident on Fairsnape Fell, where a male Para-glider had crashed. The pilot had got caught in turbulence and lost control crashing approximately forty feet into the side of Fairsnape Fell. He had a suspected broken leg, broken arm and facial injuries. The Team attended alongside Air Ambulance medics then stretchered him down the fell to a waiting ambulance.

Mon 30<sup>th</sup> July Lancashire Evening Post



9<sup>th</sup> September 2001 Cockerham.

Search for missing male aged 20 believed to be suicidal. After an extensive search of the surrounding area, the man was found safe and well by the Team. The Team stood down at 22.25 hrs. Lancashire Police Air Support Unit was in support.

An example of TL Tony Bond sticking to the search plan, the Police were very keen to move the search emphasis a mile or so away, his reply as blunt as ever, you move if you want we are staying here at the place last seen. 20 minutes later we located him. Well done Tony.

11<sup>th</sup> November 2001 Dunsop Bridge, Forest of Bowland.

Team was alerted by Lancashire Ambulance Service to a male suspected of having an angina attack close to Smelt Mill. The man was treated at scene and lifted to hospital by Air Ambulance.

## 2002

### Committee - Issues of the Day

Iain Nicholson becomes Rep.

We start with the Vodafone Pagers, actual text rather than bleeps. This was another giant leap forward in communications, actually seeing the written message in conjunction the message line gave the controllers increased ability to inform members not just on call-outs but routine messages regarding vehicles or other events. The message system was a service whereby a controller could record a message and the memberships could simultaneously access that message verbatim via telephone, no more hassle with answer phones or cascade systems.



First Pagers Seeing the written word !

### Training and Events

Our last RA 4 Peaks event this year.

Congratulation to Ian Ordish, Mick Turner and Phil Lund in passing their Cave Leader 1 Training Assessment.

### Finance

Flag Days x8 £4,301 (7,042)

Fell Races x £935 (1,531)

Abseils £266 (435)

Pagers rental £1,107 pa (1,812)

New Building Fund £69,392 (113,631)

### Gift Aid

Some changes were made to the gift aid regulations and we decided to apply them to member's travel expenses on team business, attending training, meetings and call-outs etc. Members recorded the miles they drove on team business, passed these totals to John Houghton and the team claimed 25p for each £1 spent against an agreed mileage chart. This was checked with our accountant and we started to claim money back from HMRC under the gift aid regulations. It's fair to say that some MR teams were given different advice and were not using it.

## Cop Lane, Ray Lane and Smelt Mill

NE put on back burner for 12 months to allow NB to get full support.

As the Northern extension will be some way off yet, Vera asked that we look at costings for a Cooker extractor hood, as the kitchen can be unbearably hot during cooking. Stuart Davidson to look at obtaining brochures prices etc.

Alan Woodhead informed the SM group of a tiepin fund raising initiative. The pins will show a policeman, an ambulance man and a mountain rescuer. When done, Alan will bring some to SM to offer for sale on courses.

## Kit and Vehicles

Nothing of note has been located.

## Call-Outs / Incidents for the Year 51

14<sup>th</sup> July 2002 Whittle-Le-Woods, Chorley.

Team called to Ashcroft Quarry after female had become trapped in deep mud in "Dead Man's tunnel". The Team set up a rope pulley system in order to evacuate the female assisted by Lancashire Fire & Rescue Service. The female was pulled to safety and checked over for injuries by Lancashire Ambulance Service.

14<sup>th</sup> July 2002 Clougha Pike Fell, North Lancashire.

Male walker reported over due by party of friends. Team called to search surrounding fells, and as the Team was mobilising the walker turned up safe and sound in Salford ! The police advised the Team to stand down based on this new information.

16<sup>th</sup> November 2002 Cross-of-Grete, Bowland.

Report of 78-year-old male, with suspected broken leg, the gentleman was part of a shooting party who fell off a vehicle that was transporting him to the top of the fell. Northwest Air Ambulance was also in support.



Monday 15<sup>th</sup> July 2002  
Lancashire Evening  
Telegraph

## 2003

### Committee - Issues of the Day

Paul Durham takes on Fund Raising, Stuart Davidson Smelt Mill Officer and Alan Woodhead is the Rep.

6 new full callout members, Matt Orr, Jason Parkinson, Trevor Smedley, Dave Alderson, Paul Bolton and Richard Laird.

Trainees are Mark Aldridge, Rick Barker, Nick Mattock, Shaun Stevens, Andy S, Laura Bryan, Alison Nicholson, Paul Wilkinson, Kevin Camplin, Graham McLoughlin, Gary Sherliker, Graham Collison.

POB instigated a discussion to raise the Callout membership from 40 to 50.

33 Queens Jubilee medals received to be handed out at the AGM.

Volunteers required to work on a 5-year plan.

The MRC national had requested that we adopt the MRC logo in our team badge to assist a corporate identity. Committee voted 4 to 1 in favour.

*Chair stated his concern that such an emotive decision could be made with so few committee members present.*



Matthew Or becomes the team Doctor.

## Training and Events

Bowland Festival 14<sup>th</sup> 15<sup>th</sup> June. 8 members required to support the LCC event, we offer the hire of SM to the RSPB for the w/e £600.

*Training in how to use SM building should be included in trainee induction as evening or day session. Possibility that new trainees should help on a SM course during their probationary year. KG to take this to committee.*

## Finance

Flag Days x 4 £4,144 (6,595) Abseils £2,328 (3,705) Fell Races £977 (1,555)  
Ribble Raft Race organisers request assistance with radio communications along the route, first aid and help with humping rafts in the out of the river. In return for approx. £1,000 (1,591), we attend with 8 members and received £430 (684). Gift Aid via mileage £5,812 (9,249)

## Cop Lane, Ray Lane and Smelt Mill

Keith Gillies put forward the need to begin actually work on the NE to keep our hard won planning permission. NE to start funding again 25th May, but no conflict with NB. July we remove car port roof panels to allow test piling to assess the ground conditions.

## Kit and Vehicles

Lancashire Police offered us a LDV V8 Van L510 DFV Free of Charge but no MOT. We accepted and used it as a control vehicle. We sell Talbot Express G537 HRN for £200. Light weight team jackets to be ordered via SM funds. Simon Harris's company sponsored a new gearbox for 2Zero, thanks diggers.

## Call-Outs / Incidents for the Year 69

As of April 2014, 69 is the highest number in BP history, however not all these events result in the team activating. All details can be viewed on the website.

21st April 2003 Blackpool.

Search for a missing 15-year-old female. The team were assisted by SARDA & Lancashire Police ASU. In the middle of the search area was a large static caravan park. TL asked the ASU to use their PA (Sky Shout) eventually they did and the missing came out of a mate's caravan!

2<sup>nd</sup> Sept 2003 Kemple End, Longridge Fell.

The Team were paged by Lancashire Ambulance Service to evacuate an injured mountain biker suspected of having a spinal injury. Once the casualty had been assessed by the Team Doctor, she was evacuated to the waiting Ambulance.

16<sup>th</sup> November 2003 Nicky Nook, Scorton. The team were paged direct from Lancashire Ambulance to assist a lady with a broken leg on Nicky Nook. The team then evacuated the lady to the Police Helicopter on the summit. She was then transferred to Preston Hospital.



Lancashire Evening Post

**2004**

**Committee - Issues of the Day**

Bob Durham dies 21st March 2004

Former member of South Ribble, uncle of Paul Durham, known as "Aunty Bob", Chair of the team for 3 years, keen fell and marathon runner.

Alan Woodhead becomes Training Officer, Smelt Mill Stuart Davidson, Jason Parkinson picked up Resource Officer and Paul Bolton takes on Rep.

New callout members, Kevin Camplin, Andy Verity, Shaun Stevens, Rick Barker, Nick Mattock, Alison Nicholson, Laura Bryan, Mark Aldridge, Graham McLaughlin and Gary Sherliker.

5 new trainees Peter Bann, Paul Barton, Rob Gilder, Kirsten McAteer and Gela Griffiths. We now have 43 Callout Members. 5-year plan agreed.

Mark Lewis standing down as Casualty Care Officer.

*If a member's attendance falls below 25% TL or DTL will have a word.*

*We need to work with MPRSO and put our views forward to play a more active role in policy making.*

*RAF MRT's are slowly being disbanded and St John's are looking at setting up a rescue capability. Team to be aware.*

Question from team member regarding team becoming Limited Liability Company, 3 years since issue first raised. We are waiting for new legislation before making a final decision.

**Training and Events**

Miles Jessop proprietor of the Scafell Hotel receives MBE.

We produced 10,000 hill safety leaflets.

POB attends one-week Search Management course in Wales, will look to send 2 more next year. Feedback is that we are weak on long term searches, we need better support facilities and our documentation requires updating.

We action another trainee intake this year, target 10.

Discussing begin on ways to celebrate our 25<sup>th</sup> Anniversary next year.

**Finance**

Flag Days x6 £3,476 (5,372)

Fell Races £1,100 (1,700)

Abseils £551 (851)

£1,000 (1,545) donated in memory of Bob Durham from his wife Josie.

Bowland Festival raised £130 with many members getting involved.

Gift aid via mileage £8,285 (12,804)

**Cop Lane, Ray Lane and Smelt Mill**

John Houghton's reported on findings from the ground survey. In summary this indicated that there would be no need for major piling but substantial footings and possibility of reinforcement of the banking at North of the site down to stream. This is good news! JH will now go ahead with final costing of plans.

Architect working on drawings for building regulations.

The plans have not been accepted by Ribble Valley Council in 3 areas.

- a) Insulation has to be added to the drawings. This will not be an issue.
- b) Fire escape access requires further negotiations. John to discuss with architect the possibility of an external fire escape, possibly onto the roof of the outside toilets.
- c) Planning have been advised by their consultant that mini pilings will be required. John is contact our structural engineers and get him to consult with the planners.

Bob Scoltock plants a Silver Birch tree at SM in memory of his mother.

We get a great offer of land, ideally placed for New Base near the M6 at Red Scar but after months of trying to nail down the deal it fizzled out.

### Kit and Vehicles

Brought Ford Transit H274 SWU for £250 (386) from Calder Valley SRT. This was used as a utility vehicle based at SM for some time, handy for moving kit. In CVSRT livery because it's the best picture!.



H274 SWU

### Call-Outs / Incidents for the Year 66

5<sup>th</sup> February 2004 Major Incident Morecambe Bay.

A large number of people out cockle picking in Morecambe Bay became trapped by rising tides. The rescue mission was launched on Thursday night after the group, believed to be Chinese, were reported missing. Sixteen were found safe on the shoreline having either made their own way out or being rescued from the treacherous waters. Unfortunately, 19 bodies (17 men and 2 women) were recovered during the night and the following day. BPMRT, SARDA Search Dogs, RAF and Police helicopters, RNLI Crews, Police, Fire & Rescue and Ambulance were all in attendance.

12<sup>th</sup> March 2004 NWS Assistance Whole of Lancashire.

Following a request for resources, two crewed Land Rovers were made available to Lancashire Ambulance Service to respond to incidents that they were unable to reach due to snow.



Morecambe Bay Cocklers Feb 2004

27<sup>th</sup> August 2004 Rope Rescue Dunsop Bridge, Bowland.

The team were paged by Lancashire Ambulance Service to assist in the evacuation of a lady who had fallen down a pit on a farm. Our Team Leader was the first member of the emergency services on scene and having made an assessment of the patient was ideally placed to co-ordinate a rescue between the Team, Lancashire Fire & Rescue crews from Clitheroe, a land ambulance crew and the North West Air Ambulance. The woman was placed on a specialist MIBS stretcher and raised from the pit prior to being conveyed from the scene in the Air Ambulance.



## 2005

### Committee - Issues of the Day

POB becomes Team Leader, DTL Mark Aldridge, Training Officer Nick Mattock, Casualty Care is Martin Sherwood, Keith Gillies Smelt Mill Officer.

Peter Bann, Rob Gilder, Kirsten McAteer become Callout members.

Mr and Mrs Bond given weekend break in recognition of Tony's 10 years as TL.  
In addition, Tony to be made Honorary Member.

Long Service Awards to be introduced.

Cumbria police may merge with Lancashire next year!

*Rossendale once again questioned our involvement in collecting in Clitheroe and have requested a joint Flag Day – committee refused.*

*Iain Nicholson is now Chair of MPSRO and our team have a large presence at meetings.*

### Training and Events

Paul Durham to receive Queens Award for Voluntary Service on behalf of BP at County Hall. Along with Kath Durham, Jack and Penny Foley, Bob Scoltock, Nick Mattock, Crispin Myerscough, Pete Watt and Gwyn McFadyen. Mr and Mrs Myerscough and Mr and Mrs Bond to attend a Presentation at Buckingham Palace.

BP's 25<sup>th</sup> Anniversary Year

Three social events were held to mark the occasion, an Evening Ball at Preston North End, a B-B-Q at Smelt Mill and a Ceilidh at Chipping Village Hall.



Pete Watt, Bob Scoltock and Paul Durham at County Hall.

### Finance

Flag Days x 7 £2,993 (4,498)

Abseil Ashton Memorial £ 1,157 (1,739)

Fell Races £1,950 (2,930)

Gift Aid via mileage £6,871 (10,327)

### Cop Lane, Ray Lane and Smelt Mill

Julian Earnshaw has kindly offered to build a computerised "Juke Box" for SM utilising the old computer. SM to pay for the purchase of a suitable screen.

Alan Lloyd Haddock advises that Ribble Valley Council has approved the foundations. We await the written confirmation.

We have a new quoted for the piled foundation of £20,500 (30,812) plus Vat.

## Kit and Vehicles

Team issue helmets to all callout members.

The team works towards setting up some specialist groups – Crag, Bike & tracking units with some mixed reception from within BP. POB believes that certain areas of MR have become so specialised that this is the way forward.

Other developments are the introduction of the portable radio re-broadcasting equipment, the titanium Titan stretcher and SMS text backup paging system. Use of this equipment really is at the forefront of MR innovation in the UK with other Teams and agencies making regular enquires.

## Call-Outs / Incidents for the Year 59

20<sup>th</sup> March 2005 Hodder Valley, Mitton, Bowland.

Team was paged by Lancashire Police to search for two missing canoeists reported as “in the water”. Apparently, they had raised the alarm by a text message to a friend some hours earlier. Two persons were eventually located, cold, but safe. The Team evacuated them to incident control up steep riverbanks and by LandRover. It was then ascertained that another three canoeists were also missing further up the river. Further searches of steep wooded, riverbanks commenced upstream and a SARDA Search Dog was also deployed. As first light approached the ASU was able to return and very quickly found the others canoeists. The Team provided extra clothing and warm drinks



Hodder Valley March 2005

23<sup>rd</sup> April 2005 Denham Quarry, Brinscall.

A 16-year-old youth who had fallen onto a ledge in the Quarry with severe injuries. A full Team page was initiated with the first Team member arriving on-scene at 21:07. The youths had apparently been “soloing” Splash Arête (V.Diff) and one had fallen about 25ft onto a ledge narrowly missing falling the full height into the pond. Ambulance Paramedics had managed to climb up to the person and it was quickly ascertained that a full technical crag rescue was required using a horizontal stretcher lower. A request was made to Lancashire Police for site illumination from their ASU. The youth was loaded on to a stretcher and the horizontal lower was completed. The ASU remained on scene providing illumination both during the lower and for the short carry to the waiting ambulance. The youth sustained chest injuries and a possible broken wrist.



Denham Quarry April 2005 Site Illuminated by the ASU

**2006**

**Committee - Issues of the Day**

Kevin Camplin becomes Team Rep.

Kirsten McAteer replaces Andy Binstead in August as Press Officer

Vehicles not being re-fuelled after events. This is a recurring theme throughout BP history.

Derbyshire team LandRover accident sparks national debate regarding driving standards, blue lights and insurance.

The title MREW (Mountain Rescue England & Wales) is now used instead of MRC (Mountain Rescue Committee)

*Issues regarding Salter Fell track damage by our vehicles discussed, quick intervention with United Utilities by Iain Nicholson and Nick Mattock prevented escalation. All future off-road access must go through Team Access Officer.*

**Training and Events**

January the team hosted a major training exercise in the Tarnbrook area of the Trough of Bowland. 12 (exercise!) persons had become lost whilst on a charity walk. Incident Control was run from our SM. Over 100 persons involved in this successful day, with all exercise casualties being found, this tested the teamworking of a number of agencies. Mountain Rescue Teams involved included Kendal, Holme Valley, with smaller contingents from Calder Valley, Rossendale & Pendle plus Bolton. SARDA dog handlers from Kendal, Cave Rescue & ourselves also present. Police provided the ASU, POLSA (Search Advisors) and other observers. Lancashire Fire & Rescue represented by members from their Rope Access Team. North West Air Ambulance (Helimed 8) also involved.

**Bowland Challenge**

The first event ran in June 06 with Neil Conway taking the lead. The event is aimed at individuals aged over 18yrs. It is designed to be a 'fun social' event – with the level of difficulty being self-determined by route. The entry fee covers two nights camping, two evening meals and a map of the area. Teams spend 10hrs on the hill and collect points by answering clues at specific locations. Team with most points wins.

**In December, Iain Nicholson's dog Mij is graded, via SARDA Wales, as a tracker dog.**

**Finance**

Purchased Ray Lane building for £197,500 in April, see specific chapter for more details

We took a £50K interest free loan from the Lancashire County Development Ltd.

Flags Days x 5 £2,750 (4,005)

Fell Races x3 £3,410 (4,966)

Professional Fund Raising discussed who would work alone and charge 10% fee.

Bowland Challenge raises £1,200 (1,747)



Friday Feb 3<sup>rd</sup> 2006 Garstang Today. In the narrative Crispin Myerscough is promoted to Team Leader !

Jason Parkinson ventures forth with the second 100 Club.  
 Singleton's of Longridge offer 5p on every pack of whey butter for BP.  
 15.6% overspend on NE became apparent in October, funds for NB were ring fenced to protect them. NE group, Ian Ordish, Bob Scoltock, Keith Gillies and Phil Lund are *mandated to resolve a negotiated settlement with HC (Houghton Construction) and bring the outcome back to committee.*  
 34K (49,520) overspend on NE, this was reduced to 25K (36,412) after discussion, 10K (14,564) paid immediately the balance by August 2007.  
 See chapter on Smelt Mill for further details.

**Cop Lane, Ray Lane and Smelt Mill**

Spent a further £20K (29,129) on the internal development of Ray Lane.  
 10<sup>th</sup> August Duke of Westminster opens the Smelt Mill Northern Extension.

Our first AGM held at Ray Lane



Not been in Ray Lane to long, double axled trailer in the background.

On the front row  
 Carol Kelly, Vera Taylor, Pete Taylor, Ian Ordish, Dave Matthews, Me

Big, cavernous space soon to be filled with a mezzanine floor, kitchen, drying room, store room etc

What a difference to Cop Lane !!!



## Kit and Vehicles

We scrapped Ambulance/Van H274 SWU got £90 (131) plus £50 (72) for the roof rack.

Safety glasses available for members.

Simon Harris offers up to £1,500 (2,184) funding for communication improvements.

## Call-Outs / Incidents for the Year 46

7th April 2006 Brennand, Dunsop Br.

Team paged to what was believed to be a mountain biker having fallen in the Brennand Valley area. North West Air Ambulance, Helimed 08, were also in attendance and had been directed to a point at the top of a gully (Hind Clough / Ouster Rake) between Whins Brow and Whin Fell. As they had flown into the casualty site they immediately saw the need for mountain rescue. Whilst awaiting arrival of the BP, Helimed 08 was able to land on the fell top approx. 200m from the injured biker and an ambulance paramedic made the climb and traverse to the casualty.

To everyone's amazement he was still alive though very much the worse for wear, with a suspected wrist fracture, broken nose, facial lacerations and all the attendant knocks, bangs and contusions associated with an accelerated fall of around twenty feet into a rock filled gully. His cycling helmet was smashed to bits but had done its job - a lesson for others perhaps.

From the initial observations of the Air Ambulance crew, a decision was taken that evacuation by RAF Sea King helicopter (winch) would be best. At the request of the Team via the Aeronautical Rescue Co-ordination Centre (ARCC) at RAF Kinloss in Scotland, a Sea King was dispatched from RAF Valley on Anglesey, North Wales.

Helimed 08 provided shuttle transport to the casualty site from Brennand Farm for Team personnel and kit, the newer larger aircraft providing an absolutely essential resource for rapid Team deployment, and the first time it has been used in this role. After three shuttle trips all required personnel and kit were deployed at the casualty site. Helimed 08 shut down on-scene to conserve fuel.

A multi-point belay system was put in above the incident for safety and specialist medical kit was deployed to the casualty. Right on cue Rescue 122 arrived from Valley and after a brief fly-by also landed on scene. The casualty was packaged into a Stokes Litter stretcher from Rescue 122 and then winched from the cas site into the aircraft. The onward journey to Royal Preston Hospital taking about 8 minutes. Helimed 08 crew then very kindly offered to return all our equipment to the valley floor, thus saving us the need to cart it all off the fell - nice one!

LUCKY LAD: Young cyclist winched to safety by RAF helicopter following ordeal

# Bike helmet saves life of falling teen

by Henry Whitten  
henry.whitten@lancashirepost.co.uk

A CYCLIST'S life was saved by his crash helmet when he fell 10 metres down a rocky embankment in the Ribbles Valley.

The 17-year-old was winched to safety by the RAF Sea King helicopter after the accident near Trough of Bowland, Dumfries Strath.

The teen from Blackburn in the Ribbles Valley was a party of six when he lost control of his mountain bike and fell down the embankment.

He suffered from shock, a broken wrist, and fractures.

**Impact**

North West Air Ambulance and the Bowland and Poulton Reserves Team were also involved in the operation to get the boy to hospital.

Mark Aldridge, from the maintenance team, said: "Doctors at the hospital said the helmet had taken much of the impact and that would have saved his life.

"I would advice anyone cycling, especially at night, to always wear a helmet."

He said some of the group the boy was with, were down in a nearby burn to raise the alarm while others stayed with him.

The accident on Whin Fell, happened at around 2.30pm last Friday and he was flown to the hospital in Blackburn for treatment.

Volunteers from the mountain rescue team, a signaller's charity, were helped to the scene by the air ambulance from Dumfries Strath of Dumfries Bridge.

The police now put in a fence to prevent spectators, during the rescue operation.

The RAF coordination centre at Kinloss to help with the operation.

Rescue 122, a Sea King helicopter from RAF Valley in Wales, was dispatched and it lowered a stretcher to the boy before reaching him to safety.

PARAMEDICS and mountain rescue experts struggle to reach the stranded cyclist at the Trough of Bowland. LEFT, the casualty is airlifted to safety



Wed 12<sup>th</sup> April 2006 Lancashire Evening Post

3rd March 2006 RTC Beacon Fell, Trough of Bowland.

Team paged by Lancashire Police with a request from Lancashire Ambulance Service to assist with a multi vehicle RTC (Road Traffic Collision) on perimeter road of Beacon Fell. Ambulance service were unable to reach incident due to road conditions & prevailing weather. Team vehicles on route received an update from first Team members on scene that there were no immediate medical emergencies, but that there were numerous RTC's / trapped persons / crashed vehicles on the fell road including two Lancashire ambulances, three police vehicles, a minibus full of children plus a ranger service vehicle.



Two of the vehicle RTC persons were unable to walk, one an MS patient and one confined to a wheelchair, who would both need stretcher evacuation. All had been caught out by a sudden and unexpected deterioration in the weather with heavy snow falling onto already frozen roads with further snow forecast and temperatures expected to dip as low as minus six degrees. Team members attended with control established at North Nook Lane.

Lady on the stretcher is unhurt just un-steady on her feet, her daughter is in the background with a team member and the family dog. Their vehicle was stuck in snow!

Dave Matthews, Phil Lund, Gary Sherliker,

Pete Walker.

This iconic image has been used by a number of agencies ever since to illustrate Mountain Rescue in winter.

16th July 2006 Bamber Bridge.

Team contacted by Lancashire Police with a request to search for two missing females aged 86 & 75. Missing from a local nursing home & reported as suffering from dementia. Last seen at 20:00 hrs and reported as missing at 21:00 hrs. Police investigations indicated that one of the women had been a keen walker and may be able to travel some distance. But, as there was no clear route or other identified search area it was decided that a search of the nursing home grounds and surrounding open land was required (following the strategy that if you don't know where to look start close to the place last seen). As the team was about to deploy the ladies were located in a distressed state, but safe - inside a locked lift, still within the nursing home! The team stood down at 02:00 hrs.

**2007**

**Committee - Issues of the Day**

Pete Watt dies 27th May 2007

A member for over 20 years, an outdoor person through and through, enjoyed fell running and potholing, warm personality, would get on with anyone and possessed a great sense of humour. As his medical condition took hold and restricted his fitness, he concentrated on helping and mentoring the trainees coming into the team. Pete lost his daughter Emma to the same condition, but not once did I hear him moan or belly ache about his plight, what an example to us all when things in life aren't going to plan.

It was a privilege to have known him and an honour carry him on his last journey.

Alan Woodhead becomes DTL, Phil Hill Training Officer, Pete Bann steps in Jack Foley's well-worn shoes as Treasurer and Sarah Beattie picks up Casualty Care Officer.

NWAS callout policy to remain within our control we decide where we can assist.

Need to re-focus on Core Training policy, concise and time limited.

John Leadbetter to become full callout.

Jason Parkinson pushes for subs to be £10 (14), not carried. It's become a tradition at the AGM's that Jason moves to increase the subs and is defeated each year!

*Review required of the OSG. (Operational Support Group)  
Concern over poor Flag Day attendance.*

Team decides to erect a memorial stone at SM to record members who have died in service.

October 2007 HMRC (Her Majesty Revenue and Customs) request a full paper audit trail of all our gift aid donations. We may have to repay the gift aid on member's mileage over the past 4 years.

*DTL offered his resignation from the committee due to his concerns about the implications of repaying HMRC and the effect it may have on the finances of individual committee members. Chair reassured the committee that the team and not individuals will be held responsible for any debts. DTL withdrew his resignation.*

*In November the committee agreed, 7 for Nil against, to repay in full £22,288.13 (31,128) upon the final demand letter, which arrived in 2009!*

Extract from POB's AGM speech April 2008 (relating mainly to previous year 2007)

*I believe that our current relationship with Lancashire Police has never been stronger. This is on a number of levels both operational and in support. On the support side of things two Team members have attended the Missing from Home Search Managers course, one Team member has received a response driving course with other courses planned, a LandRover has been donated which will soon be brought into operational use and we are due to receive a number of Tetra radios. Operationally recent searches at Garstang & Wheelton have shown a much closer working relationship with the management & control processes.*

*However, the relationship with the North West Ambulance Service (NWAS) needs some work. The number of incidents initiated by the Ambulance service has tailed off in recent*

months with just three this year. NWAS is undergoing significant changes as its regional status is consolidated.

We mustn't forget Cop Lane. Operationally, this gives us a vehicle presence in the south of the area and is key to decent response times to incidents. For us to maintain this, the exterior of the building will be in need of some TLC in the near future.

Over the last year there have been many moans, groans, whinges and gripes about the buildings. Perhaps I should ask the Training Officer to hold the next medical session back at Cop Lane or indeed perhaps the Chair should hold the next AGM there just to remind everybody how far we have progressed in the last few years.

### Training and Events

The Team again hosted a major Training Exercise in the Trough of Bowland. This year's "story" was that a party of 8 Scouts were reported missing on an overnight navigation exercise. Incident Control was again run from SM. All the exercise injuries concentrated on those typically seen in mountain accidents - mainly lower leg and hypothermia - testing the skills of Team members out on the hills. Other MR Teams involved this year were from Holme Valley, Rossendale & Pendle with a smaller contingent from the Calder Valley, SARDA dog handlers from Cave Rescue and the Isle of Man. Also involved was the teams newly qualified trailing dog Mij. Lancashire Police provided a number of observers. The ASU, (callsign Oscar November 99) also attended and showed its capabilities by finding 4 "casualty sites " in 20 minutes.

3 Peaks Cyclo cancelled due to Foot & Mouth



Thursday 1<sup>st</sup> Feb 2007  
Lancashire Evening Post

Basic Life Support BLS training for all members with certification 24th Oct. This is to facilitate "First Responder" status with NWAS.

### Finance

Flag Days x6 £3,201 (4,470)

Fell Races x3 £1,530 (2,136) No cyclo cross event.

Overview on fund raising and projections from Paul Durham at committee, £5,000 (6,983) in the bank for comfort facilities for NB Drying/Equipment room.

£5,500 (7,681) received in cheques over last two weeks – NB Fund

£2,000 (2,793) received in interest from NB fund estimate

£6,000 (8,379) expected from Lancaster Golf Club in March 2008

£15,000 (20,949) expected to be spent on replacement Control vehicle.

£26,000 (36,312) received in 2007 mail shot

Abseil with Derian House raises £2,417 (3,375)

Gift Aid

After a series of interactions with HMRC we decide to return monies accrued via travel expense gift aid, as there wasn't an auditable paper trail. Whilst we were doing nothing

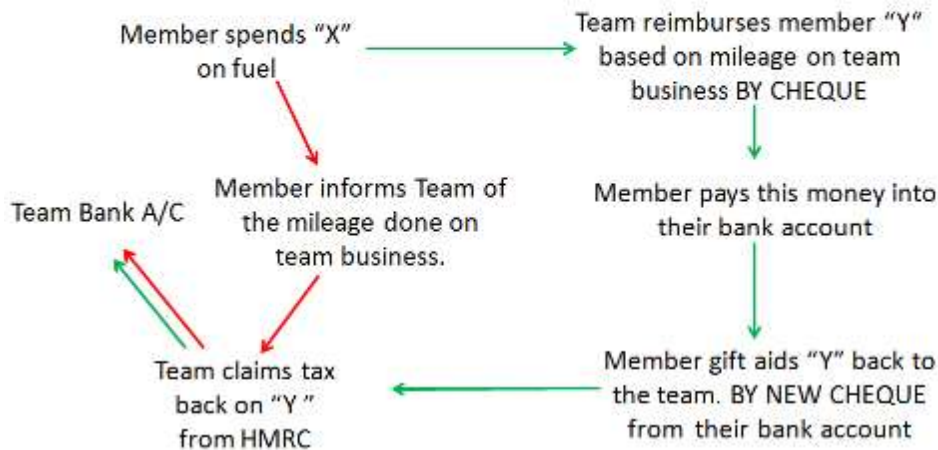


illegal and were operating in the spirit of the rules, actual money was not being passed around between members and the team.

We did consider fighting the decision but HMRC have very deep pockets and there was only ever going to be one winner. Luckily, we hadn't actually spent the money, it was in the NB fund, but it was a sad day in 2009 (we waited for the official demand letter) writing a cheque for £22,288.13 payable to HMRC. You win some, you lose some, and we lost this one.

### Gift Aid Error

Correct route is in **Green**, an auditable trail of money moving from team to member then member gift aiding back to the team. We followed the **Red** route.



From 2007 our financial accounts can be viewed on the charities commission website.

### Cop Lane, Ray Lane and Smelt Mill

Thanks to Keith Gillies for securing a week-long booking in July from Lytham High School which contributed substantially towards the payment in full of the final NE account with HC in August.

Alan Woodhead can now certify members to work with young people on the SM climbing Wall to Lancashire County Council requirements.

### Kit and Vehicles

We purchase a nearly new Mercedes van MK05 VDA for £13,785 (19,252) and then embark upon its transformation into our bespoke Control Vehicle. We scrapped LDV V8 L510 DFV for £316 (441)

GP Batteries gives us another 1,000 batteries.  
 Team to purchase 100 black t-shirts with MR on the back to encourage members to wear team gear when on Call-outs.  
 TL states all members must wear boots on call-out, anyone not doing so will remain with the vehicles.



MK05 VDA as purchased.

### **Call-Outs / Incidents for the Year 37**

24th February 2007 Major Incident (rail crash) Grayrigg near Kendal, Cumbria. Following the rail crash the previous evening the Team were requested to re-search, in daylight, areas searched in darkness as part of the initial Mountain Rescue response to the incident. This was to a distance of about 1km out from the crash site. The brief was to confirm that no persons were in the area and recover any personal items that may have been dropped. Duddon & Furness Team assisting in this part of the operation with incident control provided by Kendal Team.

27th April 2007 Brock Bottoms near Waddecar Scout Camp.

Team assisted the North West Air Ambulance in the evacuation of an elderly female with a head injury from Boggy Wood near Waddecar Scout Campsite. Team carried the casualty about 500m, crossing the River Brock, to the waiting helicopter for onward journey to Royal Preston Hospital.

16<sup>th</sup> June 2007 Body Recovery Whittle Quarry, Whittle-le-Woods.

Team requested by NWAS who had received reports of a person fallen in Whittle Quarry. Sadly, the person was deceased. Team escorted Police CSI & NWAS personnel to scene which was difficult to access and recovered the body. Police ASU in support

### **2008**

#### **Committee - Issues of the Day**

We have 41 callout members, 9 support group members and 2 trainees.

Mark Aldridge becomes DTL, Alison Nicholson takes over from Gwyn McFadyen after her 20 years as Secretary, Martin Sherwood is Resources Officer, Paul Durham picks up his second role, a glutton for punishment, as Press Officer and Rob Guilder is Rep.

Trainees to be made up to Full Team membership at the A.G.M. Roy Rigby, Duncan MacPheat, Derek Snaith, Mike Andrews

Keith Gillies, Paul Durham and Bob Scoltock put forward for Hon Membership.

Keith Gillies to seek advice on separating the BP charity into operating and fund raising as other teams have done.

In October the value of the Bowland Challenge questioned towards the end of the year. *It was agreed that it was not an "official team event" it was organised by Neil Conway to raise cash for the team. It was felt that the team should support Neil but a stronger working relationship need to be in place.*

Team will move from IM (inter muscular) morphine to nasal diamorphine. (drug delivered via a fine spray into the nose)

Issues with our near neighbour at Ray Lane regarding parking. An obnoxious individual, police had to be involved and eventually it was sorted but it took some years.

Yet another reminder to re-fuel vehicles.

Committee meeting on the 16<sup>th</sup> August 2008 commenced with two minutes of silence in respect for Pat Lyons.

Pat was a great friend to BP and SM in particular, living locally in a cottage at Sykes farm. A scouser by birth and an Evertonian he spent many years at sea in the merchant navy. Joking on occasions that he had to return to Merseyside every so often to get re-scoused. When he left the navy, he worked for the forestry commission in the Trough and helped create many of the plantations we see today.

On retirement he'd walk every day, having no car, into Dunsop Bridge to get the papers and return to Sykes, keeping an eye on SM for anything untoward in the process. If anyone thought that he was a shy retiring old man just waiting for the final train ride, they would have to think again, if they met him. He was as bright



Pat Lyons 1921-2008

as a button both mentally and physically. He would read the Times from cover to cover every day, be up to date with all current affairs, national, international, local and could engage with young and old alike. Pat did not own or watch TV but had a radio and would listen to it upstairs in his bathroom which offered the best reception. If he wanted to go into Lancaster for shopping or other business, he would hang a cap on the gate post. This was a signal to the postman who would pick him up and run him to the City. He told me that he had a routine every morning which involved standing on this head for 10mins whilst drinking a pint of water.

Had a keen interest in poetry, the outdoors, politics and was humorous with a sharp wit, standard issue with a scouser I guess. He was active in the campaign to get the Arctic Convoy seamen recognised with a medal - it eventually happened after his death.

He was certainly a remarkable man.

### **Training and Events**

January training exercise in the Trough of Bowland. A slightly different format this year with a number of "incident bases" set up over the Tarnbrook Fells – crag, casualty care & search with everyone given the opportunity to test their navigation between the bases. We were especially pleased to see 10 persons from the Isle of Man Civil Defence Team attending. Others involved this year were from Rossendale & Pendle and Calder Valley MRT's. Rossendale & Pendle leaving early to back up their colleagues on a search in Nelson.

Jon Wickham and Phil Hill to attend a Swift Water Rescue course with of Kendal MRT.

75 years of MR Black Tie do £50 (67) per head.

Swift Water Rescue awareness course to be run by Phil Hill.

12 people pass their MRC Casualty Care exam, which will now be run on a 3-yearly basis. Spaces are still available on the Edale MRT medical training weekend.

BP first used, operationally, MRMap on an Incident, 1st July Search Fulwood, Preston. (see attachment a, for further explanation of MRMap)

### **Finance**

All the LCDL Ray Lane £50K loan is repaid this year.

Bowland Challenge raised £850 (1,141)

Flag Days x6 £3,116 (4,185)

Fell Races x3 £3,337 (4,481)

Spent £6,070 (8,152) on New Base development.

SM generated a £13,636 (18,313) surplus.

LAR's quote for the Ray Lane lowering platform / climbing wall steelwork is £3,090 (4,150)

### **Cop Lane, Ray Lane and Smelt Mill**

100 Club buys 40 chairs and projector for Ray Lane.

Discussion regarding the level of "catering" to be provided at RL.

Re-heating pies is the level of catering for the kitchen! Dec 2008 target finish date.

UU water bill in dispute, seems way too high £725 (973) UU say the area is bigger than 300m<sup>2</sup> but it isn't.

Ray Lane official open day in May.

Water pipes corroding from the inside at SM.

SM to shut during Jan 09 to replace copper piping. Cost covered on insurance.

### **Kit and Vehicles**

Layout of 5Zero being investigated by Simon Harris.

*Please refuel the vehicles after exercises.*

Rationalise all LandRover wheels so that all wheels are fully interchangeable across the fleet.

GPS mikes purchased with the Pete Watt donated money.

### **Call-Outs / Incidents for the Year 43**

12th March 2008 Wheelton near Chorley.

Team paged by Lancashire Police with a request to assist in the search for a missing from home vulnerable female, aged 80 years. Prevailing weather conditions were gale force winds and sub-zero temperatures. An extensive search was undertaken throughout the day. The Team called in additional resources in the form of Bolton and Rossendale & Pendle MRT's. An RAF Sea King helicopter from RAF Valley was also used. A SARDA search dog & handler from the Cave Rescue Organisation completed the mountain rescue element. Police resources included support units, underwater search and catering facilities. Sadly, the woman was located, deceased, the following day.



March 2008

24th May 2008 Astley Park, Chorley.

Team paged directly by Lancashire Ambulance Service with a report of male mountain biker having fallen in woods at Astley Park. Initial report was person was unconscious with a severe eye injury, down steep bank and a 500m carry, North West Air Ambulance on route. A team member who lives in Astley Village was on scene very quickly and established that the ground was not that steep and the Air Ambulance had landed close to the casualty. The extraction was not as complicated as first expected.

6<sup>th</sup> December 2008 Adlington, Chorley.

Team requested to search for a male who was giving concern for his whereabouts. Last seen some 24 hours earlier near the Leeds & Liverpool Canal in Adlington. Team Leaders & Trailing Dog Unit deployed to the Police Station in Adlington to gather more information and undertake initial search. Rest of Team brought to standby, vehicles and water rescue equipment readied. Trailing Dog handler, having obtained a scent article belonging to the missing person reported that it appeared that the person was unlikely to have left the Place Last Seen. This was confirmed shortly afterwards when the North West Police Underwater Unit recovered a body from the canal. Our thoughts and sympathies are with the person's family at this sad time.

## **2009**

### **Committee - Issues of the Day**

Vera Taylor dies 25<sup>th</sup> September 2009.

Vera or V as she was known was a wonderful warm character, never in the limelight but always giving 100% effort and support to South Ribble, Bowland Pennine and her hubby Pete Taylor. Back-up Officer 1984 to 1995 when the role was absorbed into Resources. At her funeral Mark Aldridge gave a magnificent eulogy describing the team cook tent on a Fellsman Hike at Ribblehead. She made the place tick, cooking super food at any hour of the day or night, joining in with all daft games we used to play, sharing jokes and giving as good as she got in all the banter.

Took a keen interest in all the new members ensuring they felt at home. Tireless worker and advocate for SM from the earliest days through to the crowning glory of the Northern Extension. Cooking, cleaning, supporting, helping and chasing non-payers for meals, she did the lot with a smile. Happy days, thanks V.

Barbara Heap dies suddenly Dec 8<sup>th</sup> December 2009

Barbara met Paul Heap on a Lancaster Hospital A&E weekend at Smelt Mill where Paul was one of the instructors. It wasn't long before she was involved with her skills as an A&E nurse helping on fell races patching up competitors and becoming an associate member.

Post AGM Tim Cox becomes Chair and Pippa Kidd takes on Smelt Mill Officer.

At AGM Presentations were made to Tony Bond and Gwyn McFadyen, in recognition of their work as Team Leader and Secretary respectfully.

Honorary Membership to John Houghton and Crispin Myerscough.

Sarah Beattie has obtained clarification from the Director of Public Health if cases of swine flu rise.

The action plan requesting clarity of team business should the cases of swine flu rise (requested by NWAS) has been responded to by Sarah.

If a team member catches swine flu then team training is to cease, to minimise swine flu cases in the team. The team will stop being operational when less than 8 individuals are available to respond to callouts.

*Paul Durham proposed changing the MT tag line for team fund raising from “saves lives in wild and remote places” to “saving lives in rural, wild and remote locations”*

*Derby MRT LandRover crash. The CPS dismissed the case; however, a private prosecution was brought against the driver and team, which was settled out of court for a six-figure sum.*

### **Training and Events**

Rick Barker is to cost up additional water safety days to enable trainees, untrained team members and team members to undergo refresher training.

Target 10-12 trainees for Sept 2009

Mij achieved full grade in March 2009

Alison Nicholson's Floss graded in Jan 2009, via SARDA England as an open area air scenting dog.

### **Finance**

Bowland Challenge raised £1,400 (1,890)

Flag Day x 6 £2,199 (2,969)

Fell Races £2,228 (3,008)

Singletons £1,432 (1,933)

Team repays HMRC £22,288.13 (30,094)

### **Cop Lane, Ray Lane and Smelt Mill**

We obtained some frozen pies for the Ray Lane. They must be eaten within 12 months.

*Cop Lane now free of operational kit, but to remain a base, it requires external painting and weeding ASAP Martin Sherwood to organise.*

We received a without prejudice letter from United Utilities denying responsibility for the pipe work corrosion, but admitted the pH levels can fluctuate causing high acidity which is not suitable for copper piping. UU offer a good will payment of £500. (675)

Smelt Mill closed from 25th Jan to 5th March for re-piping.

Keith Gillies steps down to be replaced by Pip as SM Officer.

The pipe to the Septic tank has been blocked with blue paper towels and a piece of toast Thanks to John Houghton for unblocking it. (Not a nice job)

Course Leaders are asked to remind all groups to only put toilet paper into the system.

### **Kit and Vehicles**

We spent £1,001 (1,251) on LED Lensor torches and Search Lamps.



Part of Paul Durham's Minibus Appeal December 2009 LEP

Obtained battery sponsorship, in return for a team photo with an inflatable battery.  
Paul Bolton purchases 4 bikes plus kit to facilitate hasty search capability, to be transported in the trailer.  
More warm suits purchased for Sift Water Rescue.  
Fund raising to start to replace the minibus.

When Mark Aldridge became DTL for the second time he decided to take the lead role in our vehicle procurement and fitting out programme along with Pete Walker, Mark picks up the story in his own words.....

*Initial move was to purchase a second hand 110 LandRover L581 LEC for £5,000 (6,751) from Langdale Ambleside who had been given a massive bequest and were replacing all their Lanny's with new. Our vehicle had been a radio platform for them and had been fitted with up to four radios at one point. It had always had the centre safety screen but had never been converted to be able to carry a stretcher.*



L581 LEC on duty at Ribbleshead.

*Following purchase all the ancillary electrics barring the lights and sirens were removed including a charging system which was bugging up the batteries. All the internal shelving and storage was taken out to leave the basic 110 internals. This is when the first design and build was undertaken for the split rear cage and stretcher bed. In truth the idea came from a shuffy at a vehicle that had been prepared for LAMRT by Lakeland LandRover at Torver, but although very good there were aspects of that build that Pete and I felt could be done better and some we felt weren't necessary.*

*Once built and decaled and handed over to the team then the first V8 H881 CFR was decommissioned in 2009 which involved stripping out all the electrics fitted in it, all the lights and sirens and all the internal cagework, then removing all the decals to return it to a white 110. It was then sold. (I, Phil Lund saw it in Blackburn in Feb 2014 looking OK and sounding fine.)*

*We started looking for a new 110 to replace our second V8 H881 XCK. I'd said I'd have a go at a new build and had priced it up against having a commercial vehicle builders do it. At the time we didn't have enough to buy a new vehicle from LandRover and fitting it out, and had started looking at low mileage second hand ones. I'd checked out Autotrader a few times and there were a few that looked good. I was up at Ray Lane finishing the strip out of the first V8 one Saturday when I went on the team computer up there and decided to have another shuffy. About six pages in up pops RX59 FEG. I couldn't believe it. It was exactly what we wanted and was in white, and was so cheap I was immediately suspicious, (hazard of the job I'm afraid being in the Police). After a few frantic phone calls to Pete Walker and Kev Camplin, I decided to call the seller, Quickcars in Slough. He sounded like a bit of a wide boy if I'm honest but gave some yarn about having bought two Range Rovers and six Jags from some supplier, but that the 110 had come to him as part of the deal. It had been specified and built for the foreign market but never shipped and had been stood for about 18 months in a shed. Quickcars supplier wanted shut of it and made it part of any*

deal he got on the other stuff. He'd had a couple of interested calls about it. The next two hours were a bit frantic as Martin Sherwood and I phoned around everyone on the committee at the time and got approval to make the guy an offer if the vehicle seemed to check out. I re-contacted him and told him I was a police officer which didn't bother him at all, which was encouraging as most crooks tend to put the phone down. I told him I'd contact him on the following Monday to confirm if we were interested.

By Monday I'd passed all the details I had to Pete Walker, who was still working for LandRover then, and he checked the vehicle and the QuickCars story out on their internal systems and stated it seemed kosher. I did some checks of my own and the seller seemed OK so I phoned him back and told him we'd like to take a look. He'd said earlier that he may need a deposit to hold the vehicle if we were looking to come down the next weekend, and again encouragingly stated that if we didn't want the vehicle after we had seen it, he would refund our deposit and pay for our return petrol for wasting our time. I figured OK, and then put the deposit on my credit card. I had told Mrs Aldridge that I may need to do this and had said it may amount to a couple of hundred quid. In truth I wasn't expecting him to ask for £2,000 but she's a good girl.....!



RX59 FEG Callout duty at Saddle End Farm  
October 2011

Back where it all began in March 1962

Pete and I went down the following weekend and it was immediately obvious this vehicle didn't fit his company profile; it was sat between a Range Rover 'Overfinch' and an Aston Martin Vanquish. The vehicle was brand spanking new and had about 12 or 15 miles on the clock, it looked a bargain. Pete had said he would know straight away if it had been clocked or used before us getting it, but on seeing it knew immediately it had effectively had delivery and test miles only on it. The vehicle had a factory fitted audio system and air con which we would never have specified. Deal done £18,821 should have sold for £24K+

That's when the full build from new took place on RX59 FEG as below. I'd already specified everything and we had most of the money to pay for me to do the build and more coming in, plus the money we had saved on the bargain we got. In real terms the final bill came in about £2,000 under permitted budget which went to pay for tyre project i.e., same tyres on all vehicles. First job was to fit a roll cage in line with other vehicles being supplied to other teams. This was fitted by Protection and Performance Cages at Barnoldswick who make bespoke roll cages, chassis and spaceframes for motorsport, industry and the specialist vehicles market.

Build specification in brief.....

- Design, build and fit internal split stretcher bed/security cage and mountings for Bell stretcher.
- Build and fit internal side protection panels, shelf, stretcher loading rail.
- Remove split and re-upholster rear three-person seat. Fit Drug box.
- Install ancillary power system including split charge relays and auxiliary battery.



- *Install 2x vhf radio systems, speakers, remote mics, standard mics, aerials and head units.*
- *Install full vehicle emergency warning lights, internal/external working lights and sirens including remote control.*
- *Fit rear adjustable tow pack and electrics*
- *Fit vehicle body chequerplate protection panels, fit underbody steering and differential guards.*
- *Exchange standard supplied wheels and tyres for high strength steel rims and off-road capable tyres.*

Above is just an example of the effort, above and beyond the call of duty, that many members have put in over the years. From Committee to Catering, from Medical to Radio Comms, from Smelt Mill to Ray Lane, from Transport to Training, all facets of BP doing their bit. One element is required above all and that is, high calibre members with big hearts and commitment.

### Call-Outs / Incidents for the Year 47

18<sup>th</sup> June 2009 Whins Brow, Trough of Bowland.  
 Team paged by NWSAS with a report of a female collapsed at Whins Brow. Team responded with 20 persons and 2 vehicles, initially approaching the scene from the both the road at Trough House & the Brennand Valley. The patient was located on the Ouster Rake track, treated by Team members and paramedics from Helimed 08, which had arrived on scene. Team then carried the casualty, uphill, and some 400m to the waiting helicopter. The person was then transported to the Royal Preston Hospital.



Whins Brow shout just loading casualty into Helimed 08

30<sup>th</sup> August 2009 Hornby, Lune Valley.  
 Team requested to search for a missing female in the Hornby area. This involved a search of the area around Hornby & Gressingham in the Lune Valley including woods, extensive areas of farmland and the banks of River Lune as far as the tidal reaches at Lancaster. Sadly, the body of the missing person was located some hours into the search. This multi-agency response included water rescue & urban search units from Lancashire F&RS, hovercraft & inshore lifeboats from the RNLI, Lanc's Police ASU & Police dogs.

29<sup>th</sup> December 2009 Longridge Fell, Longridge.  
 Team Paged by NWSAS to attend a Male with Chest Pains on Longridge Fell. Team attended scene and assisted with loading of the patient into Helimed 08 for transport to hospital by the NW Air Ambulance Service.

## Helicopter in rescue on the fells

**THE** North West Air Ambulance swooped to help an elderly man who had fallen ill in a remote part of Lancashire.

The emergency services were called to a remote farm on Longridge Fell shortly before 2pm on Tuesday, after reports that a 90-year-old man had fallen ill.

Due to snow and ice, the ambulance was unable to access the farm and the Bowland Pennine Mountain Rescue Team was called out. But the air ambulance was able to land

nearby and transported the patient to the Royal Preston Hospital within six minutes.

Lynda Brislin, Chief Executive of the North West Air Ambulance, said: "By receiving treatment at the scene and being lifted by the air ambulance to the hospital quickly a patient's speed of recovery is dramatically improved."

It costs almost £3.9m a year to keep the life-saving helicopters flying, yet the charity receives no Government nor NHS funding.



**ICE DRAMA:** The Air Ambulance landed in a field at Longridge

## **2010**

### **Committee - Issues of the Day**

Kevin Camplin becomes Training Officer, David Matthews picks up Cas Care Officer and Roy Rigby is Rep. Wayne Lynchey, Paul Redman, Andy Lamb and Andy Daniels are accepted as trainees.

Towards the end of the year the following are successful as prospective trainees Dave Suart, Gordon Hogge, Jacqui Woodhall, James Willoughby, Jonathon Holmes, Paul Simpson and Peter Shanahan.

POB proposed that following be declared to MREW, BP have one bank search team and one swift water team.

POB met with Rossendale and Bolton to formalise team boundaries. BPMRTs boundaries have been clearly defined – with joint callouts with BMRT to the lower end of Anglezarke Quarries and with CRO in Gisburn Forest. This information will be placed into SARCALL and used by the police to call MR teams out.

Our problem neighbour has gone into liquidation but members must still be on their guard. Keith Gillies becomes MPRSO Chair.

### **Training and Events**

Rob Gilder and Julian Earnshaw attend SRT1 course. (Swift Rescue Technician)

We begin annually assessing all team members on the BLS (Basic Life Support) protocol. Assessment to be done by NWS i.e., external to the team.

30<sup>th</sup> Anniversary Event 27<sup>th</sup> November at Stanley House Mellor £35 each Black Tie do. Alison Nicholson and Pippa Kidd heading up.

East Lakes panel have invited us to a training event, but we had to decline due to clash with Three Peaks Cyclo.

BP commits to support the Sue Ryder Ribbleway on 18<sup>th</sup>-19<sup>th</sup> June 2011. We would run and supervise the walk from Ribblehead to just west of Preston.

Floss upgraded in October 2010

### **Finance**

Flag Days x4 £1,732 (2,235)

Fell Races £2,395 (3,091)

Paul Durham asked if £3,000 (3,872) could be allocated to a minibus fund. Then organisations will be asked to match fund. New Minibus cost approx. £28,000 (36,138)

### **Cop Lane, Ray Lane and Smelt Mill**

Dave Matthews is step down after 7 years as SM booking officer and asked via e-mail for a volunteer to take over the role. Stuart Davidson on the role.

Team Chair Tim Cox who now attends all SM Group meetings, produced a briefing paper to be distributed to the full team with the AGM Agenda.

## Kit and Vehicles

A £400 (516) donation for winter cover fuel has been received from NWAS and 5 Defibs has been received in May 2010.

Alan Woodhead asked if the team could offer members £150 (193) towards boots. Committee states this was not a priority, waterproofs and minibus first then we can review.

Received from Lancashire Police a short wheelbase LandRover X417XBV



X417XBV in Ray Lane

## Call-Outs / Incidents for the Year 65

1<sup>st</sup> Jan 2010 18:35 First hands-on Mountain Bike rescue in Gisburn Forest.

2<sup>nd</sup> June 2010 Major Incident 18:30 Hrs Cumbria.

Team received a request from Cumbria

Constabulary "Gold" for assistance following the

shooting incident in West Cumbria. Requirement was to

join other MRT's and SARDA dog units from the Lakes, Yorkshire and southern Scotland in the search of fields adjacent to roads and country lanes for other victims. Potential for over 100 km of road to be covered. Thankfully nothing found.

18<sup>th</sup> December 2010 Yarrow Valley, Chorley.

Male, aged 36, slipped on snow and ice sustaining a lower leg injury. It immediately became apparent that extra resources would be required. Team paged and Team vehicles already out giving support to NWAS diverted to the Country Park. NW Air Ambulance, Helimed 72, also attended this incident being joined by their colleagues on foot from Helimed 08 who were out with us for the day due to their helicopter being grounded. Casualty was packaged onto a Bell mountain rescue stretcher and after an awkward crossing of a footbridge over the River Yarrow was sledged to the waiting Air Ambulance for onward transport to the Royal Blackburn Hospital.

25<sup>th</sup> December 2010 Clough Pike

Team Controllers paged in the early hours of Christmas Day by Lancashire Police it a request to search for a male reported missing in the Clough Pike area. Position initially unknown but person's iPhone being "tracked" on his home PC by relatives. On arrival at the RV on Rigg Lane it was determined that the person was stationary on the hill (or at least the iPhone was). A Police dog handler & two colleagues

had gone onto the hill and located the person, semi-conscious and very cold. First Team members on scene commenced first aid for hypothermia, placing the casualty in a Mountain Rescue casualty bag and on mats to combat the effects of lying on cold ground for some time. The person was transferred to a Bell Mountain Rescue stretcher and very quickly evacuated to the warmth of a waiting land ambulance for onward transfer to Royal Lancaster Infirmary. Person was semi-conscious all the time.



December 2010 Yarrow Valley

## 2011 Committee - Issues of the Day

Kevin Camplin becomes DTL, Andy Daniels becomes Resources Officer, Kirsten McAteer stands in as Secretary for a period and then is replaced by Jason Parkinson in Nov. Sarah Beattie becomes a team rep.

At a SGM (Special General Meeting) held in June, Neil Conway wins out over Nick Mattock to become the Training Officer by 16 to 14 votes.

Andy Daniels, Andy Lamb, Wayne Lynchey, Paul Redman become full team members.

Simon Harris and Phil Lund awarded honorary membership.

## Training and Events

First Bowland Pennine Call Out, using SARCall 27<sup>th</sup> March 2011. Moorland Fire, Turton. (see attachment a, BPMRT Technology, for further explanation of SARCall)

2<sup>nd</sup> Feb Chris Mayo lecture was "Walking in various Parts of the World" by Stuart Killington.

Phil Lund organises a re-union for the members of the NRO 1962-1980 at Ray Lane 31<sup>st</sup> March. Slide presentation and buffet was enjoyed by around 20 former members.

In June, the Team joined with the Sue Ryder Charity in a fundraising event, a sponsored walk, along the Ribbleway footpath from Ribblehead to the Dolphin pub at Longton just west of Preston. The arrangement being, Sue Ryder would handle the administration and attract the participants. BP would manage the event over the two days, route, checkpoints, safety etc



First team to finish at Longton celebrate with a bottle of bubbly.

1st October, longest serving chairman of the NRO, Lt Cdr LM Dougherty aged 91, visits Ray Lane. We gave him a short team presentation followed by coffee and a tour of the facilities.

Whilst he was very frail physically, he was firing questions left, right and centre regarding the team's finances, radios, training etc. He really enjoyed the day and was very proud of the progress of the team. I believe it is very important to recognise from time-to-time effort made by former members.



Cmdr LM Dougherty is welcomed by Paul Hughes ex NRO and Bowland Pennines first Chair. Also, in the picture is Tim Cox and Crispin Myerscough past chairs of BP. Collective noun for a group Chair's, it's got to be a Stack of Chairs!

A re-union for the members of South Ribble 1962-1980 was arranged during November. A great turn out enjoyed the evening.

Mij the teams ground tracking search dog retires in November 2011 well done Mij and Iain.

The first meeting of the BPMRT Support Group is held on the 1st December at RL. This will be to discuss how the group can assist BPMRT with its charitable aims.

### **Finance**

Flag Days x 2 £1,122

Fell Races £4,410

Sue Ryder Ribble Way £5,800.

Singleton's Dairy of Longridge £6,346 via sales of Bowland Butter.

BP are very grateful to Singletons Dairy of Longridge for their sponsorship of the Team through the sale of Bowland Butter and for the generosity of many other people and organisations.

£822 from Dave Simpson, Scout Leader with Broughton Scouts, in lieu of his 70th birthday presents.

In Oct, we retrieved the body of a deceased male from Saddle Fell. He was Bill Smith 75, a well-known and famous fell runner. He was the author of, "Stud marks on the Summits" regarded as the definitive history of Amateur Fell Racing 1861 – 1983. The team received a donation of £740 from his family and friends. Many thanks.

### Cop Lane, Ray Lane and Smelt Mill

The climbing wall at Ray Lane along with the training room have been completed.

Smelt Mill reconfiguration is proposed and agreed.

Office and control room would move to the cottage end, create warden accommodation to facilitate more self-catering activity and create a team rescue store adjacent to the cottage.

Concern raised regarding electricity consumption at Ray Lane, team will be reminded of the importance of "good housekeeping" when using Ray Lane.

### Kit and Vehicles

New minibus YJ61 NHM, is purchased £18,920

To enable 2 radio channels to be monitored at the same time an additional radio was purchased for 1 Zero a cost of £385.

17 tyres FOC have been obtained from Goodyear.



New Minibus YJ61 NHM

### Call-Outs / Incidents for the Year 44

19<sup>th</sup> March 2011 Spot Pickup Holme House Fell, Bleasdale.

Whilst providing safety cover for the Fiendsdale Fell Race, the Team were required to rescue one of the runners.

A 47-year-old male sustained lower right leg injuries Following a short stretcher evacuation the injured runner was placed inside one of our LandRovers and transferred to Stang Yule to a waiting land ambulance.

This annual event was run in good weather conditions by over 60 runners from across the north west.

Picture right, shows casualty sat up with one of our jackets on. Members placing his lower leg in an inflatable splint. In readiness to move the cas into our vehicle.



## 23<sup>rd</sup> August 2011 Spot Pickup Nicky Nook near Garstang.

Image right shows a typical MR incident scene. Paramedics from NWAS, team members around and arriving. Cas tucked up in the cas bag, being monitored and on Bell stretcher awaiting evacuation.



Team paged with an urgent request from NWAS.

A female, aged 72, had felt unwell and due to her previous medical history, it was decided to evacuate her to hospital. The North-West Air Ambulance (Helimed 08) had landed some 300m away, uphill from the casualty site.

The Team carried the lady on a stretcher to the waiting Air Ambulance for the onward journey to the Royal Preston Hospital.

Casualty now alongside Helimed 8, ready for transfer into the aircraft.

Our job not quite finished, all kit returned to the vehicles, quick de-brief, back to base, refuel the vehicles and replenish kit.



## 25<sup>th</sup> September 2011 Spot Pickup Whernside, Yorkshire Dales.

During the 3 Peaks Cyclo Race we received details of a competitor in trouble on Whernside. Reported as in a survival bag (all competitors must carry this essential item of kit) and with a broken ankle.

We strategically place medical Teams on the route and were able to get Team members to the casualty within 10 minutes. Due to the nature of the injury, it was decided to request an Air Ambulance via Yorkshire Ambulance Service. We also dispatched a pick-up crew from Ribbleshead and further personal from the summit of Whernside.

However, on arrival at the scene the Great North Air Ambulance (Helimed 58) was unable to land due to the location of the casualty and the very wet ground. A request was made for an RAF Sea King to attend the incident.

This was slightly delayed due to a need to refuel but the time wasn't wasted as the Team carried the casualty on a Bell mountain rescue stretcher higher up to a more suitable, flat area. The casualty was winched into the Sea King (Rescue 128) by strop for the journey to Lancaster Royal Infirmary.





## **2012**

### **Committee - Issues of the Day**

Jason Parkinson becomes Training Officer.

Crispin Myerscough takes on the Secretary post.

Clive Shelley becomes Treasurer.

Chairman calls a SGM on 17th October 2012 to amend the constitution to allow for nominations to be made by email. The SGM will be followed by a business meeting.

Ed Docwra, Gary McGrath, Clive Shelley, Francis Shelley, Alistair Taylor, Chris Thomas Tiffany Vracas and Jenny Liddell become full trainees.

Gordon Hogge, Jon Holmes, Pip Kidd, Pete Shanahan, Paul Simpson, Dave Suart and James Willoughby become full call members.

POB informed the committee of the discussions and decisions at the recent MREW meeting, topics included:

- Keith Gillies Assistant Secretary
- Benevolent Fund
- Vehicle Insurance
- Go Outdoors sponsorship
- MREW funding to the team

### **Training and Events**

The team's annual Chris Mayo Commemorative Lecture on the 1<sup>st</sup> Feb was an illustrated history of the origins of South Ribble and Northern Rescue Organisation at the New Drop Inn. Presented by Paul Durham and Phil Lund.

Also, at the event seven Team members were presented with 40-year service certificates by Peter Bell, the president of Mountain Rescue England & Wales. (MREW)

The Team also worked closely with the Lancashire Local Resilience Forum in assisting with radio communications as the Olympic Torch Relay passed through the area.

HRH Earl of Wessex visits Ray Lane 7th Feb. 55 team members put on a variety of mountain rescue demonstrations.



Recipients of the 40-year certificates,  
Left to right. Pete Taylor, Phil Lund, Keith Gillies, HRH, Tony Bond, Dave Simpson, Gwen McFadyen and Simon Harris.

As part of on-going water awareness, 4 members enjoying a training day on the River Kent in February.

James Willoughby, Tim Cox, Rick Barker and Phil Hill.



## First Aid Training

In March, the team develops and runs an in-house national accredited Outdoor First Aid certificate. Its scope, outdoor emergency first aid skills and incident management. This two-day course was delivered by 3 team members, Dave Matthews, Ian Ordish and Keith Gillies. 25 members were in attendance at Ray Lane and all passed.

The certificate was valid for three years, so the plan was to run this course each year and thus capture all members on a three-year rolling cycle to ensure our first aid capability always valid, refreshed and relevant.

No other team in the MREW organisation delivers an accredited course that leads to certification by an Ofqual Awarding Body. A first for BPMRT and another example of the teams drive to continuously improve our ability to deliver a great service to people in need.



BBC TV featured an article in March, shot on Longridge Fell, to commemorate the incident back in March 1962 when two bothers died from hypothermia around Saddle Fell. This tragic accident led to the formation of South Ribble Fell and Search Team plus the Northern Rescue Organisation. Both of whom amalgamated in 1980 to become Bowland Pennine Mountain Rescue Team.



Team Leader Phil O'Brien being interviewed on the day.

Deputy Lieutenant of Lancashire, Brigadier Dr Iain Robertson presents The Queen's Diamond Jubilee medals on 20th June at 7.30pm to 38 team members with 5 year's continuous operational service as of 6th February 2012.



Group picture taken at Ray Lane.

July, we have a vehicle in the Preston Guild parade. An event run every 20 years which celebrates a Royal Charter, given to the town by Henry II in 1179.

## Finance

Flag Days x 2 £910  
 Fell Races £2,195  
 Sue Ryder Ribble Way £5,000  
 8 Mountain Bike £1,585  
 Legacy 10,000

## Cop Lane, Ray Lane and Smelt Mill

Cop Lane now free of operational kit but will still store a vehicle.

Following work by Paul Simpson, James & Ray Willoughby, the roof at Cop lane is now weatherproof with the removal of vegetation and replacement of 10 roof tiles.

Jason Parkinson and Paul Bolton have volunteered to replace soffits, fascia's and gutters.

Work upgrading and reconfiguring Smelt Mill has begun. Full details were discussed at Committee. An initial £5,300 from SM funds has been allocated.

The Team underwrite the reconfiguration of Smelt Mill up to the sum of £7,000

## Kit and Vehicles

MREW Government Grant update, five items requested: 30x head torches, 8x descenders, 8x reach poles, 2 x 200m ropes, 2 x Oxygen and Entonox sacks.

For a number of years there had been an issue with the way in which the Kit and Vehicle Maintenance (KVM) evenings were run. In short, participation and engagement were poor, too many members chatting and not doing. I was as guilty as the rest.

Over a few months I designed a KVM Rota, not rocket science, just a rota with a number of agreed KVM stations, bundles of work that needed to be done. In addition, to accommodate surplus people on the night, a number of "Master Classes" would also be run on various agreed items, changing a wheel, gases etc.

One hour would be allowed for KVM, prompt start with the ringing of the old NRO ambulance bell at 20:00

The rota would be sent out to all members 48ish hours before the KVM. Each KVM the names would rota around the work stations.

So, no excuses any more, you know what you are doing before you arrive, just do it.

The Rota info sent to all team members ahead of a KVM evening. There will always be some last-minute amendments but it's a vast improvement on the previous arrangement.

1st Aug 2012			
	Priority Kit Check	Master Class Sessions	Not Attending
1Zero	7 Ed Docwra		1 Ian Ordish
	8 Tim Cox	LandRover and Changing a Wheel	2 Andy Verity
	9 Andy Binstead		3 Keith Gillies
	11 Sarah Beattie		4 Jason Parkinson
	12 Neil Conway		5 Mark Aldridge
	6 Jonathan Holmes		
2Zero	13 Iain Nicholson		7 Phil Hill
	14 Rob Gilder	Control Vehicle and Radio Repeaters	8
	15 Gary McGrath		36 Simon Harris
			37 Alison Nicholson
			38 Paul Simpson
	17 Crispin		39 Chris Thomas
18 Roy Rigby	40 Andrew Lamb		
4Zero and	19 Wayne Lynchey	Vacuum Mattress	41 Dave Suart
	20 Paul Barker		42 Jon Wickham
	21 Clive Shelley		43 Julian Eamshaw

First Rota was 1<sup>st</sup> Aug. Thankfully the vast majority of the team bought into the idea. Over time there were some modifications, the master classes have been deleted, more work stations have been added, the time has increased to 1.5 hrs. But it is now (2017) an integral part of how BP operates.

H881 XCK the second in the pair of V8 Petrol Long Wheel Base LandRovers, purchased in 1991 for £12,766, after 21 years' service, is scrapped off.

Right, H881 XCK taken in Jan 2005



#### **Call-Outs / Incidents for the Year 47**

9<sup>th</sup> February 2012 Standby Bad Weather Cover. All Lancashire.

Due to bad weather, freezing rain and very icy roads the NWAS asked if we could assist. Air Ambulance grounded due to weather conditions. Two LandRovers and members were available throughout the day/night and into the following day. Six incidents undertaken as follows:

1. Garstang, 11:24 Hrs, Male, 81. Dislocated shoulder having fallen on ice. Transferred by Team LandRover to Royal Preston Hospital.
2. Over Kellert, 11:30 Hrs, Female, 74. Fallen and sustained a suspected fracture of lower left leg. Pain relief gas administered and Vacuum Splint applied to leg. Transported to Royal Lancaster Infirmary in a Team LandRover.
3. Ribbleton, Preston, 13:40 Hrs, Female, 69. Fractured neck of femur. Team LandRover was the nearest available asset so attended. Pain relief gas administered and packaged in a vacuum mattress. Carried downstairs assisted by NWAS paramedics. Transported to the Royal Preston Hospital in a land ambulance.
4. Garstang, 14:30 Hrs, Female, 88. "Fallen out of bed, get her back in!" On arrival the lady had no apparent injuries but was obviously in a very confused state. It was decided to take her to hospital for a check-up. A land ambulance was requested as a more appropriate vehicle to transport the lady to hospital in.
5. Fulwood, Preston, Male. Fallen. Examined but no apparent injuries and advised to rest
6. Ashton, Preston, Male. Fallen. Examined and referred to Primary Care.

28th February. 2012 Spot Pick Up. Stronstrey Bank, Anglezarke.

NWAS requested assistance with a female, aged 66, in the White Coppice area. The exact location of the incident was determined as Stronstrey Bank on the track just south of White Coppice. The NW Air Ambulance was not available. Reported with a lower leg injury or possible broken ankle.

At 14:17 a full page was initiated with the first Team members arriving on scene at 14:36 hrs. The RV location was changed to the head of Anglezarke Reservoir as the location of the casualty was actually to the south of Moor Road in the woods on the banks of the reservoir. The casualty was carried the short distance to the waiting land ambulance.



Tim Cox, Paul Durham and Pete (fettler) Walker chat to the casualty as they negotiate a kissing gate.

14<sup>th</sup> June. 2012 Spot Pick Up. Intack Area, Longridge Fell.

NWAS paged the Team with a request to assist a land ambulance crew attending a car that had crashed into a quarry. At this time the location was unknown. As this was potentially a search Lancashire Police were contacted.

Lancashire Fire & Rescue Service also attending with a rope rescue unit from Lytham St. Anne's. The location of the incident was determined as the quarries near Intack. A car had indeed left the road and landed in a tree. The driver was alive and still inside the car. Fire & Rescue removed the roof from the car with paramedics from the ambulance service immobilising the casualty on a long board. The person was then placed on a Bell stretcher and carried by the Team over steep ground to awaiting land ambulance for the onward journey to hospital.



## 2013

### Committee - Issues of the Day

Phil Hill becomes Resources Officer and Julian Earnshaw is now Team Rep.

The following are made full team members; Clive Shelley, Frances Shelley, Ed Docwra, Alistair Taylor, Gary McGrath and Chris Thomas.

Honorary Membership awarded to Pete Walker and Dave Matthews.

Keith Gillies has been appointed as the MREW Secretary.

Team Leader, Philip O'Brien, receives an MBE in the Queen's birthday honours, for services to The Bowland Pennine Mountain Rescue Team and was presented with the award by The Queen at Buckingham Palace 10<sup>th</sup> October 2013.

Well done Phil, richly deserved.



### Training and Events

6<sup>th</sup> March Chris Mayo lecture was "Biking in Europe" by team member Iain Nicolson.

Ten Team members completed training as Swiftwater Rescue Technicians.

The Team also actively participated in Operation Wenning, a multi-agency resilience flood exercise based around the River Lune near Lancaster and the Lancashire Fire Operations Group.

Everest Challenge and Rosemere Charity, will begin at 08:00 on 23<sup>rd</sup> February 2013 at Ray Lane. It is a 50:50 fund raising event.

Rosemere have paid for the ropes for the Everest Challenge, £656 raised for team.

### Finance

Flag Days x 4 £1,632

Fell Races £3,560

Legacy 4,000

### Cop Lane, Ray Lane and Smelt Mill

Team's climbing wall open day at RL, 18<sup>th</sup> May 2013. Keith Gillies to liaise with Rick Barker to head up the event.



The Team library at RL will be known as “The Pete Watt Library”. A new bookcase and brass plaque to be purchased using 100 club funds.

The floor of Ray Lane has been painted.

New main gate installed to Ray Lane Site.

### **Kit and Vehicles**

4 Zero is relocated to Smelt Mill in order to enhance our response to incidents in the vicinity.

New LandRover 110 Hardtop LWB 4 cyl Puma YX63JZD is purchased for £22,486 in Oct.

S481MFR our 14-year-old minibus purchased new in 1999 for £18,525 is sold for £330

Vehicles are now insured by MREW at no cost to the Team for the next three years - renewal would have been £4k



### **Call-Outs / Incidents for the Year 58**

January 25<sup>th</sup> 2013 Major incident M6 Charnock Richard.

Due to heavy snow the M6 became snowbound with traffic stationary for up to 7 hours. On arrival at the Charnock Richard Service Station, it was determined that the M65 and M61 were now moving again but the M6 was still a problem. The Team deployed onto the motorway to walk down between the rows of stranded cars to check everyone was OK with a LandRover on the hard shoulder as support. Some 7 Km of road walked with members of the public being given advice on how to stay warm.

The majority of people in good spirits and looking out for each other but others were a little frustrated having been stuck for up to 7 hours. One LandRover dispatched to the north carriageway to assist with a diabetic motorist. Shortly before 05:00 Hrs traffic began to move slowly and we stood down.

7<sup>th</sup> June. 2013 Spot Pick-up. Wolf Fell, Bowland.

BP TL was contacted directly by the Lancashire Police Force Incident Manager (FIM). They had received a 999 relating to a paraglider who had crashed near Parlick Pike. Initial reports were that casualty had sustained a foot / lower leg injury but was unable to walk. Team leader was able to speak directly with the casualty scene and determined that the location

was closer to Wolf Fell at a prominent rocky out crop. It was decided that the Team would access the fell via Wolfen Hall rather than the trek on foot over Parlick itself allowing our LandRover's to get closer. On arrival the casualty had been moved downhill by a gamekeeper on a quad bike. However, on meeting up with the rescue team the casualties pain level had increased. Due to the



Jon Wickham and Andy Binstead supporting the casualty.

nature of the incident with the casualty falling from height on to his feet it was decided take the precautionary steps of fully immobilising the patient. Pain killing drugs were administered. In failing light, the casualty was evacuated to the Royal Preston Hospital by the Yorkshire Air Ambulance.

### **15<sup>th</sup> July. Search. 2013 Fiensdale Head / Fair Snape Fell Area, Bowland.**

Missing person had made a 999 call to say he was lost in mist and totally disorientated but unhurt. Full Team immediately paged to move to an RV at Bleasdale whilst other details were obtained. Team Leader was able to speak with the missing person by mobile phone and determine the route taken. He had been following an old guide book and some of the newer fences on the fell tops were not marked. With the wonders of modern technology & GPS we were able to determine exactly where he was on our mapping systems. It was then a relatively easy task to locate the missing person (who had been told to stay put) and escort him off the fell.

**2014**

**Committee - Issues of the Day**

Kev Camplin becomes Team Leader, Andy Binstead is the Deputy TL  
Graham Hogge takes on Fund Raising and Paul Redman becomes Smelt Mill for the second time.

The following were accepted for continuing training and to be available for searches; Chris Smith, Thomas O'Brien, Sam Smethurst, Mark Smith, Rob Evans, Andrew Greenwood, Andrew Glover and Adam Noble.

Honorary Membership awarded to Phil O'Brien MBE.

A front-line Land Rover has been located at Smelt Mill in order to enhance the response to incidents in the Ribble Valley kitted out with a full complement of operational equipment.

In June, Phil Lund presented a history of Bowland Pennine 1980-2010 at Ray Lane. Members past and present attending.



Tim Cox, Phil O'Brien, Rod Kelly, Pete Taylor, Phil Lund wearing retro breeches



Jack Foley, Gwyn McFadyen, Mark Aldridge, Stuart Davidson, Rod Kelly, Paul Hughes



Micky Mitchell, Stan Farington, Keith Gillies enjoying a chat and a cup of tea.

Dr Tom Johnson, a Kirkham GP, is willing to support BPMRT, with prescriptions for drugs, training and assessments in the management of Intranasal IN Diamorphine to satisfy the MREW drug formulary.

Ian Ordish and Paul Durham were presented with 40-year service certificates by the MREW President Peter Bell.

Leonard Melbourne Dougherty (Lenny) NRO Chair  
Dies March 22nd at age 94. Phil Lund writes an obituary for the national MR magazine.

### **Training and Events**

January 31<sup>st</sup>, local MP, Ben Wallace visits Ray Lane.

19<sup>th</sup> Feb Chris Mayo lecture was "Biking in Spain and Eastern Europe" by team member Iain Nicolson

Team members were sent a survey relating to many aspects of team activities. The response was good, no major issues were revealed but a no of minor changes were made to way the team communicates with members both routine and callouts.

A winter skills training weekend in Scotland was undertaken by 17 Team members.

### **Finance**

Flag Days x 4 £2,656

Fell Races £4,127

Legacy 7,200

### **Cop Lane, Ray Lane and Smelt Mill**

£1000 donation from Lancaster Round Table should be spent on climbing equipment for use at Ray Lane.

### **Kit and Vehicles**

TC reported that MREW now provide the Team with Personal Accident cover, Civil Liability cover and Vehicle Insurance.

70Kg Manikin obtained for use in crag and stretcher training. I believe it was christened Trevor! Can't say by who but Jason Parkinson can be cruel!

MREW have extended their vehicle insurance scheme to 2015. It will pay the insurance premiums for 3 team vehicles and 1 trailer.

Team buffs, it was agreed that Giraffe UK should be used in preference to Buffera and that we should ask them to produce a design comprising a mixture of the Team's logo and the Team's name in words. 100 Team buffs are due to be delivered on Friday, 28th November at a total cost of £615. In line with the policy of not fund raising from Team members, the buffs will be on sale to Team members at £6 and the general public at £12



The Manikin or is it Trevor?

New Bike Trailer £623

#### Call-Outs / Incidents for the Year 54

15th April. 2014 Spot Pick-up. Gisburn Forest, Bowland.

Lancashire Police paged Team Incident Controllers with information that a female mountain biker had fallen in the Whelp Stone Crag area of Gisburn Forest and sustained a leg injury. Team Leader was able to speak by mobile phone with the informant. Using MRMap and the SARLoc GPS mapping technology it was determined that the casualty was on the red route at the Sheep Hill boardwalk area of the mountain bike trails and not Whelp Stone Crag. I believe this to be the first time BP used SARLoc in anger. (see attachment a BPMRT Technology for further explanation of SARLoc)

The Cave Rescue Organisation (CRO) was contacted to assist. The Team and CRO carried the casualty to a waiting Land Ambulance. Thanks to the passing mountain biker who allowed his smart phone to be used with the SARLoc technology to determine the exact position of the casualty.

**2015**

**Committee - Issues of the Day**

Chris Thomas becomes Smelt Mill Officer.

Graham Tagg, Chris Walbank, Dave Forshaw and Jay McNeil are now officially available for search / callouts.

Full Team membership to Andrew Greenwood, Andy Glover, Chris Smith, Rob Evans, Shaun Spavin and Tom O'Brien.

1st April a new helicopter rescue service managed by The Maritime and Coastguard Agency and operated by Bristow become operational in support of MR teams thus ending a long association with the RAF.

In August, Floss, an air scenting search dog, retired on her 10<sup>th</sup> birthday after 6½ years' service with SARDA England.

At the AGM in April Jack Foley and Crispin Myerscough were presented with 40-year service certificates and Andy Binstead with a 25-year service certificate by the MREW President Peter Bell.



**Training and Events**

18<sup>th</sup> Feb Chris Mayo lecture was "Photograph in Bowland" by Jon Sparks

Roy Castle Cancer Foundation would be the joint partner for the Ribble Way Challenge this year to be held on the 20<sup>th</sup>-21<sup>st</sup> June. Profits would be shared on a 50-50 basis with a minimum of £5k guaranteed to the Team. The challenge would be run as a 30-hour event with "chop times" at points along the route. A minimum entry number of 56 would need to be obtained before 1<sup>st</sup> May if the challenge is to go ahead. The maximum number of walkers is 150 with the possibility of staggered start times.

In October, the Team held a dinner in order to celebrate 35 years since the formation of BPMRT in 1980 by the amalgamation of Northern Rescue Organisation and the South Ribble Fell & Search Team. Thanks to Alison Nicholson for organising.

**Christmas Smelt Mill Weekend**

Early in December the team has for many years had an end of season bash at Smelt Mill. The format is social walk on the Saturday, meeting mid-afternoon for food and drink on the fell then an evening meal at SM. For a number of years, the meal on the hill, usually in a shooting hut has been organised by Paul Bolton and Jason Parkinson. 2015 was no exception. Langden Castle was the venture of burgers, hot mince pies and mulled wine. However, the events this year were interrupted by the weather, or to be more precise the rain.



Paul Bolton and Trevor Smedley in Langden Castle

November had been very wet and the teams water rescue capability had already been used to assist in Garstang, Clitheroe and Ribchester.

We'd been in Langden Castle for about 40mins, the torrential rain making a real din on the tin roof. The conditions were the topic of conversation and TL Kev decide to end the xmas festivities and prepare for the inevitable call for assistance. We packed up and travelled back to SM, a few stayed overnight the majority made their way, carefully home. The team were called later that night and for the next weeks supported the flood effort across the north of England.



Track back to Smelt Mill, filling with water

#### Peer Group Review

In November, we volunteered to be the first Mountain Rescue Team to undergo the MREW Peer Review process. Three reviewers will attend the November exercise at Smelt Mill. A further reporting session will take place at Ray Lane sometime in the near future. The Peer Review process is a new initiative by MREW with the goal of "raising the awareness of the Team in relation to their operational strengths and weaknesses in order to facilitate the future development of the Team.

BPMRT is one of the first Team's to undergo the process which will be reported in the Mountain Rescue magazine.

In general, they were impressed with the team, the Smelt Mill facility and the KVM rota.

It is planned to devise an action plan in order to put into practice the recommendations and lessons learnt from the review.

An interesting exercise and one which demonstrates yet again our team's openness and desire to improve.

#### Remembrance – Forest of Bowland Project

The Clitheroe Youth Forum had a project to mark WW2 air crashes in the Forest of Bowland <https://clitheroeyouthforum.co.uk/forest-of-bowland-project/>

Their research indicated that 15 planes crashed into the Forest of Bowland area during both World War 2 and the Berlin Airlift, resulting in 25 airmen being killed.

The forum asked Bowland Pennine MRT for assistance.

The event was organised by Mel Diack MBE.

Pete Shanahan took the lead role for Bowland Pennine.

The first event was in Bleasdale on Hazelhurst Fell, March 2015, to unveil the first memorial to an air crash of allied airmen. Youth members and adult volunteers were joined by an honour guard from the USAF. BPMRT provided safety cover which was useful when the snow started to fall.

The second event took us to Burn Fell in June 2015. At the site of an allied aircraft returning from the Berlin airlift, a memorial was unveiled during the service. The young members were this time joined by a US Marine Corps Major, an RAF officer and the Royal British Legion. Pete Shanahan helped with the long walk, in sunny weather, from The Hey cottage, at the time of the crash the rescue centre and mortuary. The Bowland fells were regaled with the sounds of The Star-Spangled Banner.



Group at Langden Intake

In September 2015, the youth forum held a major ceremony at Dunsop Bridge village hall, bringing in dignitaries from Canada, Australia and the US.

A memorial stone was unveiled at the entrance to the Langden Intake track with BPMRT helping to close the road and laying a wreath.



Memorial Stone at Langden Intake



## Finance

Flag Days x 5 £2,719  
Fell Races £1,575  
Ribble Way £5,000

Chorley Flag Day

## Cop Lane, Ray Lane and Smelt Mill

The main site access gate to RL is to be replaced with an electrically operated sliding security gate at a cost of approximately £6,250 with our share being about £150. It will be opened by keypad and/or remote controller.



The Smelt Mill Group proposed to extend the kitchen into the old office area to incorporate a dishwasher, additional storage and work surfaces. This improvement was agreed in principle and further costings were requested.

## Kit and Vehicles

A new long wheel base Land/Rover PN65GAA is purchased £24,666

Digital Radio – The transfer to digital radio is actively on-going. TL suggested that a fundraising effort may be needed next year with the new radios and associated items perhaps being the focus of the 2016 mail shot.



## Call-Outs / Incidents for the Year 70

25th January. 2015

Search. Glasson Dock, Morecambe Bay.

Team Controllers Group paged by Lancashire Police with a request to join an urgent search for a missing windsurfer in Morecambe Bay off the coast by Glasson Dock. The male, aged 61, a very experienced windsurfer, had become separated from his colleagues in fog. The team's role in incidents like this is to search the coastal path and inland from the coast just in case someone has made it ashore. This allows colleagues from Coastguard SAR and the RNLI to concentrate on the tidal marshes and sea. The Team stood down just after 22:00 hrs having searched some 20 Km's of coastal path between Knott End and Glasson Dock. Nothing was found. Resources involved in this large-scale search incident included a Police helicopter, Ambulance HART Team, RAF SAR Sea King helicopter, RNLI, Coastguard SAR and Bay Search & Rescue Team.

The body of the missing windsurfer was located the following day on Middleton Sands in the Bay.

17th June 2015. Search. Poulton-le-Fylde.  
Search for a vulnerable male, aged 82, in the Poulton-le-Fylde area. Missing from his home since approximately 17:30 Hrs the previous evening and giving cause for concern as to his safety. Team completed allotted tasks including searching open farmland, woods and water courses then stood down at 15:15 Hrs unfortunately with the missing person outstanding. At 18:00 Hrs we received the very good news that the missing person had been located, safe, but needing medical treatment in an urban area outside the search areas.



In November the Team were placed on stand-by for possible flooding associated with storm Abigail. Throughout December, the Team were very much involved in the major incident multi-agency response to widespread flooding events related to storms Desmond and Eva and were attendance in The Lake District, Carlisle and York, as well as incidents closer to home in Lancashire.

Below is an account of a callout to York 28<sup>th</sup> December 2015

Awake at 05:00, up to Ray Lane, ready the kit and vehicles, set off to the RV in York at around 06:35. Leader Rob Guilder, team Tony Bond, Paul Redman, Paul Simpson, Phil Hill, Trevor Smedley driving 1Zero with our boat on the roof and me in our new 7Zero, prior to livery and still smelling of newness. Our shift in York was planned to run from 09:00 to 21:00.



7 Zero and 1 Zero at Silver Command

Arrived at Silver command around 08:40, a large school in York, awash with MR red jackets and a car park with plenty of 4x4 vehicles. Tea, coffee snacks freely available. We began the wait for tasking eager to get started. Clearly the operation had been going for some time and there was plenty of resource arriving. One contingent 50 strong was from Dartmoor, they were up for three days.

After about two hours we were tasked to check on an elderly lady, Betty, a few kilometres away. Her house was in a deep pool of standing flood water.

Our guys checked front and rear, Paul Simpson gained access to the house from the rear and began the task of easing Betty out! This took some time she was clearly unhappy about the situation but eventually agreed it was the best course of action.



Comms were a little difficult in the early stages due to a Chinook above on another job. Also, quite a crowd had gathered at the front, public, press and TV.

Bit of a scrum to get Betty into 1Zero, with the press pushing in. However, we managed to transfer her up into our vehicle and took her back to silver command, where a rest area had been set-up. Many people throughout the day were thanking us for our efforts in assisting.



Joined by another team, Betty was floated out into a sledge boat

Later we were re-tasked with Police and Army support to check houses in outlying areas. This was out of the urban area and into the country side, operating in darkness and much closer to the River Ouse, which had burst its bank in many areas.



Photographer's in the Water

We began a series of forays down lanes, in various states of flood, checking on several situations/locations. Essentially our team operated really well, assessing each situation, changing the plan if required to maintain safety. Drawing the line to stop, when needed. Without doubt the darkness increases the risk levels of this type of operation.

In my personal view, of all the services we offer as a Mountain Rescue Team this is potentially the riskiest. Regular training, as realistic as possible, clear planning, good reliable kit and excellent teamwork are essential.

Right Phil Hill fixing green stick lights (identifying kit) to the four corners of the boat. On this foray we had to moor the boat while searching on foot in the water, the lights made identification possible on their return. They remain active for up to 48 hrs.



We finally departed York around 21:30, back to Ray Lane to clean and wash the suits plus kit.

## 2016 Committee - Issues of the Day

Chris Thomas moves to Resource Officer, Chris Walbank to Smelt Mill Officer and James Willoughby is Team Rep.

Trainee membership offered to Hattie Bertenshaw, Chris Bond, Martin Davies, Andy Holland, Ian Maddison and Andy Williams.

At the AGM in April Paul Heap and Iain Nicholson were presented with 25-year service certificates by the Team Leader. The Team were represented at a county service at Blackburn Cathedral celebrating the Queen's 90<sup>th</sup> birthday and played a significant role in the Regional Princes' Trust Charities event.

Four Team members received awards from the Liverpool Shipwreck and Humane Society for rescuing a lady from her car which had been swept away in floodwater from the River Lune near Lancaster.

The Team Leader Kevin Camplin represented Bowland Pennine at a Flood Hero's reception in Downing Street hosted by the Prime Minister in relation to the Team's involvement in flood rescues in Carlisle, Lancaster and York.

**NEWS**

Storm Desmond victim was dragged from sinking car

# Rescue team win awards for saving woman's life

BY MICHELLE BLADE  
michelle.blade@governor.co.uk  
governor.co.uk

Members of a mountain rescue team have been commended for bravery after rescuing a woman from a sinking car during Storm Desmond.

The award of three parchments and one commendation from the Liverpool Shipwreck Humane Society for the Bowland Pennine Mountain Rescue Team members recognises the prompt action in saving the life of the lady driver.

Not only were they fortuitously in the right place at the right time but they were able to use their training, skills and equipment effectively to bring about a remarkable rescue during the floods of December 2015.

The first weekend in December is traditionally a team social weekend for the Bowland crew based at Smelt Mill, a residential training base in the trough of Bowland near Dunsop Bridge. The normal format is a day out on the fell incorporating a barbeque.

Then it's back to Smelt Mill for a Christmas dinner.

However, Storm Desmond put paid to any semblance of normality last December.

When callouts to flood incidents throughout the county started coming in, team members were dispatched and the traditional Christmas dinner looked like a scene from the Marie Celeste. The team's incident log recorded one particular event.

"December 5, 19:17 Hrs. Denny Beck, Caton. Before returning to Smelt Mill from incident 51 the team decided to check out Denny Beck in Ca-



ton. On arrival at the water's edge a car's tail lights could be seen driving into the water and begin to float away.

"After a quick exit from the Land Rover and just time to grab buoyancy aids three team members entered the water.

"Contact was made with the occupant with the car filling with water. The car stopped against a submerged wall and there was just time to put a spare buoyancy aid on the lady and float her to safety through the car window.

"There was just six inches of the vehicle visible and shortly afterwards it sank. The lady was given shelter overnight at one of the houses in Caton."

Pictured from left at the awards ceremony are Superintendent John Puttock (Lancashire Constabulary), Inspector David Old (Lancashire Constabulary), Liverpool Shipwreck Humane Society Chairman Brian Airey, Bowland Pennine MRT awardees Julian Earnshaw, Gary McGrath, Chris Thomas, Rob Glider and team leader Kevin Camplin.

## Training and Events

24<sup>th</sup> Feb Chris Mayo lecture was "A Surgeon's Tale" by Mark Lambert

The team embark on a yearlong trial of D4H. An online recording platform covering many areas, training, call out details, qualifications, equipment usage, vehicle maintenance team programme and event planning. Cost will be approx. £500pa. Used extensively by SAR Teams in the USA and by several in the UK.

## TRIM – Trauma Risk Incident Management

Committee discussed and agreed that having some mental health input in to the team would be of benefit to team members and facilitate our duty of care obligations. 5 Team members who completed the initial TRIM course are keen to take the policy forward and work together as a group.

Chris Walbank is appointed as TRiM manager for BP.

Gerald Grosvenor 6<sup>th</sup> Duke of Westminster dies.

In early 1981, just after amalgamation we made an approach to the Duke. This was instigated by Mick Turner the first BP Training Officer; he'd read that the Duke was to purchase land and property in the Trough. As a result, a small delegation was invited to meet him at his Cheshire home, Mick and Paul Hughes BP's first Chair.

The meeting, to welcome the Duke and make him aware of who and what BP did, was a success and a donation of £500 appear a few weeks later.

This was the first of many donations, of various amounts, over the years to follow. In addition, his association with us created other opportunities and opened many doors! Land access for training, funding from his many other charitable connections, lending weight to our many appeals for vehicle/s and Smelt Mill renovation/renewal.

Helping with local council planning etc

Also officiating at three Smelt Mill opening celebrations.

On a number of occasions, he would be an early financial contributor to a project. As Ian Ordish BP's first fund raising officer would rightly say, the first £5,000, of an appeal, is always the hardest, the last £5,000 is the easiest.

## **Finance**

Flag Days x 5 £2,692

Fell Races £10,316

Legacy £20,000

## **Cop Lane, Ray Lane and Smelt Mill**

Ray lane main lighting to be upgraded with LED lamps, £1,000 allocated for this project. Thanks to Trevor Smedley and Tony Bond.

£500 allocated to construct an open fronted storage unit to accommodate 15 sets of water rescue equipment in the kit storeroom, at Ray lane.

The Smelt Mill group are developing a 3-year plan to refurbish Smelt Mill on a room-by-room basis.

## **Kit and Vehicles**

BP embarks on a major overhaul of its communication equipment driven by a need to bring them up to the standard required by the Lancashire Police.

In short this requires,

New digital hand, base and vehicle sets.

Replace the current three signal repeaters at Barnacre, Winter Hill and Waddington.

Install 3 additional repeaters at Caton, Morecambe and Smelt Mill.

£37,267 was spent in 2016 on this project.

## Call-Outs / Incidents for the Year 45

Saturday 9th January 2016.

Spot Pick-Up.

Denham Quarry near Chorley.

Team requested to assist the NWAS, female reported with a broken leg. Paths around the quarry all waterlogged, very muddy and slippery. North West Air Ambulance also called but had to leave early due to the fading light. Team carried casualty on a Bell stretcher down very slippery paths to the road and waiting land Ambulance. Ten Team members on scene with others stood down responding.



Cas had a fractured Ankle and the ground was very slippery!

Thursday 20<sup>th</sup> September 2016

Internet Incident. Woodhead Area, Peak District.

The following message was received on our Facebook page from a female "*I'm trying to find my way across the Pennines on proper cycle route but think I'm lost*" and gave her phone number. Team member who picked up the message was one of our Incident Controllers who immediately sent a SARLoc message to the missing person and was able to pinpoint the lost person on MRMap. Located above the Woodhead Tunnels in the Peak District. She was asked to go south back to her original route. However, she was unable to determine her direction of travel so was asked to carry on for ten more minutes and was then SARLoc'ed again. The trail on MRMap gave direction of travel and she was pointed in the right direction. Missing person was contacted again at 16:30 Hrs, was safe and back on track.

Sunday 9<sup>th</sup> October 2016. Spot Pick-Up. Salter Fell Track, Bowland.

Team received a request to support the North West Air Ambulance with a female fallen from a trail motor bike on the Salter Fell Track / Hornby Road in Bowland. Reported with a broken collar bone / shoulder injury.

As the Team was on exercise at our Headquarters at Smelt Mill in the Trough, we were able to dispatch two LandRover Ambulances within minutes of the call. A LandRover from Bolton MRT who were on the exercise with us was also dispatched. On arrival, the Air Ambulance had been able to land very close to the casualty on the narrow track above Whitendale. The only thing left for the Team to do was for one member to ride the trail bike down the track to the road.





2017

### Committee - Issues of the Day

Andy Binstead dies 30th 2017 March age 49, after a long battle with cancer. He became full call-out member in 1992 and over time held a number of senior positions in the team. Andy had a certain style, not one to blend into the background. Always had a smile on his face, right to the end.

Comfortable as a team player or taking the lead, very good communicator, caring and patient. Served as a first responder in his local community for many years. Always ready to give some banter and more importantly happy to receive it. Known to all as Binny, sadly missed at such an early age.

**OBITUARY**

**ANDY BINSTREAD**

Deputy Team leader to Bowland Pennine MRT, Andy passed away after an illness in March, aged just 49. Phil O'Brien MBE former team leader, delivered this eulogy at his funeral in Preston on 10 April.

Andy Binstead, Binny to most of us, call sign 'Trough Mike 2' to the anoraks, joined Bowland Pennine in 1990 as a trainee. In 2012, he received his Queen's Diamond Jubilee Medal for services to mountain rescue from the Deputy Lord Lieutenant of Lancashire. In April 2015, he was presented with his 25 years Long Service certificate by the then president of Mountain Rescue England and Wales, Peter Bell. On receiving his certificate and medal, Andy commented that he wasn't necessarily very happy about it as this now marked him out as something of a senior team member, a group of more stalwart members of the team known as the 'greybeards'.

During his time with BPMRT he served on the committee as team rep, press officer and, since 2014, deputy. We often saw press releases about the team's exploits in local papers from 'team spokesperson, Andy Binstead, aged 18'. Such was his humour.

Binny was also an incident controller, a role he performed innumerable times, with varying degrees of success. We never really knew what was going to happen when we looked at our papers and read those fateful words 'BINNY HAS CONTROL' and then wondered to ourselves, 'Control of what exactly?'

For nearly twenty years, Binny was also a committed Community First Responder, attending many incidents for the 'North West Ambulance Service. Responsible for saving a number of lives, persons who put for Binny's care and expertise would have ended up here where we are today, and not with their families where they are now. Always at the head end of the stretcher, his unique bedside manner was of great comfort to the many casualties he dealt with and even more to the rest of us, as we don't have to do it!

Grudgingly described as 'a top bloke for a southerner', Binny was always smiling, laughing, helpful and supportive. An excellent presenter, clear, knowledgeable and engaging, he passed on his wealth of experience in a reliable and understanding way to anyone smart enough to listen. Always able to find the fun in any situation, he was a great team player who fully enjoyed the team blood sport of 'one micky taking and vicious if well-meant sarcasm! Able to hand out the stick, he had the more important ability of being able to take it as well. A solid, dependable mate, Binny was the typical 'glass half full' man and will be sadly missed.

Andy has been cruelly taken from us, way too soon, leaving a large hole not only in our rescue family, but also in his local community and way before he had chance to really fully cultivate that grey beard.

Those of us who knew him and counted ourselves fortunate enough to call him our friend will miss him dearly, but when it was time to go he did so with his accustomed natural dignity, patience and grace.

Well done mate, you've done your bit — STAND DOWN; STAND DOWN.

### Obituary in the MR National Magazine

Pete Jones dies 26th April 2017 age 83

He passed away during a solo walk on Longridge Fell, and we carried him off the fell.

Pete was part of the first intake to join the newly formed Bowland Pennine in 1980. Over the many years Pete was an outstanding servant to BP. A keen caver and fell walker. Instrumental in developing the "Phoenix Warn Air" device and created a series of

**OBITUARY**

**PETER JONES**

Bowland Pennine suffered a double blow this year, with the death of long-standing team member Pete Jones, in April aged 83, while walking the fells he loved. Tim Cox writes.

servant to Bowland Pennine MRT, greatly respected, sadly missed but remembered with a big smile," said Phil Lund, summing up Pete's contribution to the team.

Pete joined the South Ribbles MRT as a trainee and was one of the first new team members to be enrolled into the newly formed Bowland Pennine Team in 1980. Pete was a very active call-out member for over 20 years and served on the committee as the team members' representative before standing down as an Honorary Life Member.

In the late 1980s Pete used his background in engineering to help develop and manufacture the Phoenix Warn Air Device in his shed using odds and ends including plastic soil pipe. As well as being carried in the team's horse-drawn Land Rover, a patent was obtained and the Phoenix was manufactured and sold to other MR teams and the SAS.

He leaves us with a legacy of hilarious sketches, inventively capturing the team's shenanigans of the time. He will be remembered as one of the team's great characters.

One of Pete's memorable cartoons

humorous sketches which recorded team events. Reliable, experienced and a fabulous companion. I enjoyed many a hill top checkpoint with Pete, the conversation would be wide, varied and always humorous irrespective of the conditions. A great team player who will be remembered with a smile.

Julian Earnshaw becomes DTL and Rob Gilder takes up Training Officer. Jon Wickham steps into the Fund-Raising position.

BP continues to play a lead and active role with the MPSRO (Mid Pennine Search and Rescue Organisation) with

Keith Gillies - Chairman  
Iain Nicholson - ICT & Communications Officer  
Julian Earnshaw - Vehicle Representative  
Phil O'Brien - Major Incident Task Group Representative  
Kevin Camplin - Operations Lead & SAR-H Representative

Trainee membership to Hazel Shorrocks, Kevin Hindle and Chris Shaw.

Full Team membership to Christine Bond, Martin Davies, Andy Holland, Hattie Bertenshaw, Andrew Williams and Ian Maddison.

Hon Membership to Lois Binstead.

Tony Bond, Keith Gillies, Pete Taylor, Simon Harris and Phil Lund were presented with 45-year long service certificates.

Various policies are issued covering, discipline, grievance, e-mail, internet, a 5-year plan and a safety charter.

The 5-year plan of replacement, development of operational equipment and facilities includes replacement of water equipment, AEDs, team radios, waterproofs, helmets LandRover tyres, incident control vehicle and crag support vehicle.

It also detailed several developments including refurbishment of Smelt Mill's Bowland room and lounge, an additional training room at Ray Lane, developing control functions at Ray Lane and Smelt Mill and refreshing IT equipment. The plan will provide a focus for planned development and fund raising in the future.

Our "Callout" pager service will be terminated by Vodapage from November 2017. This will leave SMS text as our only communication method. TL will explore other options.

### **Training and Events**

22<sup>nd</sup> Feb Chris Mayo lecture was "Biking in Europe" by Iain Nicholson.

Members visited the Maritime and Coastguard Agency base at Humberside for training and familiarisation of the helicopters operated by Bristow.

CHESAR (Cheshire Search and Rescue) are to visit Ray Lane on the 19<sup>th</sup> April during a KVM session.

6 Team members have successfully completed their Swift Water Rescue Technician (SRT) DEFRA Module 3 course at Outreach Rescue in North Wales.

## Finance

The team was in receipt of two major legacies this year, £38,689 from the estate of Mrs J Dewhurst. I understand that our inclusion in her legacy was as a result of transporting her to hospital some years ago during our usual winter, bad weather, support of NWS.

The legacy was allocated as follows; £25k towards replacing 4 zero, £5k to refurbish 5 zero, £5k to improve communications at Ray Lane and £1k to the Cop Lane maintenance fund with the remaining £2.6k to general funds.

£50,000 received from the estate of the 6<sup>th</sup> Duke of Westminster.

As with all legacies they come out of the blue. These two were particularly generous and the team are very grateful to those concerned.

## Cop Lane, Ray Lane and Smelt Mill

A number of working days/evenings arranged to rejuvenated Cop Lane garage.

Birds eye view of Smelt Mill



## Kit and Vehicles

Money donated in memory of Andy Binstead and Pete Jones will be used to purchase a full body CPR training manikin.

The new MREW LandRover, on loan to BPMRT for two weeks from mid-December. Seen here inside Cop Lane.



We scrapped the twin axle box trailer, after 25 yrs. Purchased for £800 in 1992 It was mainly used twice a year, the Fellsman Hike and the Borrowdale Fell Race. Loaded up with all the catering gear, cook tent, doss tent, duck boards BBQ, sometimes the generator and anything else lying around. Must have been over loaded on occasions. Had to be packed a certain way to get all the stuff in. Rest of the year, all the gear was stored in the trailer. Pictured right, in 2006, inside Ray Lane.



Phil O'Brien recalls trailers! :-

*We had two NATO hitch trailers. Stored at the back of the government buildings opposite Cop Lane. The really old one was used to carry personal kit on the likes of the Four Peaks, Borrowdale etc. when we travelled as a Team. There was a diagram of how to pack the trailer. Couple of trailer memories: -*

*On a Panel exercise over Calder way. Loads of snow. Camp by the pub on the hill. Paul Durham bouncing up and down on the trailer as it is being pulled out of the mud. But it hadn't been hitched up correctly, comes off the hitch and PD ended up in the mud. I think this was the one where someone crapped in our cook tent. Micky Turner was gagging at the smell and Stuart Davidson was not happy.*

*Twin Axle trailer - the wheel coming off on the bypass over the river Ribble and Bondy driving on to Penwortham not realising. I was driving the old Ambulance with Nicky Perkins and were stopped at traffic lights - all we saw was a wheel going down the middle of the road. Picked it up and carried on to Cop Lane.*

### **Call-Outs / Incidents for the Year 78**

Saturday 21<sup>st</sup> January 2017.  
Spot Pick-Up. Gisburn Forest, Bowland.

Having just completed the planned exercise with CVSRT and as we were sorting out kit BPMRT Team member pagers received messages from NWAS requesting assistance with a mountain biker. Reported as fallen with a severe head injury on the Hope Line. We were some 500m from this location and were with the casualty within 5 minutes.



Casualty being loaded into Helimed 8

The North West Air Ambulance also arrived and we were able to secure a safe landing site. The casualty was treated and carried by both Teams to the waiting Air Ambulance

some 100m away. The location of the casualty was initially reported as on the Hope Line but was a short distance away. A precautionary search of the Hope Line was undertaken just in case there was a second casualty.

Saturday 8<sup>th</sup> April 2017. Spot Pickup. Fair Snape Fell, Bowland.

The North West Air Ambulance requested assistance with a crashed paraglider on the steep slopes of Fair Snape Fell to the south west of the trig point. Reported with possible back injuries. Team was able to access the fell from Higher Fair Snape Farm with one of our 4 x 4 LandRover Ambulances able to reach the summit and others walking up. Team carried the casualty, uphill, on a Bell stretcher to the waiting Air Ambulance for the onward journey to the Royal Preston Hospital. 16 Team members with two of our LandRover Ambulances involved in this incident.



Summit of Fair Snape Fell in the background

Tuesday 23<sup>rd</sup> May 2017 Spot Pick-Up. Ruff Wood, Ormskirk.

Report of a 14-year-old male fallen from his mountain bike in a quarry at Ormskirk. Injuries reported as a dislocated knee. Team treated the youngster then carried him about 500m on a Bell stretcher to the waiting NWA land ambulance for the onward journey to Ormskirk Hospital. Fourteen Team members involved with this incident.



Preparing to move out the Casualty

**2018**

**Committee – Issues of the Day**

Full team membership granted to Chris Toward, Hazel Sharrock and Kevin Hindle.

Trainee membership to Andy Wood, Ronnie Doctor, Helen Ashton and Sean McGarry.

Hon membership to Iain Nicholson.

MPSRO long service certificates; 15 years certificate to Rob Gilder, 35 years certificate to Dave Matthews, Pete Walker and Phil O'Brien and 45 years certificate to Bob Scoltock.

Support membership to Mark Forrest, Jane Ashall, Jayne Gallop.

12 new trainees were invited to join the October intake, 3 have dropped out and 6 attended their first weekend training. Number reduced further to 7 and this will go to 6 in February when one trainee relocates out of area.

Paul Simpson takes succeeds Rob Gilder in the water lead role and will oversee all water related training.

Dr Martin is now licensed to prescribe morphine for Team use. Hazel Sharrock is taking responsibility for the management of group 1 drugs.

James Willoughby replaces Chris Thomas as Resources Officer

Gary McGrath succeeds James Willoughby as Team Rep

Chrissie Bond becomes Smelt Mill Officer replacing Chris Walbank

**Training and Events**

It was agreed that this year's Chris Mayo lecture, the 25th, would be the last one titled the Chris Mayo Lecture but in future a Memorial Lecture would be held, possibly as a fund raising event. John Houghton was thanked for taking responsibly for the Chris Mayo Lecture over the past 25 years. The Committee is now looking for a Team member to organise the Memorial Lecture from 2020

Sunday 1<sup>st</sup> April. Spot Pick-Up. Windy Harbour Caravan Park, Poulton-le-Fylde. Team requested by NWAS to assist with a 14-year-old male who had fallen and broken an ankle in a very muddy field. Request for Team to extract casualty to Ambulance. Task duly completed.

The reason for including this simple job was that after many years of using "pagers" from 2002, to alert team members, this incident was the last time we used them. From now on we are reliant on SMS texting only, to alert team members of incidents.

**Finance**

Internet banking by the Treasurer approved with an upper limit of £500 for each transaction, Sec and Chair also to have access.

£740 allocated to improve the contents of the medic sacs with Prometheus Pelvic Splints and ChitogauzeXR Pro dressings.

It was decided to drop the Flag Day at Southport this year.

Flag Days	
Chorley	£185.69
Garstang	£640.91
Clitheroe	£591.48
Lancaster	£255.18
Ormskirk	£413.03

### **Cop Lane, Ray Lane and Smelt Mill**

A radio repeater and CCTV have been installed at SM thanks to JE, IN, JH, Pete Taylor and Mark Forrest.

An invited group is to meet with the architect in January to consider improvement plans for SM.

The climbing wall kit at SM is out of date and needs replacing. This can be done in conjunction with replacing the climbing wall ropes at RL. A list of requirements has been drawn up by JW and agreed by committee.

Purchased replacement climbing wall harnesses and helmets for SM and rope for SM and RL. £1,100 from the 100 club is to be transferred to the main account to cover the costs.

SARcall ready boards installed at RL, CL and SM. These display in real time, the names of members, who are responding to the active callout. Either attending or not as the case maybe.

The same info can be displayed on members smart phones.

We always finish a job with members issuing a “SAR H” message to SARcall, this means the member is back at home safely.



### **Kit and Vehicles**

18 new tyres have been fitted to Team vehicles with the Team’s contribution being just £480. Our thanks to Suther’s (Star Garage) Ltd. of Walmer Bridge for donating the tyres

The training manikin from Medtree Ltd has been delivered and paid for.

GP Batteries to provide individual Team members with rechargeable batteries (4 x AAA and 4 x AA), a USB charger and a 300-lumen hand search lamp. They will also supply individual head torches later in the year.

Some technical issues have been identified with all the radios recently purchased. Following lengthy discussions between Iain Nicholson and the MD of Simoco, they have agreed to replace all 46 portable radios with 2018 models free of charge and will come to Ray Lane to carry out the required work on the vehicle radios. In addition, Simoco will donate 10 additional portable sets.

Old radios and associate equipment will be donated to Suffolk Lowland Search and Rescue (SULSAR) and to Lancashire Resilience Forum.

During the summer we were involved in supporting various agencies in tackling moorland fires around Winter Hill. During the few days, it became clear to me that we (BP) were the only group in attendance that were not visibly identifiable. Bolton MR who were taking the lead MR role, as it was their area, had simple red t-shirts. I raised the issue via the team rep at the next committee meeting. Gary McGrath was tasked with investigating the purchase of similar tops for BP. Once again, this simple issue demonstrates the “can do” attitude of our team. There’s an issue, can we do something about, investigate and act. Within few weeks all members had two tops, £5.50 each, and we look very smart in them.

Paul Durham had requested that the Team supplies its members with good quality gloves for stretcher handling and rope work. Gary McGrath to investigated and gloves from Northern Divers were approved at £7 each.



50 Petzel Vortex helmets with MREW logo and orange decals purchased, for members.

### **Call-Outs / Incidents for the Year 71**

Saturday 12<sup>th</sup> August. Pick-Up. Parlick Pike, Bowland.

Urgent request to assist the North West Air Ambulance. Tandem Parapenters had been caught by a strong gust of wind, failed to lift off and been dragged 200 metres through a drystone wall coming to rest on the steep slope of the west side of Parlick Pike. Female, aged 41, suffering from serious injuries.

The Air Ambulance had landed on the summit and Paramedics had reached the casualty but due to the steep slope the Team would be required to extract to the helicopter. First Team members making their way up to the casualty with the Air Ambulance coming down to Fell Foot to transport two team members and kit back up. Due to the nature of the injuries, it was decided to request a winch capable helicopter from the Coastguard. This duly arrived in the form of an AW189, call sign Rescue 199, from Prestwick in Scotland.

The casualty was winched on board for the onward journey to the Royal Preston Hospital. Thirteen Team members attending with all three of our front line LandRovers. Thanks to the Bolton MRT member who provided support with SARCall on this Incident.

Sadly, the lady involved sustained life changing injuries and we wish her well.



Thursday 11<sup>th</sup> October. Search. Mellor Knoll near Dunsop Bridge, Bowland.

Team Incident Controllers contacted by Lancashire Police with a report of a 77-year-old male, fatigued and unable to continue, and a friend on the hills in an area called "Bowland near Dunsop Bridge". Various grid references given with the initial location thought to be near Sykes Farm. Team requested to RV at our Smelt Mill Headquarters. Whilst traveling to Smelt Mill first Incident Controller on scene came across



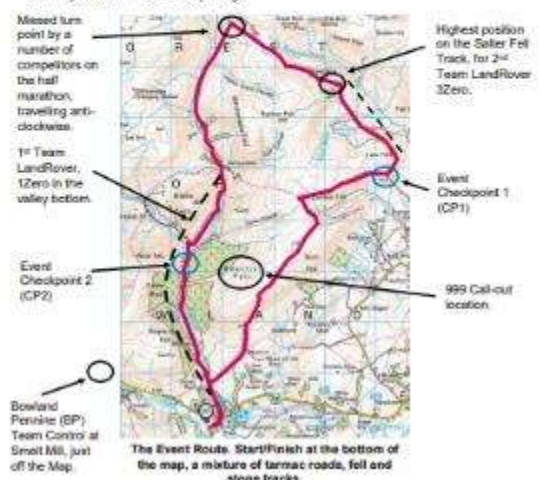
various Police Officers with blue lights on vehicles and a report that the missing persons could see the lights. This moved the Incident to the east side of Mellor Knoll and the RV location was moved to Higher Barn. First three Team members locating the casualties at 21:02 Hrs. With the casualty's condition deteriorating and the onset of hypothermia it was decided to request a Coastguard helicopter to complete the evacuation. The casualty's friend was walked off the hill by two Team members. At 22:06 Hrs, and now with enough personnel on scene it was decided to commence the stretcher carry off towards New Hey Farm. At 22:25 Hrs it was confirmed that Coastguard Rescue Helicopter 936 from Caernarvon would be on scene at 23:18 hrs. It duly arrived and the casualty was winched on board and then transported to the Blackpool Victoria Hospital.

Saturday 15<sup>th</sup> December. Spot Pick-Ups. Salter Fell Track, Bowland.

Team providing safety cover for a marathon / half marathon event called the Howler, though the Bowland Fells. Bad weather expected as per Met Office weather warnings. Team providing two Land Rovers with eight persons and a MR Control at our Smelt Mill Headquarters. As the weather deteriorated, the Team became aware of a number of participants in difficulty on the Salter Fell Track / Hornby Road above Whitendale. They had continued along the Salter Fell track having missed the turn down to Whitendale and were returning back along the track. All were very cold due to freezing rain. A number of runners treated for the effects of cold and Team Land Rovers used to evacuate them from the fell. Additional resources in the form of another Team Land Rover, Team minibus and Team members were called in to assist. Ten very cold participants assisted from the fell by the Team. With others kept warm and evacuated in private vehicles from the road head. Thanks to the Café at Slaidburn for taking in the very cold participants and giving them hot drinks as we delivered them in Team vehicles. This allowed us to return quicker to the fell than would otherwise have been possible.

#### Forest of Bowland Howler Ultra Marathon - 15<sup>th</sup> Dec 2018

As a team we assist with a limited number of fell races/events throughout the year, our main function being safety, although on some we are involved in the checking process. On Saturday 15<sup>th</sup> Dec 2018 there was a full and a half marathon based on a circular route starting at Dunsop Bridge going north. Full marathon was two circuits. This was a "Howler Everif", who's participants enjoy a "challenge" on the trails and tracks of northern England. Our Team Leader (TL) Kim Carplin, decided on this occasion, as it was on our doorstep, we would offer a two-vehicle (4 team members in each) support role, just in case. Probably the best TL decision he's ever made. We also had 2 controllers, on the radio in Smelt Mill (SM) our residential based just northeast of Dunsop Bridge.



2019

## Committee – Issues of the Day

Andy Greenwood dies 11th April, after a short illness. Right, is the obituary in the MR magazine. I always found him to be a glass half full guy, cheerful, reliable, dependable, if he said, I will do this or that, you could forget about it, as it would be done. A large fellow with a big heart an exemplary team member.

Grant full team membership to Helen Ashton

Grant Trainee membership to Caroline Hindle, Scott Nash, Rob Gibbs, Kurt Ingleson, Lyndsey Helvin, Dr Stephen Berry (later moved to Nottingham)

Grant Support membership to Emile Timothy, Pam O'Brien

Grant Jane Ashall Honorary Membership (Andy G partner)

Following guidance from the MREW Medical Officer, Teams should only use MR vehicles to transport casualties to a road and hand over to a normal land ambulance. MR vehicles can be used in snow and bad weather conditions when the normal provision of the ambulance service is unable to function. There is no need to register with the Care Quality Commission under our current operational procedures.

Sarah Camplin, Pippa Kidd and Ian Maddison have volunteered to organise the 40th Anniversary meal. It is intended that this would be a formal do.

The MREW insurance policy requires each driver's licence to be checked annually. This will start in January 2020. The driving policy is being updated to an Operational Notice.

## MREW Charitable Incorporated Organisation (CIO)

In 2018 MREW decided to change its charitable status from being an Unincorporated Charity (UC) to a CIO which entailed closing the original MREW charity and opening as a new charity. This opened a whole can of worms for MREW, fortunately beyond the scope of the History of BPMRT, but from the Team's point of view it meant submitting an application to join the new MREW CIO.

In support of the application a number of documents were requested in order to demonstrate compliance with Governance and Operational Capability Criteria. MREW had outlined the requirements early on in the process so that by the time we were invited to submit our application the various documents had already been put in place and the Team Secretary was able to respond promptly. Well done Crispin.

Our letter of acceptance dated 30<sup>th</sup> October 2019 stated:-

"Many congratulations to you all on becoming the first team to be accepted into full membership of the new organisation!"

The acceptance letter also included some recommendations about how the Annual Trustees Report to the Charities Commission could be improved and compliant with the CC guidelines. These recommendations were incorporated in the 2019 Annual Report.

## ANDREW GREENWOOD BOWLAND PENNINE MIRT 1958–2019

A particularly violent form of cancer robbed the Bowland Pennine team of one of its most active members and our thoughts are with his partner, Jane and family, wife **Tim Cox**. Over 50 team members and representatives from the other MERSO teams formed a guard of honour at Preston Crematorium to give him the send-off he so richly deserved.

Andrew's radio call-sign, **Trough Bravo 5**, was appropriate. 'Trough', after the Trough of Bowland, as Andrew had acquired the nickname of the Square of Bowland within the team, and 'Bravo' neatly sums up his almost schoolboy enthusiasm and humour in everything he participated in.

Andrew had been in the team for just six years and made a very quick, significant and invaluable contribution. As head Ranger, he had a detailed knowledge of our upland landscape and knew the landowners and farmers in the area so very soon took on the responsibility of team access officer, gaining permission for us to train on land previously excluded to us. He brought the humour and friendliness we needed and we readily accepted his vast experience.

A 4x4 owner, he had a keen knowledge and interest in their capabilities including how to drive them safely off-road and was able to pass on his skills as a regional off-road driving instructor. He was also appointed vehicle officer responsible for keeping our fleet of six vehicles on the road.

Always up for a challenge, Andrew attended everything he was available for: fell race cover, helicopter training, HPE courses and he was also a regional TRM assessor. He was a glass half-full sort of a guy, always a smile on his face, sometimes cheekily goofy, reliable and dependable. If he said he would do something then rest assured it would be done. Andrew was an exemplary team player and an example to us all.

On retirement, he didn't sit back and take it easy but threw himself into mountain rescue, committing himself 100% to every aspect of the team from out-huts and training to fundraising and education through talks and visits.

A gentle giant who will be sorely missed by everyone, he had given us much and had so much more to give. Although I'm sure we will eventually be able to find people to take on his various roles, I'm equally sure it will take more than just one person to fill his boots. **Trough Bravo 5 — you can stand down now, Trough Bravo 5 out.**

Based on the tribute given by Sarah Camplin (TLBPMRT) at Andrew's funeral service.



## Training and Events

The Team Social Water Weekend has not been held for several years. Tony Bond volunteered to organise it this year at the Anderton Centre on 28th-30th June.

## Finance

Ashton Memorial Abseil raised £4,794

Singleton's Cheeses are sponsoring four local charities through the sales of their new range of cheeses. A donation of 5p per packet from their Forest of Bowland Cheddar will be made to the Team. The cheese initially will be in Booths supermarkets.



A grant of £20k from Morrison's Foundation has been received towards 4 zero replacement. Applications for a further £25k are awaiting replies.

## Flag Days

Chorley	£445.59
Garstang	£893.24
Clitheroe	£822.23
Lancaster	£361.25
Blackpool	£272.93

## Cop Lane, Ray Lane and Smelt Mill

Improvements identified included reconfiguration of the toilets and showers to make them unisex, replacing carpets and furniture, improved personal storage for users in the bedrooms, upgrade of the kitchen to improve flow and efficiency, repairs to the drying room, additional laundry facilities and improvements to the cottage lounge and operational control area. The estimated cost would be between £40k and £50k.

To allocate £25k to the project from the Duke of Westminster's legacy on the understanding that additional funding from grants would be applied for.

CB informed the committee that phase one of the SM Improvement plan, reconfiguring showers and toilets in Northern Extension has been agreed. Work is to be completed by 21st January 2020.

## Kit and Vehicles

All LandRovers at RL, SM and CP have had battery trickle chargers fitted.



50 Blizzard Blankets, which provide a vapour barrier for hypothermic casualties and include two heat packs. To be purchased at a cost of approx. £2k to be paid from the 100 Club plus a donation of £1,000 from the Longridge Lodge of the Freemasons.

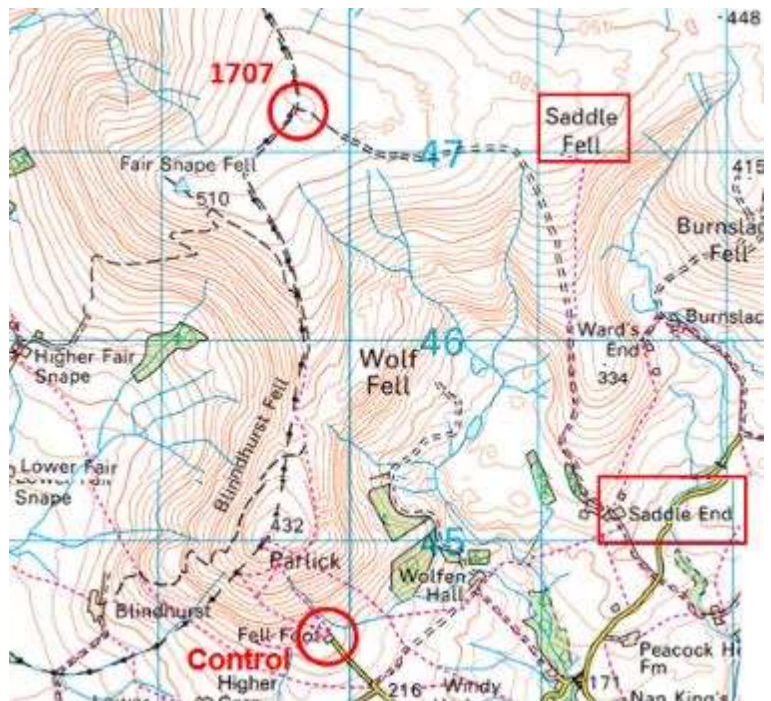


Each member received a Blanket for their sack.

### Call-Outs / Incidents for the Year 55

Sunday 3<sup>rd</sup> February. Search. Bleasdale Fells, Bowland.

Team requested by Lancashire Police to locate two walkers, a father and son, lost on the Bowland Fells. Conditions not good with snow and ice and mist as low as Fell Foot forcing the Police Helicopter that had also been deployed; to turn back. Team able to contact missing persons by phone and from descriptions of their surroundings it appeared they were in the Fiendsdale Head / Holme House Fell area but possibly on Saddle Fell. Attempts made to locate the missing persons using the SARCall Phone Find system but these were unsuccessful. Both persons still moving with the older one complaining of being cold. Our Control vehicle was set up at Fell Foot. Search parties deployed in failing light to Fiendsdale Head from Hazelhurst, to Fair Snape Fell and onto "1707" from Higher Fair Snape Farm, up Parlick from Fell Foot and two further parties into the area from Saddle End Farm and Blindhurst. The missing persons were located at 17:24 Hrs near "1707". They were given a quick check over and walked down towards Saddle Fell Farm. We were able to meet them on the way down with one of our Team vehicles. Everyone was safely off the hill by 18:30 Hrs.



Search Area

"1707"? From the above Incident, is the spot height / Cairn at SD 5973 4729 height 520m. When the team was formed in 1962, heights on maps were in feet and not metres as they are now. "1707" just stuck with us and this is passed on to new trainees each year.

Also, on the map is highlighted Saddle Fell and Saddle End, both these locations feature in the tragic incident in March 1962 which gave the push for our former teams to be created.

Sunday 15<sup>th</sup> September. Fell Safety Cover. 57<sup>th</sup> Three Peaks Cyclo Cross, Yorkshire Dales.

The team once again provided Fell Safety Cover. Three hill incidents relating to participants in the event. Each year we also deal with a number of participants who require First Aid at the roadside checkpoints and the finish. See the list below, which gives a flavour of the main injuries dealt with,

1. Male 45, consciousness assessment
  2. Male, age 42, grazed knee
  3. Male, age 24, knee cuts
  4. Male, age 36, ankle sprain & gravel rash to knee
  5. Male, age 70, elbow cuts to arm
  6. Female, age 40, hand & knee cuts, neck pain
  7. Female, age 19, elbow cut
  8. Male, age 45, shoulder injury, knee injury, nausea, shocked
  9. Male age 39, knee cut
  10. Male, age 50, arm cut, hand graze
  11. Female, age 45, knee injury
  12. Female, age 40, forehead & neck pain, small finger injury
  13. Male, age 52, shoulder soft tissue injury
  14. Male, age 35, cut knee
- Plus, many minor cuts and wounds cleaned and plasters issued,

Monday 2<sup>nd</sup> December. Pick-Up. Clougha, Bowland.

A report, via the North West Ambulance Service, of a 52-year-old male unable to weight bare in the area of Clougha Pike on the north Bowland moors. Exact location unknown but in the general area of Little Windy Clough. Team attempted to use the SARCALL Phone Find facility to locate the exact position of the casualty but this was unsuccessful. Team was able to access, using vehicles, to within 400m of the casualty from a moorland track to the east of Clougha. First team members on scene attempting to walk the casualty off but this was not possible. The North West Air Ambulance was called to assist. The team carrying the casualty to the aircraft for the onward journey to Blackpool. 16 team members with three of our Land Rover Ambulances responding.



## 2020

### Committee – Issues of the Day

Grant Trainee Membership to Nick Kimber, Elizabeth Goldsbrough, Helen Hargrave, Timmy Wilson and Alex Ashworth.

Grant full team membership to Caroline Hindle, Kurt Ingleson, Scott Nash, Robb Gibbs and Lyndsey Helvin.

Dave Matthews replaces Tim Cox as Chair of the Team.

Hon membership to Tim Cox, 10 years as Chair.

Committee wishes to thank Dr. Martin Davies for his significant contribution to the Team over the past 5 years and his planned continuing involvement with the Team. We wish him and his family well.

KC informed the Committee that the new website was now active and wanted to thank Pete Shanahan, Phil Lund, Kurt Ingleton and Lizzy Goldsborough for their immense help.

### Coronavirus Pandemic

This single event has come to dominate the whole world in varying degrees. Some people unaffected by it while others at worst are hospitalised and die from its effects. At the time of writing this update Feb 2021 the end is not in sight although vaccinations are beginning.

Since March the virus has had a profound effect on the way BP operates, however, we have continued with our service throughout. Operating under guidelines issue by our national governing body Mountain Rescue England and Wales (MREW) They have also provided and continue to re-supply us with PPE, surgical masks and gloves etc.

2020 has been a record year for callouts 82, mainly pick-ups very few searches. PPE use on all these events, reduced numbers in vehicles, extra cleaning routines, social distancing where possible, no gathering to chat about this and that after a job. All new and difficult to get used to!



### BPMRT Operational Guidelines during the COVID-19 Pandemic

The COVID-19 pandemic has presented challenges to the Team which has necessitated changes to our normal operational procedures. As the Pandemic has developed the advice from government and MREW has changed in response to the circumstances so the Team has had to adapt. The following points are guidelines. Team members are encouraged to use their initiative, based on good sense and experience, in reacting to the specific circumstances on a particular call-out and undertake a dynamic risk assessment on scene.

**Operational Status** – Inform the TL and update D4H, if you are “Off-Call”. Team members are under no obligation or peer pressure to attend call-outs. If in doubt – don’t go. The order of importance is:-



Team members are **under no obligation to participate in small group training or** to undertake any role or task during a call-out for which they do not feel comfortable including driving or travelling in a Team vehicle.

The above is a snap shot of our Operational Guidelines Doc which the TL keeps up to date

To my knowledge one member has been hospitalised due to the virus but is on his way to recovery and a few others have had the virus with minor effects.

The main Wednesday meeting at Ray Lane was suspended, we began online meetings. At first these were just for members to have chat but it became clear that the effects of the virus were going to impact for some months. So, the wed on-line meeting soon resembled a normal meeting, team notices, issues of the week, a training presentation ending with an opportunity to chat. All from your settee in the front room.

KVM, (kit and vehicle maintenance) was stopped for a while but had to restart, using much smaller numbers, full PPE and meeting across our bases not all at Ray Lane.

25th May 2020 saw the first Virtual on-line BP committee meeting due to Covid 19 Thanks to the Chair and Training Officer for staying in post despite their intentions to stand down in April.

AGM delayed until 21st October 2020, it also was a virtual online affair. The Committee addressed the membership from Ray Lane and Charity members will be able to ask Trustees questions via the internet or previously sent in by email. Voting forms will be circulated to Team members by email.

Ongoing training and recruitment have been adversely affected. Our major training weekends at Smelt Mill, at best being reduced to one day, with Covid precautions in replace. We have liaised with police throughout to ensure compliance with regulations, groups gatherings etc.

It has also cast its shadow over the finances, income is down, with no Flag days and no fell races. No Three Peaks Cyclo Cross in the Dales, from which we usually receive a very generous donation. Expenditure is under more scrutiny. But we press on!!

### **Training and Events**

Despite the Covid restrictions the team's major training Oct weekend at SM was reduced to just a Saturday. Great effort was made to ensure the day was safe. First aid work stations on the lawn plus a presentation on Casualty Site Management (CSM) The weather didn't help with heavy rain and there was a callout just before lunch!

One of the work stations/presentation, held inside Smelt Mill, was a joint effort by the TL and myself on CSM. I have thought for some time that our cas sites needed to be better organised, we could do so much better to help ourselves. The presentation was well received and a few months down the line it is having a positive effect.

A mentoring scheme was launched by the TO. Trainees will be assigned a suitable FCM to be a point contact, simply to ease their transition into the FCM status in whatever capacity they can.

The Team Christmas social weekend is a casualty to COVID-19 and is cancelled.

### **High Sheriff of Lancashire Awards**

The Team and Team Leader, Kevin Camplin, received recognition with awards for exceptional voluntary service to the community during the COVID-19 pandemic by The High Sheriff of Lancashire, Mrs Catherine Penny.



Kev with the 2 Certificates

Kevin said “This is truly a great accolade to receive during these unprecedented times. At the outbreak of the pandemic, it was very challenging to manage the changes to our normal procedures, keeping abreast of the changing guidelines and the implementation of PPE. I feel honoured and privileged to lead the Bowland Pennine Team, who have risen to the challenges in maintaining our service to the community under these exceptional circumstances”

### **Finance**

CS stated that the Team is suffering a shortfall of between £1,000 and £2,000 per month as regards to income against expenditure due to Covid-19.

The Team has received a donation of £5k from AS-Tec Chemicals, many thanks to Simon Harris, a senior member from the NRO days, for this generous donation, allocated to the Medical reserve fund. Not the first time Simon has helped.

A £10k local authority Covid support grant has been received from Ribble Valley to SM to cover loss of income due to the pandemic. To allocate £5k of the grant to SM running costs and £5k to the SM contingency fund.

Jon Wickham has obtained a £10k grant from the National Lottery to cover loss of revenue expenditure due to the pandemic for Communications, Medical supplies and vehicles including fuel.

Legal expenses insurance to cover individual team members has been purchased at a cost of £460

### **Cop Lane, Ray Lane and Smelt Mill**

Work begins on the refurbishment of SM, Lounge, Bowland Room and upstairs of the SM northern extension.

Tim Cox outlined the extent of repairs needed at Cop Lane and what remedial work had already been undertaken. TL is to undertake a survey to see what work we could do ourselves before contacting the landlord, Lancashire Teaching Hospital Trust.

Committee to visit Cop Lane to have a clearer understanding of the structural/refurb work required. TL to set up a project group after Christmas, to assess repairs and look at alternative locations for a base south of the River Ribble.

Small fund-raising project to raise £1,500 to buy/fit an 18kg load washing machine, in RL.



## Kit and Vehicles

A new Nissan Navara is purchased for £30.5k and will become the new 4Zero.

Another example of BP setting its self a target and achieving it. This is a large expenditure plus more required for the decals and lights etc. Well done to the Jon Wickham and Clive Shelley, fund raising and treasurer.



The vehicle is booked in for decals and lights in August.

Team driving licence checks have been completed.

£2,700 has been paid for vehicle insurance for 4 vehicles in addition to the 3 paid for by MREW.

As part of the CSM initiative all members have received a Hi-Vis vest to be use whenever they need to be visible.

The old 4 zero is proving to be invaluable as a second vehicle at Cop Lane allowing deployed vehicles not to be over crowded in line with Covid-19 protocols. Therefore, decision to postpone the sale of old 4 zero until after the pandemic restrictions are lifted.

60 red Beanie hats, embroidered with BPMRT have been ordered and should be with the Team by February. Total cost of £822 to come from 100 Club funds.

MREW insurance limits the use of the Team's climbing walls to Team members training excluding Third Party use. Although Smelt Mill insurance at the moment covers Rock Climbing and Abseiling, activities on climbing walls are excluded. Several insurance brokers have been approached to provide cover but all replied that they are unable to do so. Efforts to get Third Party cover are continuing.

Similarly, abseil events are no longer covered by our current insurance and efforts to obtain specific event insurance are also underway. Until the Team can obtain suitable Third Party cover, the restrictions on the use of the Team's climbing wall will remain in place.

Helmet & PPE grab bags have been bought and are in the process of distribution.

**Call-Outs / Incidents for the Year 82 Note a record number for the year.**

Wednesday 4<sup>th</sup> March Spot Pickup White Coppice  
Request from NWAS for assistance with access and carry down to White Coppice Cricket Club. A 75 year old male fallen with injuries to upper leg hip area. Morphine was administered by NWAS crew and Entonox was used before evacuating the patient. A vacuum mattress and Bell Stretcher were used on the short carry to the land ambulance.

Shortly after this incident we began to adopted the MREW Covid guidelines, masks, gloves etc



Friday 25<sup>th</sup> July Spot Pickup Dunsop Bridge.  
Requested to assist the North West Ambulance with an 80 year old male who had fallen from the top of the lime kiln quarry near Dunsop Bridge, just north of Smelt Mill. The Team, along with Helimed and ambulance crews treated and then stretchered him to the air ambulance. Post incident, he has been confirmed as having broken his tib and fib and suffered spinal injuries.

The Lime Kiln



Sunday 2<sup>nd</sup> August. Pick-Up.  
Clougha, Bowland.

The North West Ambulance Service requested the Team assist with an 87-year-old, male, who had slipped and fallen near the summit of Clougha Pike on the north Bowland Fells. As he slipped, he bumped his head and had what appeared to be a minor injury.

They continued to walk for about a mile but the injury would not stop bleeding and the team was called. TL and DTL happened to be in the local area and were quickly on scene. The head was already bandaged and soaked with blood.

Further bandages were applied but

the bleeding could not be stopped due to the medication casualty was on. They were soon joined by other team members, including our team Doctor. The scene was within 500m of a moorland track. A request was made for an air ambulance but one was not initially available so a request was made for a S92 Coastguard Helicopter to attend. Casualty was packaged onto a stretcher and prepared for winching into the helicopter on its arrival. However, the team carried the stretcher to the S92 Coastguard Helicopter and “hot-loaded” using the ramp at the back of the aircraft. Casualty, with Team Doctor, flown to Preston. Team members again wearing appropriate PPE due to the Covid-19 emergency during this incident.

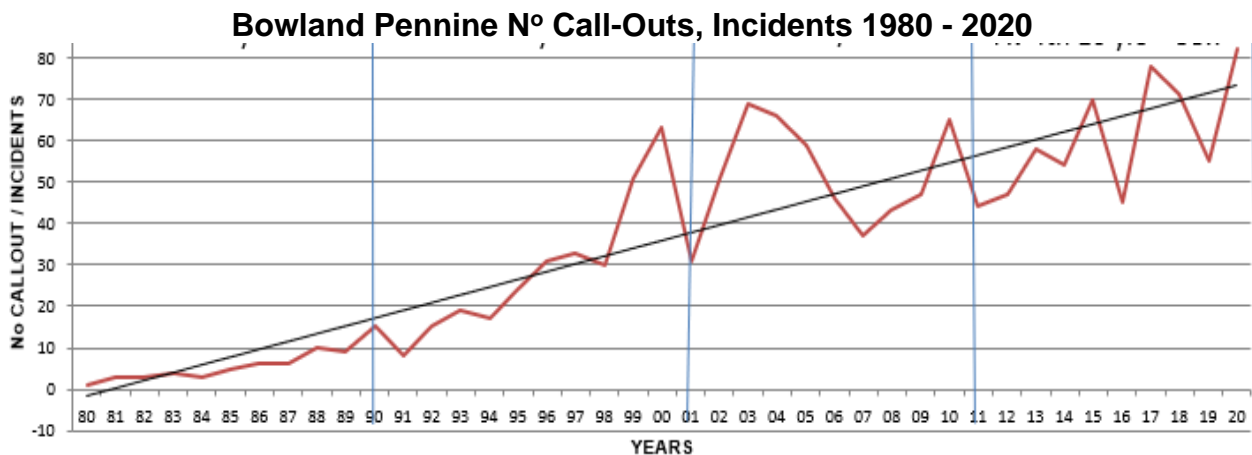


S92 Coming into Land

## 2. Reflections Over 40 Years

### Number of Callouts

Ever since I first joined NRO in early 1972 “Callouts” have always been important, not just to me but to all members. It’s almost a badge of honour amongst teams. In one sense it’s a little weird because a “Callout “means someone, somewhere is in trouble. However, it’s what we exist for, it’s what we work towards, train towards, so we want to be used.



The above graph illustrates clearly the inexorable rises in Callouts for Bowland Pennine over the past 40 years since amalgamation in 1980. To be clear, a Callout is when BP is actively engaged, vehicles moving. We have been stood down en route on occasions, but that still counts in the statistics. From a very low base, average 5 per year in the 80’s to an average of 58.7 in the 2010’s. Our record year being 2020 when we topped out at 82.

What has driven the increase?

Well, a number of factors have played their part.

Increased activity in the outdoors generally over the period by the public.

Increased awareness of MR services, by the public.

Implications within the workplace of Health and Safety regulations and risk assessment. I’m thinking here of the ambulance service, I hasten to add that I’m not inferring any criticism here but merely comparing the late 70’s 80’s with today. Back then the ambulance staff would have lifted and struggled to get the casualty to the vehicle, whereas today, risk assessments are made. Resulting in our assistance being requested for extraction on many occasions.

However, I believe the biggest factor is the awareness and confidence to use BP by

- a) The Police (who are ultimately responsible for missing persons)
- b) The Ambulance Service

In short, the acceptance of these services to regard MR as a full partner in delivering a professional service to the public. It has been this way for many years, but it wasn’t always the case. The following narrative will explore those early days!

As we have seen from the chart the 80’s BP callouts were very low, single digit. The only ambulance assist work was a couple of winter cover jobs, due to heavy snow fall. I remember a winter shift I did with Mick Turner, stationed overnight at Lancaster ambulance station with one of our LandRovers. We experienced mild animosity towards our presence, but mainly aimed at the ambulance “management” for not providing them with adequate vehicles (4x4’s) to do the job.

We only had one call on our shift, a COPD female in Scorton, we administered oxygen.

I'm not certain what the reluctance (to use us) was. Probably a multitude of reasons.

1. Lack of confidence that we could assist them.
2. Did we have the necessary skill sets to be of value.
3. They didn't want to involve an outside organisation.
4. We were volunteers, amateurs an unknown entity.

However, we were increasingly aware of "incidents" being dealt with, where we believed BP, could make a difference. Tony Bond was instrumental in changing this situation. Maybe a little forceful at times, but that's OK with me! Tony became DTL at the AGM in 1990, serving 5 years before stepping up to TL in 1995, handing over to Phil O'Brien in 2005. He along with many members became increasingly frustrated at the "not being used" situation.

**Tony Bond (Bondy)** recalls :- (dated 1995 approx.)

*It wasn't just NWS (called Lancashire Ambulance then), who were reluctant to use us, it was the police as well. Some police areas had got the message because they used us a couple of times and saw what we could do, but some just didn't get it. It was the plane crash on White Hill, north west of Slaidburn, in Bowland that brought it to a head. We didn't get called. I thought, if they don't call us for this then why exist. So, Stan Farington and myself did some detective work in the area, asking local farmers etc what they experienced and we also went to the crash site. Without going into detail, we discovered a lot of interesting information, basically it could and should have been dealt with much better.*

*So, I got to work on putting a very strong letter together to Ruth Henig (Chairperson of the Police commission, what would now be the Police Commissioner) and got it countersigned by Pete Taylor TL and Crispin Myerscough BP Chair. This caused a bit of a row, which ended up with an MPSRO meeting which included the police. I'm afraid Pete and myself took a bit of a battering, even the other MPSRO teams were on the police side, but we held our ground. This started the monthly Hutton (Lancs Constabulary HQ) meetings, and from then on, the situation began to improve.*

*Lancs Ambulance was a different problem, so I had to tread carefully to get them on our side. I had several meetings (on my own) with different managers in the service using a project management tool (Stakeholder Analysis) to persuade them that we were part of the system and we could assist them in many ways. Again, this prompted regular meetings at Broughton (Lancashire Ambulance HQ, near Preston) with a special group they put together, from control and road staff. One of the biggest issues frankly was convincing them that we were competent to do the job without fouling up. Also, one of their difficulties then was when to call us and for what kind of jobs. So, we played around with different things, like 'key words'. For example, if a call came in and the informant said 'remote' or 'steep ground' or something that would make them think, "oh, we might need help" This seemed to work after a bit of tweaking and as we got more jobs their confidence in us grew.*

*Then we got permission to have their two ambulance radio frequencies (LAS East, and LAS West) on our vehicle sets. So, we were always in contact and always told them and the police if we were out and about for any reason (flag days etc), so they knew where we were. We got called a lot from that, because if we were near an incident, they could send us first. We also, got on first name terms with the control room staff, and things began to work, and*

*the incidents grew and grew. It also helped that two of the ambulance staff at Broughton were BP team members, Mick Mitchell and Rod Kelly.*

*I remember also, the joint weekends at Smelt Mill we had with NWS and other agencies including Royal Preston Hospital A&E, which also helped. We were invited to do voluntary training in A&E and on ambulances as well which was eye opener, but good experience. So, from the NRO and early BP days we've come a long way, but it had to be fought for.*  
TB Jan 2021

### **Phil O'Brien (POB)**

Training Officer 1990 – 1995 Phil recalls :-

*Standardisation of the Training Programme was a target.*

*Team to meet every Wednesday, Bondy (DTL) was keen on this. As a general "Rule" the month would flow as follows....*

*1<sup>st</sup> Wednesday – Team Training.*

*2<sup>nd</sup> Wednesday – Committee meeting, it was felt Team they should meet monthly due to workload at the time, Smelt Mill developments, vehicle fleet replacement, but still to be a Wednesday and not another evening (as other MPSRO Teams were doing)*

*3<sup>rd</sup> Wednesday – Kit & Vehicle Maintenance (KVM) increase to monthly due to a bit of damp kit that was "black" on a callout when opened; KVM to be seen and treated as training and still continues today.*

The KVM was further enhanced in 2012 with the introduction of the KVM rota which gave structure and a focus to the evening. Both these initiatives have been a success for BP, lifting what could be a boring maintenance chore in to a learning and familiarisation opportunity.

*4<sup>th</sup> Wednesday – Advanced Training – mostly medical (especially if Casualty Care Assessments were imminent) and also crag work.*

*5<sup>th</sup> Wednesday (if one) – Call Out Exercise in real (slow) time to test processes and systems – about 3 or 4 year*

*If Team members availability to attend was reduced, 1<sup>st</sup> & 3<sup>rd</sup> Wednesday to be prioritised*

*A yearly programme was produced on the above by December and approved by the TL Pete Taylor, he never changed anything, just checked most of the following were included :*

*January Exercise, Fell Races – Borrowdale Fell Race, 2 x 3 Peaks, (running and Cyclo) Fellsman Hike, RA 4 Peaks (Lake District). With training on the Saturday or Sunday as available. A Winter weekend (first weekend in March) at Brathay Hall was added.*

*Cas Care certificate if required (3 yearly). Now yearly to ensure 1/3<sup>rd</sup> Team is refreshed each year. (Not sure what year they became yearly)*

*A Doctors lecture/s, additional specialist days - usually crag at Denham/ Anglezarke The Autumn November weekend and the Christmas weekend (Smelt Mill)*

*This gives up to 9 full Team weekend a year, more if you did the MPSRO weekends – what a commitment. But the call out load was much less.*

*Not sure what year the Team Quiz came in but did a few at Cop Lane – blindfold tying knots and putting your crampons on, were “mountain/MR” based and not the social event we see today*

*Programme was published by January so all members could work on their “brownie points” to get away!*

## **Standardisation of the New Member Training Process**

### *Member Categories*

*Prospective – Probationary – Trainee – FCM (Full Callout Member)*

*Prospective new team members were allowed to “come down”, preferably introduced by a current team member or following a chat with the TL, at the next meeting. This meant that the team could have quite a few “new people” and all at different stages of training. It was felt things could be done differently and it was decided to have one intake per annum – in September. This meant that all trainees would be at the same “standard and progression”. It also fitted in with the annual MPSRO Trainees Weekend (that Paul Durham had been developing) held the first weekend in October.*

I think it's also worth noting that Flags Day were source of new members, they would drop some money in the box, then start chatting and one thing would lead to another.

*Process as follows (and not much different today):*

*Wednesday before 3 Peaks Cyclo introduction to team and the Bell stretcher. They were introduced to the Bell as they could be asked to assist on the 3 Peaks.*

*3 Peaks Cyclo – All trainees on checkpoints for 4 – 6 hours, can they handle it?, is it for them, observations noted by FCM's. On successful completion they would be invited to attend a 10 week or so Probation period.*

*The probation period, as it still does today, consists of ten or so training sessions, mostly Wednesday evening covering the MR basics - stretcher, kit, stretcher, vehicles, stretcher, basic Cas Care, stretcher, comms, stretcher, introduction to crag, stretcher, navigation etc. Note, Phil's keen on stretcher training and rightly so, it's a central item of kit that needs good teamwork.*

*At the end of the period recommendations are made to the January Committee for Probationers to become Trainees. Very unusual not to allow someone to progress to Trainee if they've good attendance – most will self-select.*

*Trainees now integrated into team for all training, with additional sessions as required and available for Search Call Out. Took many of years to include the Trainees fully so they are part of the Team. All this training culminating in the MPSRO weekend in October, an opportunity for the rest of the Team to comment, these run by the TL, seconded by the TO then onto Committee. FCM taking about 12-14 months from joining to attaining. Currently we are at about 18 months as attendance at the Jan exercise now included and increased cas care requirement. A full call out status is given each year at the AGM.*

*POB Jan 2021*

POB became Training Officer in Apr 1990 at the AGM, succeeding Pete Watt. Pete continued to give POB full support in the training function particularly with new people coming into the team. Pete was maybe feeling the strain, he was carrying a serious health

condition which over time did encroach on his physical abilities but nonetheless he gave full effort on the admin side of training, of which there is a great deal.

### **Paul Hughes**

TL and last Chair of NRO Plus 1<sup>st</sup> Chair of BP 1980 - 1985 Remarks:-

*Things improved after I left. Interpret that as you see fit. Having said that I think we were on a par with other rescue teams at the time and proved ourselves when involved with other teams on major incidents.*

*The amalgamation paved the way to move forward. A lot of good guys had the vision and determination to improve the structure, standards and training, to make it the professional organisation it is today and recognised as such by other authorities. Technology, medical procedures, communications have all improved but it is the boots on the ground that make it what it is. Something to be proud of.*

*PH Feb 2021*

### **Alan Woodhead**

TO 2004-5 and DTL 2007-8 recalls :-

*I guess my main reflections would be;*

*As training officer, I set out to move the team forwards with rope rescue techniques. When I started looking at the equipment used it was the older style fig 8 descenders from the early days of MRT & it was time for a change. It took a while for the team to understand the need for the change but once accepted, as always BPMRT, took it in its stride to design, develop, implement & use operationally the new "fail safe" descenders. Although the equipment type has evolved & change in more recent times, the basic philosophy set out to improve rescuer safety & ultimately casualty safety still remains at the forefront of the team.*

*My other reflection would be based around Smelt Mill, as an asset to the team its benefit is incalculable! Its location size & sheer effort taken to keep it running is amazing. No other agency I've been involved with has a facility to match this. Its use as a forward control, training facility, fund raising stream & social function for all team members is exceptional*  
*AW Feb 2021*

### **Tim Cox**

Chair 2009 – 2020

*"How do you fancy being the Team Chairman?" The telephone call from the DTL, Mark Aldridge, came as bolt out of the blue. As I had only been a FTM for 4 years; surely there were members who had been in the Team much longer than me who would be further up the pecking order? Crispin had stood down as Chairman at the 2009 AGM after 15 years and the post was vacant. Despite my misgivings, I felt able to stand in temporarily and I was co-opted as Chairman at the July 2009 Committee meeting until the following AGM, when surely the Team would come to its senses and elect someone with a wider experience of the Team and Mountain Rescue. At each AGM I was pleasantly surprised to be re-elected, which just goes to disprove the well-known saying that "you can't fool all of the people all of the time".*



*During the 11 years as Team Chairman there had been a number of landmarks along the way such as the visit by the Earl of Wessex and several instances where the Team had taken a pioneering role such as the first Team to undertake Peer Review and the first to join the new MREW CIO. These milestones have been recorded separately by Phil Lund. I held the belief that the role of Chairman was to ensure that the Team acted correctly as a charity by adhering to its constitution and also to support the operational side of the Team by ensuring that it had the resources available to enable it to carry out its key function; responding to call-outs.*

*On reflection the one thing that had changed significantly over the 11 years was the availability of funds. In 2009 the Team had only relatively recently bought Ray Lane and reserves were quite low. My early Committee meetings saw a variety of proposals competing for expenditure from limited funds which often gave rise to some “interesting discussions” as to priorities. Collective fundraising efforts saw an improvement to the Team’s balance sheet and gradually there was sufficient funding available to undertake a wide range of developments such as the upgrading to digital radio communications and improved medical kit. The pandemic has once again brought expenditure into focus. Fortunately, the reserves are healthy but it is the income that has dwindled giving rise to the current cautious spending policy on essential items.*

*It wasn’t all plain sailing but I’m pleased to report that on the whole the Committee functioned very well ensuring that the Team was able to act efficiently and effectively. I’m afraid I can’t claim an unblemished record; of the 117 meetings under my chairmanship I missed one when I gave away my stepdaughter’s hand in marriage. I don’t know why she had a chose the same day as the Committee meeting to get married.*

*TC Feb 2021*

### 3. Vehicles

#### YFR 647R

LandRover  
LWB 4 Cyl 2.2 Itr Petrol Safari  
SR and BP  
Harold Bridges Foundation  
1976 to 1992 16yrs  
Cost £5,000 Purchased New  
Sold £1,200

In BP livery on the track to Ashnott Mine



#### XFR 224R

LandRover  
LWB 6 Cyl 2.6 Itr Petrol Hardtop  
NRO and BP  
Harold Bridges Foundation  
1976 to 1991 15yrs  
Cost £5,000 Purchased New  
Sold £800

In NRO livery at Denham Quarry



#### XFR 224R

LandRover  
LWB 6 Cyl 2.6 Itr Petrol Safari  
NRO and BP  
Harold Bridges Foundation  
1976 to 1990 14yrs  
Cost £5,000 Purchased New  
Sold £1,105

BP livery outside alongside Smelt Mill before the carport and of course the Northern Extension was built.



**STF 496H**

LandRover  
LWB Petrol Safari  
SR and BP  
From?  
To 1982  
Sold to Chris Mayo for £1,300



**LTJ 198K**

BMC Ambulance 2.5 ltr Petrol  
BP  
1984 to 1990 6yrs  
Purchase from Preston Stroke Club  
Cost £200  
Sold £19.80

Preston Guild Centre – Abseil 1985

Used mainly as a Control vehicle, see below



Pete Taylor in Control at the Borrowdale Fell Race 1988

### **UNA 648X**

Ford Transit 2 ltr Petrol  
Ambulance/Control  
1988 to 1996 8yrs  
Purchases from  
North West Area Health Authority  
Cost £450  
Sold £100



Barbara Heap in front of the vehicle on the Borrowdale Fell Race

### **H881 CFR**

LandRover  
LWB V8 3.5 ltr Petrol  
1990 to 2009 19yrs  
Cost £12,320 Purchased New  
Sold £107



### **H881 XCK**

LandRover  
LWB V8 3.5 ltr Petrol  
1991 to 2012 21yrs  
Cost £12,766 Purchased New  
Sold £?

This vehicle was in the BP fleet the longest. Seen here at Beacon Fell callout 3<sup>rd</sup> March 2006



**D517 GBP**

Minibus 17seater  
Freight Rover 300 2 ltr Petrol  
1992 to 1995 3yrs  
Cost £4,995  
Sold £2,000

Some doubt in the team if this was a suitable type of vehicle for a MRT, but we've had one ever since!

Vehicle pictured outside Smelt Mill



**H657 WRP**

Minibus 17Seater  
Freight Rover 400 2 ltr Petrol  
1995 to 1999 4yrs  
Cost £6,500  
Sold £650

Vehicle on the Langden Track



**G537 HRN**

Talbot Express  
Control Vehicle  
1996 to 2003 7yrs  
Cost £3,900  
Sold £200  
Outside Fell Foot on Fiendsdale duty.



Left, Chris Bracchi facing the camera in Control.

### S481 MFR

LDV 2 ltr Diesel  
Minibus 17 Seater  
1999 to 2013 14yrs  
Cost £18,525 Purchased New  
Sold £330



### L510 DFV

LDV V8 3.5 ltr Petrol  
Control Vehicle  
2003 to 2007  
FOC from Police then scrapped.



### H274 SWU

Ford Transit 2 ltr Petrol  
Misc  
2004 to 2006  
Cost £250  
Sold £90  
Bought from CVMRT hence the image. Seem like a good idea at the time to buy it and use at Smelt Mill. But never had a definite role.



### **MK05 VDA**

Mercedes Sprinter 2.2 ltr Diesel  
Control Vehicle  
2007 to Present  
Cost £13,785 for just the vehicle, nearly new, then considerable time and cost to fit out.

Pictured in Ray Lane



### **RX59 FEG**

LandRover 110 Puma Hardtop  
LWB 4 Cyl 2.4 ltr Diesel  
2009 to Present  
Cost £18,821 Purchased New

Proper image of a LandRover, outside Saddle End Oct 2011, Bill Smith callout.



### **L581 LEC**

LandRover 110 Tdi Hardtop  
LWB 4 Cyl 2.5 ltr Diesel  
2009 to 2017 8yrs  
Cost £5,000  
Sold £3,000

Bought from LAMRT

Ribblehead Viaduct in the background.



**X417 XBV**

LandRover 90 Hardtop  
SWB 5 Cyl 2.5 ltr Petrol  
2010 to Present  
Cost FOC from Lancs Police



**YJ61 NHM**

Minibus 17Seater  
Ford 2.4 ltr Diesel  
2011 to Present  
Cost £18,920 Purchased New



**YX63 JZD**

LandRover 110 Puma Hardtop  
LWB 4 Cyl 2.2 ltr Diesel  
2013 to Present  
Cost £22,486 Purchased New





**PN65 GAA**

LandRover Hardtop  
LWB 4 Cyl 2.2 ltr Diesel  
2015 to Present  
Cost £24,666 Purchased New



**PN20 TEU**

Pickup Hardtop  
Nissan Navara Auto 2.3 ltr Diesel  
2020 to Present  
Cost for the vehicle £30,432  
Conversion £8,947 Livery, radio,  
lights etc  
Total £39,379 ! Less VAT which  
we can retrospectively claim back  
so the actual cost was £31,503



## 4 Fell Races

Fell races played a major role honing the necessary skills for the early BP to develop into a competent MT team and a much-needed funding source. They provided learning opportunities in logistics, radio communications, teamwork, first aid, navigation, control etc etc. Due to increased local callout activity since the mid 1990's their role has reduced but they still remain a valued element of the training programme.

The following races are listed in calendar order.

### **Lakelander Hike**

Team attendance early 70's to 1982  
NRO and BP

This was a two-day mountain backpacking event, in the Lake District for West Lancashire Explorer Scouts. NRO used to run the safety check and provide hill top checkpoints, BP carry on with this event but only for a few years. The start/finish for the event was Limefitt Park, Troutbeck. The event was always just before Easter, we had the run of the main building, before the park opened for business. The first two checkpoints, Heron Pike and Hart Crag, were usually an overnight camp for the checkers and very often there would still be snow on the ground.

Langden Way – Bowlander 1975 To 1986  
NRO and BP

Another scout event but this time based from Waddecar Scout Camp near Beacon Fell and run over a Sat/Sun. Aimed at a younger age group than the Lakelander, small groups would start from Waddecar and the walk a given route was out across the countryside, at a low level returning to Waddecar. We would manage the check points. Sunday was made up of activities based around Waddecar.

## Fiensdale Fell Race

Team attendance 1988 to 2013  
BP Only

Organised by the Bowland Fell Runners and first run in 1987, held towards the end of March this was the first fell race of the calendar year. As with many races the route varied over the years. Start and Finish has always been at Fell Foot. In the early years the route would be Fell Foot, Saddle Fell, Langden Castle, Head of Fiensdale, and then a big drop to a lonely sheep fold before climbing again to the summit of Parlick Pike with the finish at Fell Foot. On a number of occasions radio control was based at Smelt Mill with communications s to Langden Castle, who had a LandRover, proving a little tricky.



A sun kissed Parlick Pike 1994 Pete Jones, Stan Farington, Julie Smallwood, Crispin Myerscough, Kevin Ripley and John Houghton looking cool in the shades

Due to issues with land owners and erosion Langden Castle was remove from the route and radio control moved to Fell Foot.

With a start time of 11:00 and a relatively short route the race was over fairly quickly and we would be on our way home at 16:00 ish. Race cancelled a few times due to Foot and Mouth plus snow. Not many injuries over the years, always a good turnout of team members if a little late in committing the event.

My favourite checkpoint was the sheep fold, being in the valley you were usually out of the wind and if there was any, there were plenty of walls. If a weak sun came out it offer warmth in the sheltered spot. For a number of years, the competitors had tokens which they hand to each checkpoint to facilitate the checking process. In the sheep fold there was an old tin bucket which served as a handy receptacle for the tokens as the runners passed through.



Sheep Fold on a dull day with Pete Watt and Keith Middleton Late 1980's

## The Three Peaks

Team attendance 1975 to 2000  
SR and BP

The Three Peaks Fell Race, first run in 1954, is usually the last weekend in April, starting and finishing at Horton in Ribblesdale although the original start/finish was the Hill Inn in Chapel-le-Dale just east of Ingleton.

The course traverses the Yorkshire Dales Three Peaks namely Pen-y-Ghent, Whernside and Ingleborough, in that order. The present distance is about 23 miles (37 km). Alterations due to access issues led to a longer course 1975, 1983 and 1987

In the early 1970's the race organising committee were keen to get long term commitment from a MR team to manage the safety aspects of the race. SR offered that commitment and began their association in 1975.

We provided checkpoints on the hill tops, various other locations and a pick-up crew in liaison with CRO. In addition to keeping the race organiser informed, via the radio net of progress back at the start/finish arena.



Sadly 1978 there was a fatality when Ted Pepper ran off route in very bad weather.

Runners on top of Whernside



As a rescue team we are quite happy to carry the responsibility for checking and safety on fell races however we do require agreement on roles and responsibilities with the race organiser/s. Over a few years these had become somewhat unclear, i.e., Doctors, Ambulance Service, CRO and others seeking a bigger role. We acknowledge that it wasn't our area but BP had controlled the safety element for years.

We sort clarification and minor changes at the 3 Peaks race meeting months before the 2001 race. The situation was not resolved to our TL's satisfaction; we elect a TL to act on our behalf in matters operational and at times this involves making big decisions. Therefore, we respectfully declined to be involved with the race in 2001 in the full knowledge that this would end our connection with the 3 Peaks Fell Race. They have happily continued and so have we.

The race in 2001 was cancelled due to Foot & Mouth.

## Fellsman Hike

Team attendance 1965 to 1995  
NRO and BP

The Fellsman Hike is a 60-mile-high level route over rugged moorland, it climbs over 11,000 feet on its path from Ingleton to Threshfield in the Yorkshire Dales. Competitors either run or walk and the event is continuous from Saturday 09:00 to Sunday 14:00, in the middle of May (nowadays April). The Keighley Scout organisation manages the event. NRO and subsequently BPMRT along with Bolton MRT provided the safety cover and hilltop



This illustrates perfectly why the route was changed in 1968 to go left to right rather than right to left

checkpoints. NRO's first Fellsman was 1965, in those days the Hike start in Threshfield and travelled anti-clockwise to Ingleton. In 1968 it switched to a clockwise route; this was in response to a number of incidents in 1967 on Ingleborough. The clockwise course offers a relatively easier, less risky finish.

From the team's perspective the Fellsman was a great training event testing many aspects: logistics, radio communications, endurance, catering and stretched the team's abilities. Bolton's last Fellsman was 1993, they stood down due to other commitments. BP continued for a further two years, however increased workload in general and on the hike due to Bolton's absence, forced the team to call it a day and our last Fellsman Hike was 1995.



The Bolton doss tent, ours was just the same, at night it sounded like a watering hole on the Serengeti !

could wander across to sample the local juice in the Hill Inn or the Station Inn just across the road from Base. Bolton MR would arrive a little later and join us for refreshments. No alcoholic was permitted during the event. The Hike was always the third weekend in May.



In the early days of BP Keith Middleton was in the cook tent rustling up the grub then Vera Taylor took over until 1995.

Above images show the cook tent very well. Vera behind the gas range with the oven at one end. Duck boards on the floor, various pans in the background. On the right a trestle table complete with gas burco for hot water, tea towel hanging ready for drying duties.

BP checkpoint teams would be dispatched from Ribblehead and return after they were closed down. A few would stay on checkpoint over night namely Blea Moor and Gt Knoutberry.

After a kit check the competitor's first hill was Inglebrough, where our team of checkers were sited. This checkpoint was opened and closed very quickly due to its proximity to the start. Subsequently the checkpoints would remain open longer and longer until, Gt Knoutberry thereafter Bolton members took over. The last MR checkpoint was Great Whernside and seemed to be open an eternity.



Improvised Hand Gliding – POB, Simon Harris, Ian Ordish, Pilot Nicky Perkins, Stuart Davidson, Pete Walker and Keith Middleton

Mid-morning on the Sunday, Base would move towards the end of the hike at Skifare Bridge via Halton Gill. LandRovers, trailers and all the paraphernalia would move off in procession. This was a beautiful run through great scenery but to use a climbing term the crux of the trip was how the LandRover driver was going to negotiate the awkward hump backed bridge, at Halton Gill, with the immediate very tight right-hand bend, whilst towing the trailer and everyone watching waiting to pounce!

Once at Skifare Bridge, the tents would be re-pitched and a waiting game would begin, waiting for the end of the Hike. People would either try and get some sleep or start playing silly games or engage in general horse play. Don't recall any bad weather on the event.

A memory from Paul Heap.....

*On my first Fellsman Hike 1992 and I was to partner up with Joe Shaw, I can still hear the other team members chuckling at the announcement. Joe was bearded and his weathered face was more akin to that of a sea mariner. He didn't not speak much; to me he always looked well-worn in his Harris Tweed jacket, a sort of "gentle man of the road" look.*

*Our checkpoint for the night was Blea Moor just up from team control at Ribblehead. Joe did not have a tent as he would much prefer to bivi behind a stone wall, in fact I had heard of him sleeping in bus shelters whilst in the Lakes! I decided to take my two man alpine tent, Joe's face was a picture of frowns "Err... do we really need that" "Well I'm taking it" I replied knowing full well what the weather could be like in the dales.*

*We packed our rucksacks and I could not help noticing the size of mine as compared to Joe's and not to mention the weight! The LandRover dropped us off at the end of the track from where we made our way on the top of Blea Moor fell. Our task was to check the competitors through our position and relay information back to control.*

*I quickly erected the tent whilst Joe stretched out on the grass in the late evening sunshine, "the first competitors would be here soon" I shouted with excitement in my voice. Joe gave a sigh of "why me - with the new guy" tent sorted, check sheets and pencils at the*



Signal box just before the southern tunnel entrance.



The magnificence Ribblehead Viaduct completed in 1874 by the Midland Railway Company.

BP LandRover bottom right.

ready, I lit the meth's stove for a brew. Joe peered across at me "err enough water in the kettle for two" "Yes" I replied rolling my eyes. Joe started rummaging in his 1960's canvass rucksack and brought out what seemed to be a cold meat and potato pie, "bloody good pies, I get them from the butchers in Garstang – don't half make you fart though"! Yes, you can read the thoughts going through my mind. "Just how many pies do you have Joe" I politely asked. "Just the three, I left a couple at control" "Let's hope the weather stays fine then! I made the brews, sat back and radioed our position and status back to control. "Young Heap, switch that wireless off - they'll only want to talk to us" said Joe. "Can't do that Joe, we need to keep in contact in case of any incidents" "well you can look after it then ...and turn it down"!

As the sun dropped down over the fells the first competitors starting filing through, Joe shouted out the number while I noted them on the check sheet, after about 20 had gone through our location I would radio through the information. All was going well until the first drops of rain started falling which became heavier and heavier. "Err getting a bit damp out here any chance..." "You'd better get yourself in here Joe" I shouted. Joe's grinning face appeared followed by a rather damp smelly Harris Tweed jacket. "It's bloody well chucking it down out there" Joe said as he crashed down in the tent. Fortunately, I positioned the tent in such a way that the competitors would have to walk into it. The competitors kept coming through the night shouting out the number as I checked them off, by this time Joe was fast asleep and he still managed to break wind even in his sleep!



Blea Moor railway tunnel airshaft with Inglebrough in the background

At about 3.30am the last of the competitors passed our check point, so I radioed this information through to control. Control acknowledged this and then said we could return to control, it seems like a couple of walkers have not turned up at a check point and a search was to follow. Sounds good to me, I woke Joe up and told him the news, only to be greeted by a couple of grunts and various swear words. I packed up got the tent down and we started to make our way off the fell back to a waiting LandRover then back to control. On arrival at control, we grabbed something to eat whilst Watty gave a brief on the missing walkers, then several of us including Joe took team transport to be dropped off to start the search. During the drive we had been updated on one of had turned up informing us race official that his colleague may have broken his ankle. Well at least we knew the location now. I was sat in the back of the vehicle and noticed that Joe had nodded off once more!

We clambered out of the vehicle and Watty took charge as party leader. The six of us started following the path up the fell, Watty estimated approximately 45 minutes to get to the injured persons location. I carried half a bell stretcher, Fettle Walker had the other half, and the weather conditions were miserable wet and misty as we silently made our way up the fell - before long arrived at the casualty's location. In the mist we carried the casualty for about 20 minutes over some rather steep boggy terrain, to the LandRover at the roadhead.



## Ramblers Association Lake District Four 3,000 Foot Peaks Marathon Walk

Team attendance 1970? to 2002  
SR and BP

First organised by the RA in 1965, it was not supposed to be a race which was a forlorn hope. Approximate distance was 46 miles and 11,000 ft of ascent, this included 16 miles of road surface the last stretch from Thirlspot to Keswick was a killer. The wearing of boots on the fell was also compulsory in the early years.



Keswick Rugby Club June 1990 with our new Sprayway Jackets. Nice trackies Pete.

POB Nick Perkins

Stuart Davidson Stan Farington Keith Gillies

Tom Crook Keith Middleton Bob Durham Bob Scoltock

Rod Kelly Vera Taylor Gwen McFadyen Pete Taylor Pete Walker Ian Ordish John Houghton

Team member Graham Eccles competed in four, 1983, 1984, 1985 and 1986, where he finished finish 2<sup>nd</sup> in a time of 9:49. He was beaten by Howard Sawyer who was given food by Kerry (Graham's partner) on the road back to Keswick, she said he looked knackered.

Jim Gardner recalls a number of personal memories.....

*Initially we camped at Steel End (or as it was christened midge end). Everybody gathered round Norman Pomfret who smoked a foul smelling pipe which we hoped would keep the midges away - it didn't.*

*At the beginning we operated the safety cover with Penrith MR team and I think Langdale Ambleside MR might have had some input but due to work load they soon pulled out as did Penrith. This enable us to move to Keswick rugby club were the team stayed.*

*Originally there were rules about participating, boots had to be worn and kit had to be carried hence kit and footwear check by the Ramblers Association at the beginning. Kit had to*

consist of waterproofs, map, compass, first aid kit and spare food but once the kit was checked everybody went to their cars and dumped it.  
I believe the boot situation was solved by Norman Walsh who produced fell running boots to cover the regulations.

Routes between the check points were up to the individual but when you look at the route on the map very little variation is possible. Two possible alternatives are crossing from Scafell to Scafell a Pike because you either have to negotiate Broad Strand or go the long way with more climbing via Foxes Tarn. Most people used to try Broad Stand and Paul Durham on occasions put a rope down to assist the walkers. Most people went up Scafell via the corridor route and the West Wall Traverse. The other variation was across to High Raise. A direct route takes you through an area of tussock grass not pleasant with the miles in your legs a slightly longer but avoiding the tussock was to go slightly south towards the Langdale Pikes and round the edge of the tussocks (adds about 1 mile).

After Penrith MR finished, we did it (event) ourselves but If I remember rightly, we asked if checkers could be provided so we only provided safety and radio coverage.

One year we arrived in Keswick set up camp and Pete Taylor realised that we were short on man power so yours truly suggested that if Bob Durham was in agreement me and him would cover the first and last hill top check point which meant we had to get down Skiddaw grab something to eat then run up (yes, I did mean run) Helvellyn hopefully to arrive before the first fast fell runner came through. We managed it and for quite a few years we used to do this.

Bob and I always got on well and Pete used to say putting us two together meant he only got stupid radio messages from one source, he also swore that when we got on the summit (about midnight) we switched the radio off which wasn't the case because once we had notified that we were in position we turned it down so we couldn't hear it but it was still on!!!

I wasn't aware that Bob was very hard of hearing on one side. He used to settle down in his sleeping bag lay down with his good ear to the ground and say wake me up when the first ones come through, after a few hours sleep he would waken up saying are they here yet to which I replied the bloody last one has just gone through. On Helvellyn it was always my turn to sleep and after 3/4 hours kip getting out of my sleeping bag and stretching turning around seeing Bob climb in my bag saying I hate to waste the warmth.



Broad Stand, viewed from Scafell Pike 21<sup>st</sup> June 1986. Two jobs in this area on the day.

There were two main problems to overcome. After last year's event the Kendal Mountain Rescue team withdrew and this left us with a gap in the safety cover. Luckily the Bowland Pennine team were able to provide sufficient manpower to cover the gaps and as they had dual wave-band radios and were able to use one of them on the event it enabled us to keep track of the walkers much better, which had been a problem over the last few years.

The second problem was that, after many years valuable help with the refreshments at the finish, the members of Keswick Rambling Club declined to help this year as they were finding it rather hard with the advancing years. We would like to thank them for their help over the years and for the lovely sandwiches they provided at the finish. We were left with the problem of finding someone else to do the job. Luckily Mr. Houghton of Keswick agreed to continue providing the supplies, for which we thank him, and eventually we got together some helpers: Mrs. Montagu (who also manned the Moot

#### Extract from 1981 RA 4 Peaks Report

*Bob and I had a great time covering Skiddaw and Helvellyn and one year I decided to have a bit of fun with Bob so I took some salad, chicken and some Stilton cheese to eat. Come dinner time, out came the meal and I suggested what would make the meal complete would be a nice glass of white wine so diving in my rucksack I produced a tin of red wine, Bob was amazed but you should have seen his face when tucking into the Stilton and drinking the red wine from the rucksack, he nearly fell down into Red Tarn.*

9. The checkpoints are as follows and must be visited in the order given:

1. Skiddaw summit 261291
2. Keswick Moot Hall Information Centre 266234
3. Seathwaite Farm 235122
4. Sty Head summit 219095
5. Scafell summit 207065
6. Scafell Pike summit 215072
7. Esk Hause shelter 235083
8. High Raise summit 281095
9. Steel End (barn at foot of Wythburn Valley on left of beck) 319129
10. Helvellyn summit 342151
11. Stanah bus shelter 318189
12. Keswick Rugby Union Club 263235

10. Entrants may pick their own route between checkpoints with the exception of Scafell, where the ascent MUST be by Lord's Rake or a route on that side of the mountain (it is hoped to provide a flagged alternative route details will be given on the day). The descent should be by Foxes Tarn, the start of which will be flagged. Only entrants with previous knowledge of the route should attempt the descent by Broad Stand as this involves a rock climb and is not recommended. DO NOT DESCEND BY LORD'S RAKE. You are advised to check the route personally in advance.

The route and Scafell Route warning from the 1985 RA Event

Our thanks to the many people who helped to make this another successful Marathon:-  
The Bowland Pennine and Penrith Rescue teams  
The Keswick Rugby Club  
Whitehaven Rambling Club  
Furness Group of the Ramblers' Association  
St Johns' Ambulance  
North West Water Authority  
Stan Edmondson of Seathwaite  
Geoff Edmondson of Steel End  
and others too numerous to mention individually. The event would not be possible  
without their help.

#### Extract from the 18<sup>th</sup> 1982 4 Peaks Event Report

A few issues in 2002 had given us some concern on the RA 4 Peaks. Race checkers either not at their checkpoint or leaving too early due to poor weather. As the team carrying the responsibility should anything go wrong, we must be confident that the checking system is robust and effective. We pressed for confirmation that these issues had been fully resolved, this was not forthcoming so once again we had to protect ourselves.

The bottom line is, standing in the coroner's court being asked awkward questions by the coroner like, Mr TL were you happy with the competitor checking arrangements prior to the event?, if you were not satisfied with those arrangements why did you continue with an unsafe event? We decline to be involved with the 2003 RA 4 Peaks. The event continued for a couple of years but then finished officially.

## Borrowdale Fell Race

Team attendance 1973 to present day.  
SR and BP

Start and finish at Rosthwaite, organised by the Borrowdale Fell Runners Club and sponsored by the Scafell Hotel this race was first run in 1973 and South Ribble were involved with safety cover and checking duties.

I asked Miles Jessop the proprietor of the Scafell how SR got involved.? His response ids below.....

*Hi Phil*

*It's nice to hear from you - Keswick Mountain Rescue Team were in the first place asked to cover the event, but they felt because of their duties to the locality at a busy time of year such as August, they could not offer their support.*

*At this time, I also owned the New Dungeon Ghyll complex, and it was either there or at The Scafell, where I first made contact with South Ribble as it was at that time and from that meeting their support was offered.*

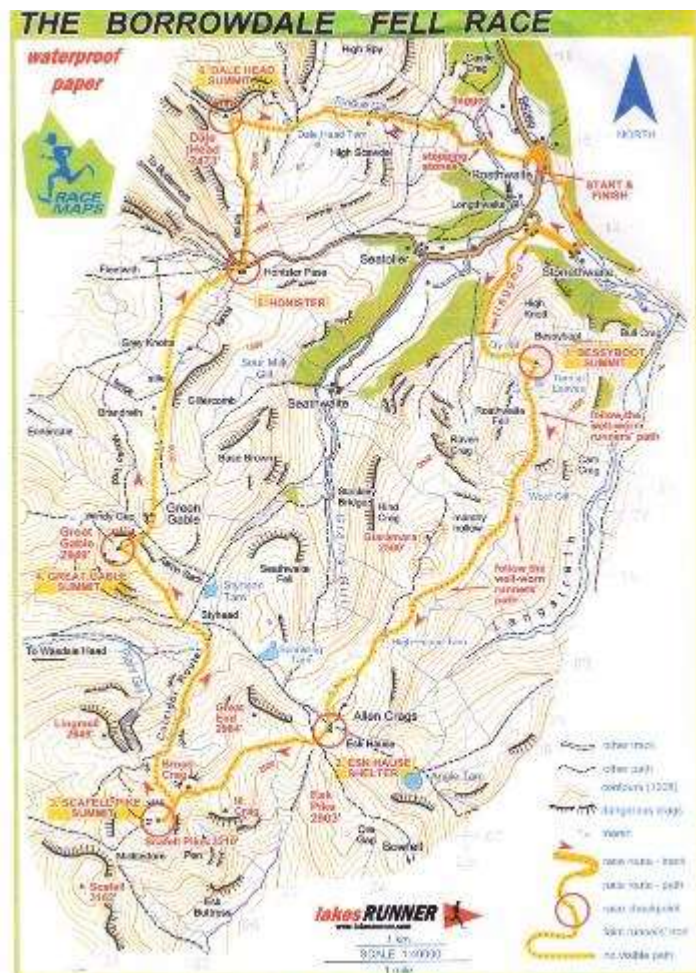
*The first race was in August 1973, and the rest well, it just went from strength to strength to establish it as one of the classic fell races in the UK.*

*If there are any other details which I can help you out on, please just get in touch.*

*My kind regards to you and all the team.*

*Miles*

Always held on the first Saturday in August. In SR and early BP, it was the family/team social highlight of the year. The team would travel up Friday evening and setup camp at one end of the field opposite the Scafell Hotel, the other end would be a huge white marquee housing the refreshments, dance floor and a stage for the Saturday night Caribbean band. Race day would start early with Breakfast then hill top checkpoints setting out for their respective locations. Stall holders would arrive and setup their pitches. The portaloos doing a brisk trade. Race start



Stuart Davidson receiving his 25<sup>th</sup> service certificate from Peter Bell MREW President. Miles Jessop on the left. Borrowdale Fell Race 2010

would vary over the years usually 11:00, number of competitors again would fluctuate 250-500 depending on the race classification for that year.

The route has varied slightly over the years to accommodate erosion issues or landowner's requests a list of all the winners and their times is displayed on a fine wooden plaque in the public bar at the Hotel. The route summits the following peaks Bessy Boot, Esk Hause Shelter, Scafell Pike, Sty Head, Great Gable, and Dale Head. 18ish miles and 6,000ft. On the field we organised a first aid tent to deal with cuts and grazes. The last hill top checkpoint usually returned to the field around 17:30 ready for the bar-a-que being lit. Drinks on the field, in the pub or in the marquee where the order well into the night.

Over the years I don't recall it ever snowing but I've experienced every other weather event, blisteringly hot (some years ago I must admit), parched rock hard ground, gale force winds, light rain, torrential rain, floods, frost on the tents in the morning, knee deep in mud, yes, the Borrowdale Valley packs in the weather. On a few occasions we abandoned the field altogether and set up our base in the hotel car part of course this didn't prevent the bar-a-que or the evenings refreshments.

For many years we also had enough team numbers to provide our own incident pick-up crew, whilst keeping the local team Keswick, fully in the communication loop. Its popularity within the team has diminished during the 00's, the marquee and band sadly is no longer a feature of the event.

## The Three Peaks Cyclo

Team attendance 1969 to present day.  
SR and BP

This is an annual cyclo Cross event, first run in 1961 over the Yorkshire Three Peaks of Ingleborough, Wharfedale and Pen-y-Ghent. Organised by Bradford Racing Cycling Club on the last weekend of September, it's billed as the "hardest cyclo-cross race in the world". While other races may have greater distances and height gain, it is the combination of gradient, terrain and weather that give the *Three Peaks Cyclo* its reputation.



Start of the Race in 1986 Keith Middleton and Mick Turner giving quizzical looks to the camera

The original course was 40 km long, but was increased to 47 km in 1980. More course changes in 1982 and 1983 increased it further, to 50 km and then 57 km respectively. The most recent alteration, in 1994, extended the course to 61 km. The current course start/finish is at Helwith Bridge, 3 km south of Horton in Ribblesdale.

Similar to the running race but we provide less of the checking function we have members throughout the race route and a patch up – assessment service at the finish for the bikers.

A feature of the event for many years has been the Master of Ceremonies (MC) on the Public Address (PA) system, who talks non-stop from start to finish, anyone walking past his position on the field is fair game for a comment in his broad Yorkshire accent.

On one occasion around 2000 the PA system had a malfunction and was not working. Team member Andy Verity being a helpful chap went across to the PA van and fixed the problem so the MC was back on air again, much to the disgust of POB who was having difficulty working the radio net with the PA blasting out. Andy Verity was banned from going anywhere near the PA van on future races!!



## 5 Cop Lane

The home of South Ribble Fell and Search Team from late 1962, a large garage set back from Cop lane near the junction with the A59 in Penwortham just West of Preston. In the late 1970's a meeting room was added in the roof space of the garage by the members of the team who had now changed their name to South Ribble Mountain Rescue Team.

1983 Bowland Pennine returned to Cop Lane with the completion of the St Mary's Health Centre. Vehicles shoe horned into the garage space left just enough space to squeeze past to reach the charging system or the staircase. The trailer/s were parked up behind the Ministry of Agriculture and Fisheries offices across the lane. It was cosy and cheap to run. Every few years we had to tackle the ivory growing on the wall and roof. A large car park outside the garage was handy on Wednesday evenings with extra parking over the lane on a daytime Call-Out. All the vehicles would have to be moved for kit check evenings which proved awkward if it was raining.

All manner of activities occurred upstairs in Cop Lane, weekly meetings, committee meetings, lectures and AGM's. In the end it was just too small for the growing team and its location to the fells and major roads was poor. The difference between Cop Lane and Ray Lane could not be greater, from the poor house to a palace. As of 2014 we still occupy the garage but just to store one vehicle.

### Loose Benches

The bench seating which ran longitudinally along both side of the meeting room doubled as a storage area, the seat base could easily be removed. However, there was a knack to putting it back failure to do so would result in the following. During a meeting, with two or three sitting on the bench it would suddenly give way, all occupants would sink into the void and the session would be disrupted until the base was secured correctly usually by Pete Taylor.

### FCS Fancy Charging System

Norman Pomfret who was a dab hand with wire and a screw driver created a vehicle battery charging system which could be left plugged into the vehicles.

### Late Summer Wasp

Usually late summer, during a lecture a few of the members would become distracted by the presence of a wasp flitting around the ceiling. Of course, we weren't scared by this little wasp, until it descended from the ceiling, and then there would be sudden and violent movement amongst the congregation. From somewhere a magazine or rolled newspaper would



Upstairs in Cop Lane somewhat dilapidated post move to Ray Lane 2006



*Vespula germanica*

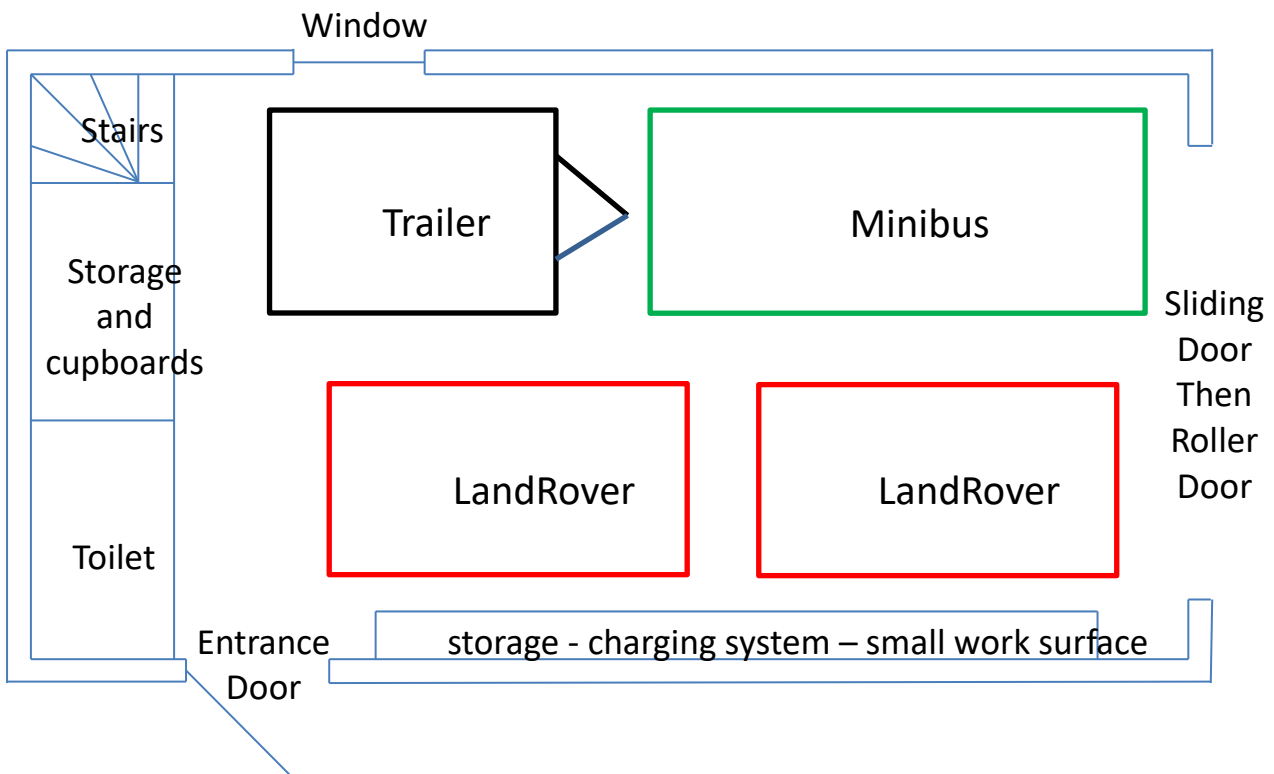


always appear. We all knew what to do, whilst trying not to disturb the lecture the task was to kill the wasp. Unfortunately, this was never a quick process, plenty of near misses, the sound of paper smacking the ceiling and more movement amongst the members as the wasp avoided the onslaught. Usually, the lecture had to stop to allow the wasp to be dispatched.

Another delight was the process of moving vehicles in and out. There was one way to do it and one way only. All vehicles must be parked facing forwards, towards the sliding door. Two LandRovers on the right hand side, minibus and trailer on the other, see picture. The LandRovers could be driven out easily enough once you had detached the bespoke battery charging system. It was fairly obvious that the plug was connected even for a team member because the bonnet would be up.!

To get the minibus out, the front LandRover had to be moved out of the garage completely. In addition, the trailer had to be pushed back manually (temporarily blocking access to the stair case) to allow the minibus to reverse back 1 metre ish so it could then manoeuvre out of the garage.

### Ground Floor - Cop Lane



The fun bit was putting the minibus back in the garage because the reverse process had to be applied. The tricky bit was reversing the minibus, on an angle to the garage, lining up the middle of the minibus rear doors with the middle of the rear side window in the garage and at the last minute turning the wheel left hand down to move the minibus nose hard left to get it snug against the wall, then pulling forward and repositioning the trailer. Thus, returning access to the stairs.

This parking process was more difficult when others were watching and offering their advice. Come on, Come on, Come on etc etc and also banging on the side of the bus to simulate damage. Ho ho ho !

When all completed there had to be a decent gap between the vehicles to gain access between the roller doors, rear door and staircase. Don't mention health and safety.

### Carbon Monoxide Poisoning



On kit checking Wednesdays the vehicles would have to be moved out of the garage there simple wasn't the space to complete the tasks. At the end of the session most members would move upstairs, some had spent the whole night up there, leaving a couple to bring the vehicles back into the garage. Cold petrol engines, on full choke and revving to get over the small rise as they reversed into the garage all combined to create a toxic light blue atmosphere. Being slightly warmer than the ambient air in the garage the blue haze quickly ascended the stairs and into the meeting room. Closing the door had no effect it simply seeped through the floor. In a matter of seconds all manner of communication began, ranging from stamping on the floor to hurling abuse and obscenities at the drivers below.

### Sliding Doors

The garage had sliding main doors for many years these ran in gullies top and bottom. The bottom tracks would every so often get blocked with debris. The next member to shut the door in an enthusiastic manner could would derail the door. Another job for Mr Taylor. Picture to the right also shows the door/window above the main door which could be opened on very warm evenings.



Sliding Doors at Cop Lane

### Atmospheric Disturbance

The upstairs could get a little warm during meetings, don't remember any issues with BO and not many members smoked, those that did refrained whilst in the room. However, there were occasional issues with flatulence. Some members suffer from this affliction more than others and as a consequence the rest of us had to endure. Those particularly plagued were Jim Gardner and Joe Shaw but most annoying was Ian Ordish who would be quite contented with his own creation but would leave the room with near convulsions at anyone else's contribution.



Contribution from Paul Heap.....

### *Cop Lane - The Early Days*

*It was already 18.45 hr as I sat there in my car pondering what am I doing here on this rather damp October evening in 1992 Another car arrived, it was my friend Andy Nicholls, we waved and looked at each other rather strangely as if we both had the same thoughts. Another 5 minutes went by, the rain started to ease a little, two, then three, four five cars drove onto the car park. Well, when I say car park it was really the parking area for St. Mary's Health Centre Penwortham, a somewhat strange place to have a Mountain Rescue base I thought. The drivers parked up stared across at the two strangers cars parked up and scurried across to a rather small building in the far corner of the car park. They seemed to disappear down the side of the building, when all of a sudden, we heard the clattering of metal as the roller doors went up to reveal two Land Rover parked extremely close to each other, how did they managed that in that building, hardly any room to swing a cat!*

*I later found out that evening the vehicles had names 'one and two zero' which was totally confusing as both looked identical – I eventually worked them out, although It did take me a couple of years!!*

*As the two LandRovers fired up, I slowly left my car and wandered over to the building, followed by Andy. We were met by the Training Officer, a Welsh chap Phil O'Brien POB from Penrith who's first words where "well you've managed to get here, that's a good start". Not surprising really, I passed the place on a daily basis going to work!*

*I first met POB a few months earlier at the Lancashire Police HQ open day at Hutton, the team had the two vehicles on display with some equipment that had seen better days. I was on crutches recovering from a climbing accident where I broke both my legs. The display caught my eye, so I dragged myself across to have a chat about joining the team. I was chatting to the Team Leader Pete Taylor, when POB interrupted and said "well you're going to be no good to us on them", I replied yep, but my legs will get better what's your problem" .....and that's where I first met POB, the Welshman from the valleys.*

*POB screamed "get your kit in the back of the Land Rover" which we duly did, jumped in the back seats thinking this is quite good, only to be told to "shift up" and make room for Bomber and Watty. Bomber was his nickname, real name was Simon Harris, who played tight head prop for Preston Grasshoppers ...not a small lad by any means.*

*The vehicle sped off with Pete Fettle Walker driving, POB as navigator, myself, Andy, Bomber and Watty all seated in the back. Where are we heading, I asked "The Trough" retorted POB, "where about in the Trough" I enquired "Totridge" came the reply. "Don't worry about him, he's from Wales, you'll soon get use to him" shouted Watty. Still none the wiser I kept quiet and tried to get comfy as we drove through Preston, up to the Trough of Bowland and Totridge.*

*We arrived at first at Totridge, followed the second LandRover, it was windy, raining and above all dark. Andy and I stood back as kit and people were deployed onto the fell, we watched as the team disappeared up the fell with their head torches glinting in the darkness. Not fancying this too much I tried think up some excuses to not tramp up Totridge on this awful night. Best I could come up with - "We've only come as observers" I shouted across*

*to POB, “Don’t have observers in this team, get half a bell stretcher and follow them lights “  
My introduction to Mountain Rescue !*

*The following week I was back at Cop Lane, for some strange reason I really did enjoy my first outing with the team, I was back for more. The base was commonly known as Cop Lane, it was really a small garage of sorts and the team had converted it into a base. At the back of the building was a small toilet room and to the right steep stairs going up to the meeting room, more like an attic type room with beams running the length of the building. Goodness knows how the floor didn’t collapse during a full team meeting or AGM.*

## 6 Ray Lane

The background story for a New Base which resulted in Ray Lane, as told by Paul Durham and Paul Heap (Heapy).

Paul Durham.....

*Way back in the annals of time, 1962 to be precise, Cop Lane in Penwortham was the home of the newly formed South Ribble Fell Search & Rescue Team.*

*Originally the stables block of St Mary's vicarage before it was levelled to make way for the health centre, we'd occupied it for nearly 45 years in one guise or another. I first saw it in 1974 when I joined the team. Over the years as we got bigger and acquired more team members, equipment and vehicles it was obvious that we would one day outgrow it. Yet everyone knew we had no chance of moving to bigger premises without the finances to drive the move. Then to make matters worse in 1980 we amalgamated with NRO to become Bowland Pennine. Upstairs in Cop Lane we were like sardines, when we all breathed in together the building groaned.*

Heapy.....

*The remit from the committee for the new building was, to house all team vehicles & equipment and should be based give or take a few miles around the M55/M6 junction.*

Paul D.....

*The first recorded press story to announce we were on the lookout for new premises appeared in The Lancashire Evening Post in February 1998. Still, we had no money but naively I suppose, we believed that our plight would be heard by some local billionaire who would write a cheque and the rest as they say would be history. Right.*

*The driving force behind this project during these years was Paul Heap and by prudent financial planning the teams committee had managed to put aside the fantastic sum of £70,000*

*Heapy.....We applied for funding from the National Lottery. Our application failed on the grounds that we did not rescue ethnic minorities! Basically, they indicated that a Mountain Rescue Teams were "white middle class organisations" looking after the "white middle class" who had the time and money to walk the fells. Not even a mention on how we help the local community – missing elderly people, helping the ambulance services in times of adverse weather, providing water rescue in times of flooding, the list could go on. The lottery people even put it in writing and somehow this news managed to make its way to the National newspapers and in*



Paul Durham outside Cop Lane Lancashire Evening Post February 1998



Paul Heap Daily Mail Jan 2005

particular Julia Hartley-Brewer a leading journalist for the Sunday Express. Julia picked up the story (and a copy of the letter) and had a field day, the story even made the headlines in the USA and Western Australia!

Paul D.....

Moving on a few years civil engineering company Tustin's, their director known to John Houghton, had offered us a small plot of land on which a building could be constructed near Red Scar Industrial Estate east of Preston. A Longridge based architects practice had been engaged to do the design ahead of a Lottery bid being submitted. At this point in time, the words ether and evaporated spring to mind, as the offer all fell apart, except the invoice for the plans from the architect.!



Sunday Express Jan 2005

Heapy.....

As we had paid for the drawings, we thought we could take this idea (build our own new base) forward and not long after another colleague of John Houghton's came into the picture, Pat Kiernan who offered a plot of land near the M6, not far from the Broughton interchange. Unfortunately, after several months of pursuing this option of land which we were very keen on, it never really materialised and once again I had to relay the disappointment to the rest of the team.

Paul D.....

At the AGM in 2003 I became the fundraising officer and planned to elevate our money generation to new levels. I created a database of contacts, began writing letters, completing application forms, putting out more and more PR articles and soon money started trickling in. The trickle soon became a stream. Promotional leaflets soon appeared telling people what we did, these activities all increased people's awareness of the team. Without awareness people won't donate was my mantra.

Heapy.....

Over the next two years the NB fund had swelled to £150,000 but still no building in sight. Below is a selection of sites investigated,

1. A church on Gammell Lane, Ribbleton, East Preston.
2. Council garage on Hamilton Rd Ribbleton, East Preston.
3. Garage on Whittingham Lane, North Preston.
4. "Das Bunkers" - old Civil Defence underground nuclear bunkers on Langley Lane and Whittingham Lane Goosnargh. One was located next to the local Vet's surgery the other on Whittingham Lane was more like a swimming pool, waist deep in water.
5. A rundown barn on Garstang Road, North Preston.

Paul Durham

Throughout this time Heapy was trawling estate agents websites for hours. Then one day I was driving through Cumbria when Heapy alerted me to a possible building at Barnacre. The diversion was made and there in front of me was this huge empty shell of an industrial building all grey and blue. It was a Thursday.

Mr John Thacker introduced himself as the owner of the units and a tour of the building was undertaken, which didn't take long. The strategy from the outset for the new base was that it should be about 200m<sup>2</sup>, freehold and be within 5-10 mins of a motorway junction. Inside this cavernous building 50% larger than our ideal but with the ticks in the other two boxes and no other building on the horizon, I took a sharp intake of breath. I explained to Mr Thacker who we were and what we wanted the building for. Then Mr Thacker dropped the bombshell. He'd shaken hands only that morning with a gentleman who wanted it as a vehicle repair garage. FFFour cakes and two buns were muttered between clenched teeth. Time to put all my years of selling and closing deals into action, without a moment's hesitation I said, "What would it take to change your mind?" I knew we had £150,000 in the bank and the offer of an interest free loan from Lancashire County Council enterprise department of £50,000, to be repaid over 5 years. The only thing I didn't have was the teams or the committee's approval to negotiate a deal. A minor detail, gulp.

John's answer floored me, £210,000

"Too much, what about £190,000 the money's in the bank and you can have it tomorrow", a good comeback I thought, everybody likes cash in hand.

We shook hands at £195,000. John's second handshake of the afternoon.!

It was agreed to talk later that day after John had given back word to the vehicle repair man and I had contacted the committee. John later confided that the decision to change his mind was quite easy; he didn't like the idea of the rusting cars, engines and crank cases littering the yard outside.

I rang Heapy and heard him fall off his seat then committee members were told starting with chair Crispin. The page went out for members to convene the following evening at Unit 3, Creamery Industrial Estate, Ray Lane, Barnacre, Garstang, PR3 1GD. And to bring your own deck chair!

We all streamed inside, hands in pockets gazing around the hangar because that's what it looked like. Amid much furrowed brows and hand ringing the words "How much?" were heard.

"I've put £80,000 in the last three years into the fund, £50,000 over five years is easily achievable" were heard several times. Some were reassured others unconvinced, including the bloke who spoke to them.



BP Team member's first viewing of Ray Lane



Simon Harris

*The rest as they say is history, with one small hiccup. John Thacker hit the roof a short time later when he was told that the money is in the bank but we can't get at it for four weeks or so. After questioning my legitimacy in the strongest terms imaginable and Crispin offering to give him back the key to the building, he calmed down, apologised and we've been the best of buddies since. The £50,000 from LCC was paid back well before the end of the contract.*



First floor and staircase opening

Heapy.....

*Work was planned and organised into phases, the first being the installation of the mezzanine deck and stairs. This involved rather large steel girders being erected, which was the only time we employed professional fitters. The riggers left and then we were left to our own devices, which was a heart stopping time for Andy Binstead. Binney's full time job is a Health and Safety consultant. I recall on one occasion we started fitting the noggins (wooden blocks) to the girders and we were jumping from girder to girder without the use of scaffolding. Binney took one look at us, shook his head and swiftly walked out of the building.*

*With the mezzanine floor and fire escape fitted, we moved on to the second phase which entailed constructing the main meeting room and fire escape. This involved a considerable of planning especially with regard to the electrics and we only had one ring circuit in the building. Planning done and another major team effort was required and involved laying the floor to painting, electrics and joinery with the occasional welder's eye ! Needless to say, the odd argument popped up from time to time, as to what task was a priority. It was not long before the building began shaping up and looking like a new base.*



The upstairs meeting room 2009

*The main co-ordinator for the working party was Trevor Smedley ably assisted by Tony Bond, Martin Sherwood, Andy Verity, Paul Durham, myself and others. Not forgetting Simon Harris with his noggins and Julian Earnshaw's welder's eye!*

*With the main team room sorted we started to concentrate on a team office, kitchen, store room and drying room. This phase of the build seemed relatively easy compared to the main team room, and was completed in a number of months with the help of the rest of the team, all pulling together in order to finish the building. All in all, it was a major team effort supported by all the member of Bowland Pennine MRT, definitely something to be proud of.*



## 7 Smelt Mill

Whilst he will be the first to say and rightly so that many people have been involved in the development of Smelt Mill (SM) one person has played a crucial and pivotal role. At the opening ceremony for the Olympics there is always someone at the front of each nation carrying the flag, leading the team. Ian Ordish held the flag for SM, for many years. Without his vision, leadership, energy, determination and enthusiasm Smelt Mill would not be the place it is today and that's a fact. I have to say it's been a pleasure working with him, through all the ups and downs, trials and tribulations, happy days.

In the late 1970's there was a desire within the Northern Rescue Organisation (NRO) to increase its presence in the Trough of Bowland. An opportunity arose to rent No4 Smelt Mill Cottages from the North West Water Authority (NWWA). It was located on the Trough road, in between the Langden and Harden intakes, about one mile north of Dunsop Bridge, a small hamlet, in the centre of NRO's area.



Ian Ordish - The Flag Bearer

The NWWA was created by the Water Act 1973 and amalgamated a number of water providers in the North West of England. Under the Thatcher government it was privatised in 1989 and became North West Water PLC. In 1995 it merged with Norweb (formerly North Western Electricity Board) to form United Utilities plc. It roughly owns a third of the land in the Trough of Bowland, the other two thirds being owned by the Duke of Westminster (a long-term supporter of SM) and the Queen via the Duchy of Lancaster.

Originally Smelt Mill was a stone terrace of four dwellings, however, some years prior to 1978 the middle two, No2 and No3 were converted into one dwelling. No4 comprised of a 2 up 2 down with side cellar/wash room. Alongside the cellar



Postcard dating from the early 1900's

under a shared roof was a room with various electrical switchgear and recording equipment belonging to the NWWA. One of their guys would visit this room once a day, every day.

In the lounge, a small fire was set within a black cast iron range and the back boiler being the only means of raising hot water. There were alcoves on both sides of the range with cupboards on the left-hand side. The second downstairs room had a Belfast sink, two taps,

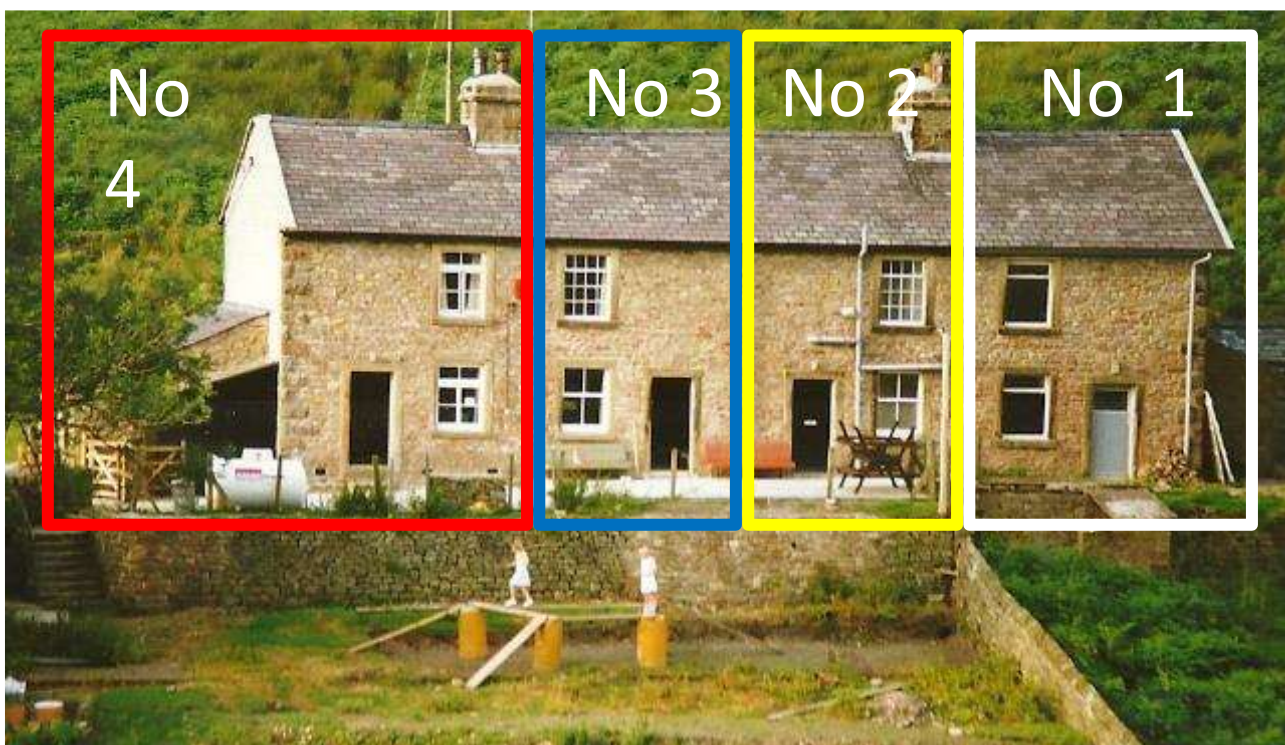
and a corner fireplace which passed for a kitchen. Upstairs were two unfurnished bedrooms, the smaller of the two over looked the road and was sub divided to accommodate a wash hand basin and a hot water tank served by the fire in one half and a bed space in the other. The larger bedroom at the back had views of the river and Mellor Knoll. Two toilets were outside down a small flight of steps. A small parking area was to the side of the building and a shared parking area was to the front. No4 was dark, dank, dirty, dismal and £5 a week and we took it signing up to a renewable six-month lease. NRO had its Fell Base, in 1978.

The longer-term intention was to staff the cottage at weekends with two objectives,

- a) Raise our profile in the area; many locals were unaware that we existed.
- b) Be on hand should any incident arise.

This staffing regime was ambitious and proved difficult to maintain and from memory, reduced to an occupation level around once every third weekend.

## Smelt Mill 1<sup>st</sup> August 1991



The photo indicates the building numbers which this narrative refers to.  
Note the LPG gas cylinder, the original fuel store behind it and the garden wall.  
The Bowland Room and Northern Extension were mere twinkles in our eyes!

### Working Weekends

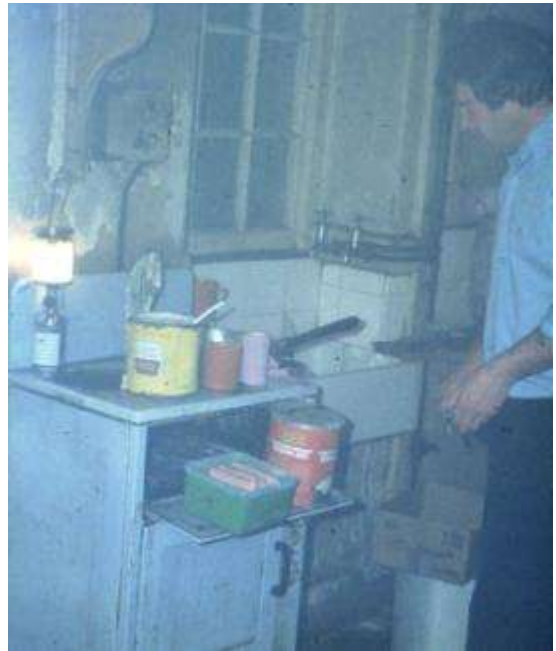
Whenever work was required at SM the first question asked was, can we do it ourselves, FOC free of charge and on numerous occasions we could. Labour needed to be organised so the “Working Weekend” was born. Thousands of hours of free labour have been expended by team members at SM over the years. It’s fair to say some more productive than others. The key was to have clear task objectives, all the necessary materials available and keen workers.

## 1<sup>st</sup> Renovation Pre 1980

The first of the working weekends were undertaken by the NRO back-up team, Messer's Ian Jenkins, Peter Williams, Tom King plus Billy Hamer and a few others. Plenty of enthusiasm, hard work and a few beers delivered progress. The immediate task was to make the building habitable; it had been empty for some time. Gas rings and bottles were arranged in the kitchen, small electric water boiler was installed. A full top to bottom clean. This was the first concerted effort on the building under Mountain Rescue stewardship.

The lounge had wooden panelling below the stairs creating a storage area. The group decided to create some Nuevo artwork on this panelling instead of the boring old coat of paint. The implements required to delivery this master piece was a blow torch, an ice ace and helped along with a few cans of beer. The result was a burnt hacked wall. It was known as "frustration wall"; needless to say, it didn't catch on!

Further work was started in the kitchen but progress was a little slow. This marks the end of the first phase of renovation. However, others were about to get involved notably one Ian Ordish.



Pete Williams in the kitchen, looks like breakfast! During the NRO reign.



Ian Jenkins NRO Back-up working the Westminster base set in No4 bedroom river side.



Frustration Wall coloured yellow.

## 2<sup>nd</sup> Renovation Post 1980

Smelt Mill gained a few extra supporters and workers on amalgamation with South Ribble Mountain Rescue Team (SR) in October 1980, likeminded people who shared the potential the building had to offer.

Following a warning from their respective partners Pauline and Vera, Ian Ordish and Pete Taylor were advised not to get involved in any building work at SM. This was due to Ian and Pete spending a massive time away from home renovating Cop Lane, South Ribble's HQ in Cop Lane Penwortham Preston, some years previous and of course Ian and Pete always did as they were told.! However, all four decided to go a have a little look at the place, no harm in that. Ian picks up the story.....

Ian Ordish recalls :-

*Our wives loved the cottage and surrounding area and conceded some extra help on renovation wouldn't go amiss. If they helped it would cut down on the lonely weekends and a divorce could possibly be avoided. With no money available for materials or anything else for that matter 4 new volunteers joined the SM restoration team.*

*From here on family life and SM were to merge, with most weekends not spent on other team commitments being spent at SM and week days devoted to planning and scrounging materials. A typical weekend would begin on Friday tea time, assembling the team Pete & Vera and their daughter Janette aged 10 Pauline and myself with our daughters Dawn aged 9 and Jane. Loading up the car with the essentials, 5 gallons of home brew, food that didn't require a kitchen (because there wasn't one) colouring books, crayons, games and dolls. Plenty of spare clothes were always needed, with the river being so close and not forgetting all the baby things, sleeping bags and whatever materials were required to complete the weekend tasks. Oh, and the dogs.*

*First job on arrival was to light the fire, as we all slept on the floor in the lounge, then unload all the building materials and bedding. Work tended to finish at about 10pm, unless it was a painting weekend when undercoating had to be completed to allow glossing the following day. Friday night record was about 2am.*

*Saturday Pete and I would concentrate on tasks, Pauline and Vera would do their fair share plus look after the baby, dogs and keep the girls amused. Down tools around teatime. Cold evenings were spent around the fire, warm summer evenings were walks, rope swings and various ways of getting wet were all popular.*

*Sundays followed a similar pattern, packing up mid-afternoon so we could be home for tea. One notable exception was 13<sup>th</sup> Dec 1981. Pete and I were just finishing the triple bunk in the riverside bed, at about 7pm Eddie from next door, knowing our routine inquired if we were spending another night at SM due to the snow. We knew it had been snowing but being busy hadn't noticed the depth, 18 inches at the back of SM and drifts building on the road home.*



*Luckily due to the amount for materials required that weekend we had travelled up in the team Land Rover with the ex-army trailer. We quickly packed up and headed for home. The few hundred*

A Snowy Smelt Mill in the late 00's

*yards down to the Harden Intake was nerve racking, not wishing to deposit our families and dogs down the near vertical bank into the Langden Brook.*

*The road home beyond Harden Intake had disappeared; all we could do was to drive slowly, using our collective judgement and luck. In several places we had to punch our way through drifts as high as the bonnet, very worrying as our ability to reverse was impaired by the now much regretted trailer. We didn't manage to get out of second gear until we tucked in behind a snow plough on the Longridge to Chipping road. The next time we spoke to Eddie he told us that on the Tuesday he set off for Clitheroe in his very large 4 x 4 County tractor (the sort with four large wheels) and the only vehicle he saw on the way was a snow plough stuck in a drift. The team spent the following two weeks assisting Lancashire Ambulance Service through the worst local snows I can remember.*

*The first rooms to be painted were the two bedrooms and small upstairs room which housed the airing cupboard and a wash hand basin. No toilet, the use of the outside loos was to continue for another 8 years.*

*A feature of the early sleeping arrangements was the triple, double mattress bunk beds made by Pete. We reasoned that team members could sleep Alpine style 3 to a bunk with three on the floor made 12 per room 24 in total, Charles Dickens would have been proud of us. Following completion of the bunks Pauline and Vera made the 6 mattresses from foam packaging I'd got from work. The packaging was used to protect missile arming mechanisms in transit. These mattresses were used at SM for nearly 10 years. One triple was in use until 1988 other was replaced in 2013!*



Stan Farington and Mick Mitchell in the river side bedroom. Note the icy blue wallpaper.

*You had to remember if you were on the top bunk that the ceiling wasn't too far away, so in the morning if you sat bolt upright, you'd smack your head. You were also a long way from the bedroom floor.*

*Ian continues.....*

*In 1980 the kitchen was basic to say the least. The wall on the left had wooden shelving with paint flaking off. The roadside wall contained only pipes and witness lines where the Belfast sink had been. The end wall which now has the door to the main lounge still had a brick fireplace with a larder cupboard on the remaining wall. An old table with chairs, cooking was on camping stoves, washing up was done in a bowl and the waste throw outside.*

*With little or no funding, a strong wooden framework was constructed providing a lower shelf and a worktop surface. Due to the unexpected death of a Chorley resident a large amount Formica was obtained and place on the worktop. A sink was fitted and plumbed in, sheer luxury, 4 free standing gas rings were arranged on asbestos! Mats. With a grill frame placed over the burners. Two small second hand Belling Calor caravan ovens completed the cooking facilities. All the above where connected via a fixed copper pipe, through a drilled 3-foot hole in the wall from the kitchen into the Kit room then to a Calor gas bottle outside. The top half of the larder cupboard was removed leaving a hole which was*

converted into a serving hatch. An old refrigerator was donated by a team member, the whole kitchen was given a lick of paint. Pots, pans and cutlery came from jumble sales, as did most of all the other cottage effects. Pauline and I went to so many, people thought we were dealers.

The lounge got the treatment next, the so called "frustration wall" was covered and turned into a notice board. The ceiling which was about to fall down was restored. To keep an old cottage feel it was agreed we would have a white ceiling with black beams. Following careful measurement Pete created a kit of parts at Westleigh (BPMRT HQ at the time) Rough sawn 3 x2 Timber was channelled to allow sheets of "Celatex" ceiling boards to be slid into place. When completed the "Kit" was painted at Westleigh with white acrylic polymer paint and transported to SM where it was assembled and fixed under the existing ceiling.

That ceiling is still there today 2014, has never been painted and still looks brand new!

A fold down work top was installed in the alcove next to the fire, an MR radio was fitted in the corner with its aerial on the chimney stack. Control had now moved down stairs allowing full use of the bedrooms for sleeping. The outside toilets were cleaned and painted and even a little net curtain was hung over the frosted glass windows in the door. A second-hand shower cubical was acquired and installed next to the airing cupboard in the front bedroom by John Houghton and Ken Hampton. A second hand wash basin was installed and on Easter 1982 we started tiling with end of line tiles donated by Pilkington's.



The Office previously No4 Lounge, note the ceiling.



All progressing well until early on Sunday morning 11<sup>th</sup> April 1982 a phone call from John Barber (local bobby based at Newton) advised us that Jeff Seddon (Bolton MR TL) had generously donated a casualty to us and the search for the Bolton Bin Man was on. Pete and I set up control in the back of the LandRover at Jubilee Tower near to where the man's car had been found, the initial search failed to find him and the whole Mid Pennine Mountain Accident Panel (5 teams) were called in.

The Duke and Duchess of Westminster popped in to see how we were getting on with the search most of it being on their land. We were very impressed with the Dukes intimate knowledge of his estate. The Duke has been very good to the team on a number of occasions and this was no exception, within 20 minutes he had lent us his helicopter complete with pilot to help with the search. Sadly, the missing man was found dead the following day, too late to get back to the tiling.!

Anybody looking at SM today will no doubt find it hard to understand how proud we were of No4 Smelt Mill, what started as a dilapidated shell was within two years turned into a very cosy presentable base on a budget of hard work, scrounging, adapting, making do and very little money.

### **No4 Smelt Mill Fully Operational**

We will now look at the period circa 1982-86 a period of relative calm on the building front, but those of us who know Ian, will understand there's always something that needs doing.

In my opinion the full potential of SM begins to bear fruit during this period and we dream of what it could become. Once again Ian picks up the story.....

*With SM now fully habitable, the duty rosters were drawn up, and team members began taking it in turn to be based in No 4 each weekend. What was seen to be a good idea at the time died out over the next couple of years mainly due to lack of members availability.*

*One door closing another opens and thanks to the interest of a group of members youth groups were brought to SM to sample the outdoors. Some names that may be familiar are Keith Gillies, Phil Lund, Tony Bond, Mick Turner and Simon Harris. This intrepid group started those early courses, ably assisted by the gang of four now temporally reduced to three due to another happy event my son John.*

*SM in theory could sleep 24 tired team members, but its tiny lounge was full with 10 people in it, how we managed with a course of 6 to 16 plus instructors is hard to imagine. Like most things in the past, we just got on with it. I remember with fondness the camaraderie and team spirit fostered in those groups. The cramped conditions meant we all had to get along and enjoy each other's company or go mad. Meal times were the most fun with constant changes in seating and standing positions as food was served from the hatch and consumed.*

*When possible, evenings were spent outside on activities, winter evenings were around the fire, crammed in every corner, talking team and telling tales of dare and do, Vera had a particularly good line in ghost stories. I recall one evening with a group of scouts, when a 12-year-old amazed us by singing songs from the shows, what a voice.*

*SM equipment was of course non-existent, climbing & abseiling being done on team ropes and harness's, plus your own personal kit and everything else you could borrow. Early Ashnott Mine trips were done in old clothes and builders helmets. In later years we bought some green pvc overalls, although not very tough in comparison with today's caving suits they fitted the bill and perhaps more importantly the team's funds. The first waterproofs were old South Ribble jackets donated by members, some are still in the large shed available for dirty jobs. I believe the idea of donating waterproofs followed a course when we took young people abseiling in bin bags because that was all we had. Lack of its (Smelt Mill) own kit was an on-going issue until SM took a more prominent role in its own fund raising ability, but that's another story.*



Vera Taylor and Mick Turner at the Kit Room Door, note the breeches, team badge and the Black team sweat shirt. Jan 1987

*Mid Pennine Mountain Accident Panel training began in No 4 Smelt Mill. The programme devised by Pete Smith and delivered by senior panel members, again life was cosy but we managed. It became the norm over several courses, for trainees to be put to bed at midnight, while we the instructors enjoyed a tinny or two, before we woke them for a surprise*

*night exercise. They loved it. Anybody remembers Pete (fettler) Walkers pan alarm and later on the bugle? Convention dictated the course participants had beds upstairs and the instructors slept on the lounge floor or camped on the 30<sup>0</sup> deg slope that was our garden.*

*A few of today's Mid Pennine Search and Rescue Organisation (MPRSO) senior members attended at least one SM course. Gary Rhodes Bolton Team Leader was a student at SM.*

*The overcrowding was an issued until one day when John Houghton persuaded the NWWA to lend us the keys to next door No 2 & 3 which was empty.*

*Next door was a double cottage having been sort of converted some years ago. It still had two front doors opening direct into their separate lounges just like No 4. The road side back adjoining No 4 had been used as a kitchen, the other back room was used for storage by the pervious tenant an ice cream salesman. Upstairs it had three bedrooms and bathroom with an inside toilet, sheer luxury.*

*All the rooms contained various amounts of rubbish, it was all pretty filthy and as one might expect with any property not lived in for some time the wallpaper was peeling off here and there. Still in was good of NWWA to lend us the keys free of charge and it only took a few of hours to brush out the worst of the mess. The extra space it afforded was most appreciated and it had an inside toilet a big plus in the January when the panel exercise was held. What we didn't know until we turned the water on, that there had been several bursts under the floor boards which immediately cascaded down the walls and through the ceiling. On the bright side it kept the dust down and was better than camping on the 30<sup>0</sup> sloping garden. We continued with these ad hoc arrangements until the notice of sale letter arrived from NWWA.*

It was around this time that the true benefit and purpose of Smelt Mill crystallised and has remained so ever since. A simple three way mission statement before mission statements were invented

Smelt Mill will be .....

- d) A residential training facility for BPMRT.
- e) A resource for members of BPMRT to utilise privately.
- f) An opportunity for BPMRT to generate funding.

Even in those very early days all three of the above objectives were achieved albeit with very limited space. Mick Turner and myself ran a weekend for a group of Sea Scouts from either Blackpool or Preston. They paid for a course plus food. Mick and I did everything else FOC and the surplus funds went into the team coffers. We stopped off at Chipping on route to get some carry out beer in plastic 4 pint pots, then onto SM, light the fire and got ready to welcome the group. Around 10 young scouts with their adult male leader slept upstairs split between the two bedrooms, Mick and I were on the floor downstairs in front of the fire. Throughout the night the lads would be coming down stairs going to the toilets outside. Not sure what activity we did during the day but evening meal was cottage pie for the lads in the lounge on their knees while Mick and I tucked into entrecote steak au champignons with homemade wine in the kitchen. The team didn't pay for the steaks Mick acquired them.! Followed by a team slide show in the front room with the coal fire blazing, happy days, they love it.



Sunday morning, they were up early and marched off to mass at St Hubert's Roman Catholic Church situated on the Trough Road, on the outskirts of the Dunsop Bridge. It was built by the Townley family when their racehorse Kettledrum won the Derby in 1861.

### 1<sup>st</sup> Development – Purchase No4 and Next Door 1986-1990

The first two renovations were certainly important and necessary but the next period of building activity was a real game changer, much bigger in every aspect and can justifiably be called the first Development of Smelt Mill. It involved substantial fund raising, major structural alterations, planning, committed effort and endurance through the ups and downs. A massive task for such a small group but remember we had the Flag bearer.!



Jim Gardner outside No 2  
Summer 1989

Towards the end of the 1980's the NWWA was coming under increasing pressure from the Thatcher government to divest themselves of all assets not related to the collection and distribution of water, ahead of privatisation. As a result, in late 1986 we received 6 month's notice that our dwelling plus the other two in the terrace would be going on the open market for sale. As sitting tenants, we were given first refusal to buy. NWWA would sell No4 to us for £23.5K, the middle dwelling was £35.5K and No1, similar in size



Similar shot March 2014

to No4, was also £23.5K

A number of us were thinking could we, BPMRT, possibly buy No4. Ian Ordish was already two jumps ahead, he was negotiating special purchase terms. Firstly, the price £23.5K. He put it to NWWA that their value was based on the current condition of No4 and takes no account of the time, effort and money that the team had spent since 1978. Secondly, would they consider holding the selling price for two years while we raised the money.?

Ian wanted to go for all three, but after some deliberation at committee the decision was to go for No4 and the middle.

(We would buy No1 some 9 years later for £80K at the top of the property boom.)

Again, I will let Ian pick up the story in his own words.....



Mick Turner in the Kitchen/Office doorway  
1989 note the serving hatch

*Long debates were held within the team about the purchase, but the upshot was the team wanted to retain its HQ and training centre, but with only a few thousand in the bank had no means of purchasing it. The team's annual turnover was then about £5,000. Notwithstanding our inability to pay the team sent a letter to NWWA expressing our interest and requesting a period of grace in which to raise the cash. We were given a 6 month deadline until Easter 1987. As fund raiser I was volunteered to raise the necessary capital.*

*Before any fund raising could begin, we had to contact NWWA and agree a purchase price.*

*They advised me that regulations dictated all sales has to be at market value and in our case the valuation for No 4 was £23,500 probably about right in those days when the*



Bit of a change in an enlarge kitchen Mar 2014

*average take home pay would have been £120 a week. Following negotiations, we were able to agree on a price of £18,500. Having deducted the £5,000 estimated value of our own improvements, made at no cost to NWWA.*

*At the same time, we were scratching our heads as to how we could raise this enormous sum of money in 6 months. Having no experience of fund*

*raising on this scale didn't help. First thoughts turned to the conventional approach, could we possibly afford a mortgage? The idea was given an airing but common sense dictated that although the team's finances were reasonably stable at the time, we could not predict the future and a 20 year mortgage was a big commitment, assuming we could get one. No, the answer lay in external funding all we had to do was find it.!*

*A begging letter was written explaining our plight and asking for help, but who should we send it to, I didn't have clue. Being employed in the defence industry I happened to have a list of defence contractors with their addresses, it seemed as good a start as any. Out went the first mail shot on works internal post, the second mail shot soon followed after picking likely looking businesses out of the Preston yellow pages, the results weren't encouraging with only a few hundred pounds being raised but on the bright side it had paid for the stamps and given us a fighting fund..*

*It was clear we needed a higher profile, in order to attract funding. It was also clear normal fund-raising events would not be sufficient by themselves, but would serve as a valuable source of publicity and demonstrate our commitment to the campaign.*

*A new letter was written and sent out with photo copies of newspaper coverage from our fund-raising events, to yet more companies this time we targeted the banking and insurance world. Names and addresses got from a trade book called "Kelly's Directory" again borrow from work, this time a breakthrough some cash, but more importantly a little booklet from Allied Dunbar called "Pennines from Heaven" this told of another publication from the Directory for Social Change (a charity) "The Top 100 Grant Making Trusts" plus several other useful publications total cost £25. Not a small sum at the time, it may seem strange now but I remember being quite nervous asking the committees permission to buy the books for the team. Permission was granted and fund raising took a giant step forward.*

*The books gave us the names and addresses of charitable trusts and which type of charities they support i.e., medical, Educational, Aids, Youth Work, etc we could now target funding sources that may be sympathetic to our cause "Running Courses for Youth Groups" a winning change of emphasis, with MR in the supporting role.*

*Our first £1,000 came from The Westminster foundation. His Grace the Duke of Westminster, as mention previously was a good friend to BPMRT and SM, his support has popped up in many areas, from lending his helicopter to supporting a £10,000 grant from TSB when he was chair of its Charitable Trust, to performing our opening ceremonies.*

*Like all good campaigns you must invest to grow and invest we did, spending our first £1,150 in Dec 1988 on an ex-demo computer with the memory of a frozen pea by today's standards. It was used to store contact details for our mail shots and targeted funds. By the end of the campaign, we held details of over 5,000 companies and charities. Over the two years over 7,000 letters had been posted, we even got a grant towards the stamps. As time went on, we realised that come the sell off we would lose the use of No 2&3 SM (we were able to use it occasional as it was un-occupied) perhaps not a total disaster but it would limit our operations and what if we have issues with the neighbours?*

*No 2&3 was added to the wish list. Price £35,500 at the time but things were moving fast in the housing market down south and a new word had entered the English language "Gazumping" my fear was that the market value NWWA gave to us was about to rise and if other unusual or hard to get to type of properties were to be used as a guide the price could easily double. Funds in the kitty at the time were about £8,000, more negotiations with NWWA took place and bingo our second major breakthrough, we agreed to buy No 2&3 at the full market value of £35,500 frozen for 2 years.*



One of many newspaper articles recognising funding streams July 1987

*We were in with a chance!*

*Our plans were expanded to include No2&3 and further support was sort. One memorable reply came from Percy Bilton Charities Ltd seeking further information, many phone calls and letters later, Percy Bilton declared an interest in buying the whole terrace No1 to 4 and they would keep No1 as a holiday cottage for their staff. They would rent the rest of the terrace back to the team on a peppercorn rent basis. Subject to the agreement of their board of Directors and a full structural survey. The locally commissioned survey which I believe cost £800 (£2,000 in 2013) was undertaken. The report listed everything that could go wrong with SM without finding any significant faults, it made frightening reading and Percy Bilton pulled out.*



Another drive for money as time runs out! Sept 1987

I've mentioned the ups and downs. Well, this was a down. But as the sayings goes "every cloud has a silver lining" and we pushed on. Little did we know then, that we would eventually own the whole terrace and build a huge extension on the end. Thanks Percy Bilton Ltd. Ian continues .....

*We were on our own again. Following weeks of discussion in June 1987 the team called an EGM to discuss the way forward. There were three proposals.....*

- 1. Carry on fighting for No4 and next door.*
- 2. Divert fund raising towards a more affordable second hand port-a-cabin type building approx £20,000 possibly on a rent free NWWA site*
- 3. Call it a day and pull out of a Trough base.*

*Following much debate, the decision was number one, the fight goes on. We were still short of money but at least we have some time on our side. Fund raising continued and the newspaper campaign increased, Radio appeals were made and the team got a spot on TV, grants were sought from The Sports Council, Ribble Valley Borough Council (RVBC), Rural Development Commission and many others. We were given a rare opportunity to address a sitting of the full RVBC, at Clitheroe, an evening I will never forget. We got a fair grilling but, in the end, won the councils support, a £5,000 grant and consent for change in use (for SM) given. Another milestone event, which was worth its weight in gold, as we could now demonstrate official local government backing.*

The main source of funding was going to be external grant awarding agencies. This is a long process and can take months/years to accomplish for the following reasons

1. Trust funds are usually set up with strict giving criteria. Our request would have to be compatible with their conditions for giving. It's no good applying to a "pit ponies" trust for money for a residential centre!
2. Many of the trusts only meet once or twice a year to assess applicants.
3. There are always questions and details to be clarified.
4. The first 10K is the hardest; the last 10K is the easiest. All givers want a successful outcome and seek to reduce the risk of failure.
5. Various conditions / targets may be attached to the award.

Ian again.....

*Any fund raiser will tell you the hardest part of any campaign is getting started, the first £10,000 is an Everest and the last £10,000 only a Scafell Pike not easy but possible. Credibility is all, fund holders will only commit their resources to projects they believe will succeed, everybody likes to back winner, and SM was now looking like a winner. The fund now stood at £8,000 in the bank, a £5,000 commitment from RVBC, TSB onboard with £10,000 our largest donation. Thereby saving No 4. The trouble was with £23,000 in the kitty with the Sports Council and Rural Development council (RDC) about to come onboard it made better sense to go for No 2&3 and then No 4 if possible. TSB were not happy and one can understand that such a generous donation had only been given by their Board of Trustees so that they may save No 4. However, when the bigger picture was explained, TSB thankfully agreed to allow their donation to be diverted into the middle cottages.*

*Several more trusts came onboard with donations and at last, we seem to be in control. NWWA was advised that funds for No 2&3 were secure and No 4 was on its way. Talks continued with the Lancashire County Council and RDC, European fund was looked at and Department of the Environment grant was applied for.*

*Matched funding was now committed from the Sports Council and we became benefactors of the 100<sup>th</sup> RDC grant. Over the next 12 months we developed very close links with the RDC and in particular their contact Pat Ward. She was always on hand with advice and assistance.*



The Big Rip Out could begin Mick Turner, Mick O'Donnell, Ian Harwood, Tony Wilson and Ian Ordish. Looks like a scene for the Gold Rush. Summer 1989

*Thoughts could now at last turn to building issues, plans were drawn up to convert No 2,3 & 4 Smelt Mill Cottages into an Outdoor Centre and in line with our constitutional commitment to educational training. It was envisaged that youth groups would take up about 65% of our training places and adult groups and MR taking up the rest. Following weeks of careful thought and discussion a BPMRT plan was agreed and planning permission was sought and granted.*



The fireplace in No3 1989, to become the new lounge. This room was heavily used for relaxing, dining, delivering sessions and sleeping.

The lounge in 2014, Bowland Room through the window, fabulous open fireplace cherished by all who gather around it. Painting of SM above the fire.



The basic kitchen during the Big Rip Out, note the net curtains we had standards to maintain.

The Kitchen in 2014, a few little improvements. The room size expanded into the office area during the 3<sup>rd</sup> development period.



*The next stage was to cost the proposed alterations, to keep the cost as low as possible the team was to be asked to help with the ripping out jobs and at the other end of the scale after the major build, with the cleaning and decorating. As much as possible building work was to be done on a labour basis only, BPMRT to supply the materials. Brian Buxton from Longridge a specialist in stone building restorations won the building contract and I was lucky enough to win the job of finding training centres worth of materials, preferably free. One thing in our favour, we had learnt that companies donate product more easily than cash.*

*No 2, 3 and 4 Smelt Mill Cottages were purchased by Bowland Pennine Mountain Rescue Team on the 17<sup>th</sup> April 1989 and in compliance with the Charities Act three trustees were appointed Dave Matthews, Jim Gardner and Bob Scoltock. The big "rip out" could begin, in many ways it was an exhilarating time, at long last we could physically do something with the building. The team spirit was high, ripping out is easier than putting back and shows instant results. Team members were helping out most weekends now, with the normal motley crew Pete & Vera and John Houghton as usual in the middle of things. The commitment to the project was vast, money or the lack of it was the only driver. Basically, if the team could do it, we did it, in contrast to the previous renovations pre/post 1980 where the participation from team members was relatively low.*

Hundreds of begging letters were written to obtain anything and everything towards the project, wood, cement, tiles, mattresses etc. If we could not get it free what about a discount. We got the wood from CW Berry's of Leyland at cost.

Eventually the day arrived to start, first task was to gut both buildings, little was going to be re-used. I remember pulling out a big carpet and throwing it on the fire in the middle of the lawn. Dust everywhere. We had to knock through No4's kitchen wall into next door, which would become the Kitchen/lounge doorway used today. Tiled floor and walls in the kitchen. The staircase in the middle dwelling had to be moved, to maximise the new lounge. During removal of the old plaster a stone fire place was revealed and the open fire remains a central feature of the lounge to this day. Showers and a toilet would be created effectively in No2 cottage.

New electric wiring and gas fires in each room. Upstairs it was male/female toilets and two more bedrooms. One bedroom from No1 actually overlapped into our property on the ground floor. Technically known as a Flying Freehold the owners of No1 wanted this aspect agreed in writing.

We made a concrete patio area on the riverside and created provision for a big white Calor gas tank to be located at the north end.

Officially opened by the Duke of Westminster Friday 2<sup>nd</sup> Feb 1990. With invited guests, Mayors, funders, a few locals and team members in posh frocks and suits. Reception was at the Whitewell Inn; Ian recalls not eating much as he was keen to speak to all funders regarding further support for the future. The following day was an open day event at SM for all the local people to come along and view the alterations.



The Duke, Gwyn McFadyen, John Houghton, Dave Matthews, Vera Taylor and Ian Ordish. The plaque is now mounted on the lounge wall.

### **A Few Little in-between Jobs! 1991-1994**

During the SM sub-committee meetings which were held at committee members houses, on a round robin basis, we would obviously discuss the operation of the building and were always keen to improve its capability. In fact, discussion was arranged in five categories, Building, Equipment, Finance, Bookings and A.O.B.

Post 1990 we now had inside toilets, but they weren't ideally located for staff working in the kitchen, kit room or office. Also, the down stairs kit room was bulging with equipment was there any way we could ease the situation. A plan grew to carry out the following; demolish the external wooden coal/wood store at the patio side of the kit room and extend the kit room into the space liberated by the demise of the wooden store.



Whilst you're pouring concrete for the footings of the new kit room wall, concrete the little car park area in front of the kit room. This will create a much cleaner entrance into the building. Finally erect a car port to offer much need shelter from the elements during briefings, de-briefings, kitting up and down, cleaning and checking kit etc.

The car port what a fantastic addition for relatively little cost, paid us back many times over, my eyes were a little moist when it was removed to make way for the Northern Extension.

### **2<sup>nd</sup> Development – Purchase No1 and Build the Bowland Room 1995-1998**

As time moved on and SM became more popular, the clear limitations became more of an issue. The major one being space downstairs. One room, the lounge with the big open fire was used for meetings, delivering sessions, dining, relaxing in fact on some occasions sleeping as well. In addition, we had no wheelchair access to the building a serious blocker when applying for grants.

A discussion began, as they do, from a throw away comment one Friday evening on the working weekend in June 95. "Why don't we build a conservatory running the length of our patio". By Saturday night we had virtually built it, along with a few little additions like an upgrade to full Central Heating, wheelchair access, a lift, new carpets etc. The National Lottery had recently been launched and I sensed our *Flag bearer* Ian was itching to get his hands on some of that money.

No1 Smelt Mill (or the cottage end as it became known) had been in private ownership since 1989, first by a couple of solicitors and then by Mr Breatherton a local coach firm proprietor. Neither seemed to have lived there full time which was just as well because we were always a little apprehensive around potential issues of noise.

The Lottery application forms were completed and I was going to post them on the Monday after a big team exercise based at SM, Jan 1996. We had developed a similar opportunity as previous, on occasions we could borrow floor space from Mr Breatherton's cottage when we had large numbers staying. Keith Gillies picked up the keys to No1 from Mr



Breatherton's primary home near Longridge, to use his floor space for sleeping only for the weekend. As Keith was leaving, Mr Breatherton he said, "ever thought of buying my place". He was fully aware of our conservatory intentions. When Keith arrived at SM and gave us the news, a few of us went into a scrum and decided this was too good an opportunity to pass. At last, our chance to get the whole terrace!



Needless to say, I didn't go to the post box on Monday; we requested new forms and duly worked on a new increased submission to the Sports Council Lottery Fund.

Who Dares Wins – Let's go for the Terrace

During the working weekend in early June 1996, the Trough road was blocked for a short time while six tons of wood, which had just been delivery was moved to the far end of the garden. We also erected a second wooden shed, which enabled the kit room to be rearranged. Those of us who worked on the erection will remember the sweet perfume of the interior due to its position over the septic tank. However, the Pete Taylor patented vent stack sorted that little problem.

We progressed the planning and costings. Had no end of issues with the specification of the conservatory, in particular its size, we would need local council planning permission. The conservatory idea (all glass and upvc) very soon changed, quite rightly, into a proper extension (brick/stone with a solid roof)

This was the first, but not the last time, we would need planning permission / building regulations from Ribble Valley Council (RVC). We had a good relationship with the council but learned very soon that when it came to planning, it's not all plain sailing. We wanted the extension to be as big as possible providing a multi-functional space facilitating dining, workshops and acting as the main entrance route in the Smelt Mill for clients.

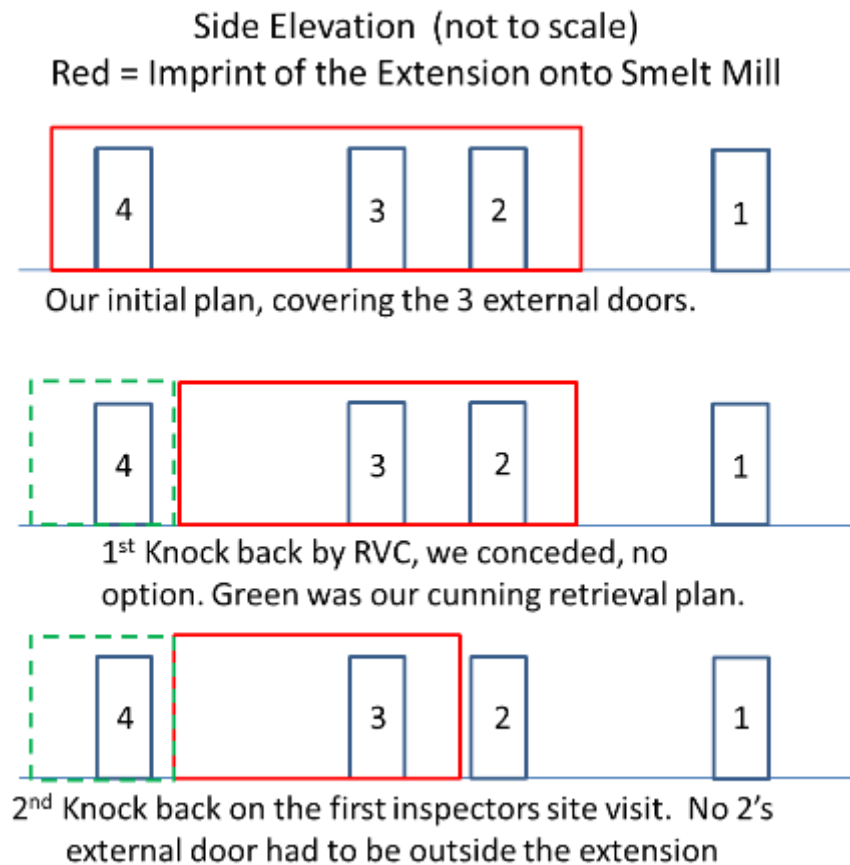
Our initial going in point was a length which encompassed the external doors of No4, 3 and 2 leaving just the Cottage End door opening to the outside. Covering No4 would create a clean route into the kitchen at meal times. For some reason known only to the high priests of local planning this was not allowed. Eventually after a number of changes, plans going backwards and forwards, we got permission for a stone extension, covering the external doors of No2, 3 to just before the door in No4.

This was not ideal but we thought of a cunning way to get back to our original plan. We would add patio doors into the end of the extension at No4 end. Once built we would add a true conservatory (brown UPVC and glass) onto the extension end enclosing No4 thus regaining our route into the kitchen. The patio doors would be relocated into the conservatory. Due to the small size of this conservatory, it would NOT require planning or building regulations, bingo, smiles all round.

The revised Lottery Bid was posted in February and in July 1997 we received the fabulous news and a cheque for £171,183 later increased by £12,588. SM closed for business 22<sup>nd</sup> September, let's get building!

On the day John Houghton met the building inspector for the first time just to cross the t's and dot the i's and despite the plans having all the stamps and signatures the inspector

wasn't having it. He is all powerful his or her word is final. He was NOT going to allow the extension to cover the door to No3, so the main entrance was not going to be through the new building and he wasn't prepared to allow the whole building to be shoved along to cover No4's door. This effectively created a dead space in the extension just before the door to No2, we utilised this space for the sink and cupboards, which has over the years proved so useful. Every cloud has a silver lining.



This development was bigger and more complication than the previous. It was a mixture of gutting, building completely new and re using. We had to knock through into No1, create a corridor, washing area and drying room. Also knock through upstairs. The stone extension, to become known as the Bowland Room, had to be constructed. A lift had to be inserted in the bottom of the shower corridor. Calor gas tank removed and a new pit created for the oil tank to supply the new central heating boiler located next to the lift. New plumbing throughout the building and the old gas fires removed. A new 3 phase electrical connection to the mains was required.

Every room in the building was affected. We also wanted to take this opportunity to make a number of other minor changes plus add fixtures and fittings to facilitate the building to work with groups; new chairs, tables, easels, lamination m/c, projector screens etc. etc. All of this took time to specify and procure.

Showing the plastered wall we didn't want thanks to the last minute building inspectors order. So improvise and adapt, we inserted a sink, boiler and cupboards, looks like we planned it all the time!



As with the 1<sup>st</sup> Development the major building, electrics and plumbing were contracted to W.H. Houghton. The main building work was finished by the end of May. We had to re-open for business on the 3<sup>rd</sup> July 1998 due to a commercial course from Courtaulds. That left a heap of work to be done in June by the working parties. Unfortunately, the response from the team members on this occasion was poor, leaving the work to the usual culprits; I spent every weekend in June at SM.

### **Typical Working Weekend**

Ian would produce a programme of what needed to be done. A room by room list of tasks, with associated timings. He would also purchase the materials, paints, brushes, rollers, stain, varnish etc. I would arrive around 17:00 to find Ian has already made a start around lunchtime. On with the old clothes, look at the list and get on with the work. Ian didn't crack the whip he just led by example, with luck we'd down tools around 22:30 a couple of beers then find somewhere to sleep.

The following is an illustration of how knackered we must have been. We would settle for our beer in the office, each time the conversation died we would all start watching the security monitor high on the wall. This had three images and switched between them. The car park at the cottage end, with the additional interest of a spider's web and a spider if you were lucky. The car park opposite the kitchen and finally the car park and road north over the cattle grid.

Up at 07:30 breakfast and back on the job by 08:30. A few people would come and go throughout the day. Now talkers could be a problem, it wasn't so much the talking as stopping work while they talked. Lunch time would be 30mins with evening meal around 17:30, and then back on the job. We'd get a treat on Saturday nights finishing early about 21:30. Bed, breakfast and finally finish around 15:30 on Sunday.



End view showing the space for our cunning plan



The Bowland Room great matching stone work



Ian Ordish, Pete Taylor, we nicked named the screen box in the ceiling "the Coffin"



Would have preferred a greater slope on the ceiling but it is what it is.



The lounge looking towards the kitchen door. The sink on the road side wall was removed.

The crescendo of activity peaked at noon Monday 17<sup>th</sup> August 1998. Earlier that day the rain was bouncing off the ground, but the sun eventually came out and was cracking the flags by 12 O'clock when the Duke of Westminster officially opened the 2<sup>nd</sup> phase development. It was truly, a perfect day, a fitting finale to the blood, sweat and tears that have been sunk into the project, since its original conception in June 1995. Crispin the team's chair delivered his speech with feeling and professionalism, which we had come to expect, the speech he wrote for the Duke wasn't bad either.

### 3rd Development – The Northern Extension 2000-2006

No doubt you will have heard of the expression “mission creep” tasks growing in size over time. Could have been applied to SM on many occasions, it goes something like this....

- I. For a number of years, we had experienced issues with damp on the outer wall of the office staircase No4. The gable end which takes the full impact of rain sweeping down the valley would require some attention to solve the problem.
- II. Also, on occasions the rain water would leak through the lean-to roof onto the kit room steps (cellar) so the roof needed some attention.
- III. In fact, it probably needed a new the roof. Maybe North West Water PLC would contribute to the cost as they share the roof with their pump room next door.
- IV. There was also talk from time to time of placing a team vehicle at SM, under the car port, but we had no means of securing it. We could build a lockable garage to facilitate the vehicle.
- V. Well, a garage will need planning permission and footings so if we are going to that much trouble we might as well build some rooms on top to help with toilets and bedrooms at that end of the building.
- VI. A flat roof will just look stupid and have maintenance issues; a pitched roof will give us an opportunity for additional storage in the loft space.
- VII. Maybe we could, if we are clever, get the new gable end to work for us, what about a climbing wall.?

Hey presto The Northern Extension (NE) was born, all we had to do was make it happen, easy we had the Flag bearer.

The previous two developments each had their own set of unique challenges. In the beginning it was raising a huge sum of money, convincing many in the team that it was possible, the size of the task and all being done for the first time with little experience. The 2<sup>nd</sup> time, the sum of money was bigger, we had to get planning permission, build a new room, renovate throughout, deal with the Sports Council Lottery requirements, but we were experienced.

What challenges would NE throw at us? Cost obviously, getting the most out of every square inch of the new building will be vital, designing the layout plus planning and building regulations. We didn't realise at the time how much work, effort and money would be involved in gaining permission from RVC.

The other aspect which developed over time was the fact that BPMRT were looking seriously at a New Base (NB) away from Cop Lane, our home for some 20 years, it was simply too small and in the wrong place.

It soon became clear that trying to fund raise for both NE and NB simultaneously was a step too far, the main issue was raising the money, asking funders to support two huge projects at the same time for the same organisation was a none starter. So, the team agreed that we would gain planning permission and building regulations for NE then hold tight, concentrate on NB, then onto back onto NE.

## **Northern Extension – Planning Permission and Building Regulations**

To support NE, we developed a clear set of 5 key objectives. They were the reasons why BPMRT needed the NE.

### **1. Bed Space**

The four additional bedrooms will improve the flexibility of our sleeping space. *Key point is improving the bed spaces NOT increasing. A point we had to make on a number of occasions.*

### **2. Toilets and Shower**

New facilities in the extension will serve the above bedrooms plus adjacent rooms in the current building. *We were lacking these facilities in the north end of SM.*

### **3. Kit Storage**

We have a vast amount of personal equipment for use by everyone, waterproofs, boots, caving suits etc plus specialised safety equipment for use under our supervision. Currently this kit is stored in a very small area which is far from ideal and does not facilitate easy access. The plan is to double our kit storage capability.

### **4. Security**

The extension will create an enclosed garage space providing secure storage for the 16-seater minibus.

### **5. External Toilets**

New toilets will be created to better serve outdoor activities local to Smelt Mill without the need to enter the building.

## **Planning Application**

The application was posted in early August. On 24<sup>th</sup> August I wrote a letter to the RVC planning officer in support of our application. The council had received an objection to the plan. As a result, the council planning department would be recommending refusal at the planning committee 14<sup>th</sup> Sept 2000 on the grounds of *massing* (size and volume) and *urbanisation* (creating a move away from countryside to town) As it proved later on, both these terms are very subjective and are open to be challenged at a RVC planning and development committee meeting.

On the 7<sup>th</sup> Sept. Phil Bailey a team member who worked for Ribble Valley, advised that we go on the offensive and lobby the 22 Councillors who sit on the Ribble Valley Planning and Development committee. We sent a one page A4 letter and A3 front elevation to all councillors. This was followed up by phone calls and personal visits to a selected 12 also inviting them to SM to better explain our plans and to alleviate their concerns.

Phil's assistance and advice was invaluable in guiding us through the labyrinth for rules and regulations regarding councils and planning. He also booked a 3min "public participation" slot at the 14<sup>th</sup> Sept committee meeting to enable our cases to be put forward and we volunteered Keith for that task. I spoke to our local ward member Councillor Elms who was supportive but explained that the parish council were concerned about increasing people and vehicles at SM. On the 11<sup>th</sup> Sept open access to all the details came into effect, it was confirmed, the objectors were the local parish council.

The council planning meeting commenced at 19.00 sharp on the 14<sup>th</sup> Sept, the tension mounted as we waited our turn. Keith stayed inside the chamber while Phil B, Ian O, Stuart D and I sat in the public gallery. I was receiving a blow by blow whispered commentary from Phil on the ins and outs of council procedures in my left ear. All other orifices were becoming dry and tight. !!

Finally, it was our turn, or should I say Keith's, he rose, moved to the lectern and gave a polished performance stating quite clearly and slowly, who we were, what we did, why we needed the extension.

The councillors debated and the outcome was a vote on three different proposals:

- a) To accept the plan without any amendments or
- b) To accept the plan with recommendations/conditions or
- c) To defer the application pending an improvement in the plan from the architect.

The first vote was defeated 8-11 and then 1<sup>st</sup> amendment was accepted 11-8, we were home and dry, or so we thought. Further clarifications revealed that the decision was "minded to approve subject to conditions". However, the conditions must not be onerous or unreasonable; once again these terms are subjective. The planning officer contacted our agent Phil Bailey to give him the conditions, in a nutshell they were

- a) Lower the roof and b) set back the front elevation.

Our position is that these conditions were both onerous and unreasonable. In short, the three main issues were

1. The lowering of the roof would have a knock-on effect down the extension such that a minibus with roof rack would not have clearance to enter the garage.
2. Greatly complicates the roof structure, so more expensive.
3. The front elevation push back would involve United Utilities plc moving their wall next to the road plus all their switch gear mounted on that wall. Cost and hassle.

Both Phil Bailey and Ian Ordish contacted the planning officer to plead our case, the conversations were amicable but the result was failure to agree. In her professional opinion the extension should be stepped back about 1.5 feet and the roof lowered. (It seems the rationale behind this requirement, bizarrely, is to demonstrate outwardly that the structure is an extension and not original !) Her report to council on 10th Oct would state this quite clearly. Also, she wishes to inspect samples of the building materials, to which we gladly agree. However, her report will also state the counter view (our view) as above. She also told Ian not to worry?

A few days later we receive the great news that the extension as planned i.e., no reduction, had finally passed, phew, what a relief.

## **The Foundations and Building Regulations**

Just when you can see the light at the end of the tunnel you realise it's another train.! Getting the specifications agreed for the foundations was another long, drawn out and expensive episode. RVC required substantial foundations with piling to secure a sound base for NE. We thought this was "over egging the job" and to counter the RVC point we had no alternative but to hire our own professional structural engineer. We were now the meat in the sandwich, RVC on one side, our man on the other. We were keen to get this sorted quickly, but it ran on at its own pace, slow.

In the end we spent over £7.5K on fees, surveys, test drillings etc. Two drills broke during the ground survey which would lead you to think the ground is pretty hard! This amount of expense was unplanned. Eventually an agreement was reached. Limited piling but a huge, deep ring trench filled with concrete and re-enforced with steel rods. Cost over £23.5K, total cost not far over £30K, all sunk in to ground before we even start going up. You could launch a rocket from those foundations. We did wonder what the rest of SM has been sitting on for the last 125 years.



The Foundations viewed out of the kit room door, a deep ring with steel reinforcing and green shuttering to guide the concrete. The old toilet block can be seen at the rear ahead of demolition.

### **Planning Permission Extension 2005**

The plan was to hold off the Northern Extension (NE) to allow full effort on New Base (NB). But as time moved on it became clear that NB was not going to be completed as early as we had expected for many valid reasons, see chapter on NB. Our concern on the NE working group, Ian, Keith, Bob and myself was that we may run out of time on our planning permission normally 5 years. If you physically start a build you are ok and can take as long as you like, but we hadn't physically started. Team decision was to apply to RVC to extend the permission and then push on with the build.

There was a possibility that RVC planning would have another nibble at our plans but in the end, we received our planning extension on the 8<sup>th</sup> Sept 2005 without too much pain or cost.

The other big driver to get started was funding. We had for well over a year been cultivating the Department for Environment, Food and Rural Affairs (DREFA) for £86,800. These big sums come with conditions. It had to be claimed by 31<sup>st</sup> March 2006, it could only be claimed when the work was done and it could not be carried over past April 1<sup>st</sup> 2006.



We had investigated Lottery funding again but changes to the conditions attached to monies in 2005 were far more onerous than they had been in July 1997. See chapter on New Base.

Finally, the build commenced towards the end of 2005 and progressed at a good pace, there were of course the usual issues to deal with. Worst of all I think was two separate occurrences of theft in broad daylight of a stone cutter and trailer.



Foundations done, walls on their way.



Well on its way externally.



By Christmas 2005, the foundations had been completed and the structural walls were up to the first floor. At mid-March, the main shell was done, roof battens on awaiting slates and by mid- April the outer stone facing well on its way, the old outside toilets demolished, interior studded walls completed and kitchen increased in size. Mid-June saw the final internal fitting out begin and July the outside toilets and wash room nearing completion.



Outside toilet block, uPVC conservatory and railings.



Climbing wall.



Chairs drying in the Sun.



Clean-up Crew



Some of the Open Day crew



The Duke of Westminster consistent supporter of Bowland Pennine MRT and Crispin Myerscough. 10th August 2006

We were pleased that the Duke of Westminster agreed for the third time to officiate at a Smelt Mill opening. Thursday 10<sup>th</sup> August 2006 was the day when the great and the good, plus funders and many team members gather to celebration our achievements.

However, we the NE working group, were brought down to earth with a bump a few weeks later when we received the final closing bill from Houghton construction. There was an overspend of £34K. I became aware of this ahead of a Wednesday team meeting and at that meeting some strong words and feelings were expressed, notably an accusation of misappropriating team funds. All in the heat of the moment, that's not to lessen the gravity of the situation, I as part of the NE group was shocked but we had to carry the can for not controlling on the costs, whatever the reason. We were in a deep hole and resolved to stop digging and search for the ladder to get us out. The committee ring fenced the New Base fund and tasked us to work out a plan, we were already on the case. A number of meetings were held with John Houghton to forensically challenge all the accounts. This resulted in a real reduction of £9,400 making the new final bill £25,016.05. We would pay £10K immediately with the balance of £15,016.05 by 31<sup>st</sup> August 2007. This we achieved.

A sobering experience, one which I don't wish to go through again. For me it took the edge off the Northern Extension achievement for some time, but apart from the sting in the tail it was a super project and well worth the effort.

Looking back some 35 years I think it was very brave and forward thinking of the NRO to take on Smelt Mill and have a vision of what it might become. Little did we know then that it would surpass all our expectations. Illustrating what can be achieved with a clear vision, a dedicated team, bags of commitment, a little bit of luck and someone who can hold a Flag.

## **Examples of Smelt Mill users over the Years 1978 - 2010**

### Youth Inclusive Courses

Blackburn Child Care society  
Burnley, Bolton, Preston diabetics  
Church groups various  
Colleges 6<sup>th</sup> Form and Naval  
Cubs, Brownies, Scouts and Guides  
Junior and Senior schools  
Junior football teams  
LCC Youth Groups various  
Leaving Care Groups  
Young Farmers  
Youth group from Chernobyl

### Adult Inclusive Courses

Asian Ladies  
BAe  
BMW Bikers  
Courtaulds,  
Lancaster A&E  
Midwives,  
NWS Paramedics,  
HM Prison Services,  
Pre-hospital emergency care courses  
Rotary Club  
Rambling/Walking Clubs and groups  
Various individuals with works/office weekends.  
University Groups

### Self-Catering

BTCV (British Trust for Conservation Volunteers)  
MLTB (Mountain Leader Training Board)  
DofE, Prince's Trust.

### Team

BP Training, Trainee induction,  
NSARDA, MPSRO,  
MREW Regional and National events,  
Tracking,  
New Year Bash

### Members Private

Family celebrations, 30<sup>th</sup> 40<sup>th</sup> 50<sup>th</sup> etc  
Wedding receptions

## 8 Phoenix Warm Air Device

I've included this topic because it is another example of BP's members ability, inventiveness and willingness to run with an idea, you win some you lose some, and I believe we clearly won this one.



Reviva unit with it's soda lime crystals.



In 1980 BP could deliver warm air to a hypothermic casualty via the Reviva. A large, pack frame mounted unit design to allow CO<sup>2</sup> to mix with soda lime crystals thus creating an exothermic reaction (heat), through which ambient air was drawn by the casualty into their lungs. The objective achieved, gently warming from the inside of the body.

In the mid 1980's another product came on the scene, the Little Dragon. Same principle as the Reviva, with the big advantage of being much smaller and lighter. We wanted to upgrade to this new unit. In 1987 I'm not sure whether we bought or loaned a Little Dragon but Pete Jones and Ken Hampton thought we could make one from proprietary plastic soil pipe, temperature gauge, a bit more piping, face mask and a CO<sup>2</sup> bottle adaptor. Out of the BP prototype department (Pete's shed and Ken's garage) the "Phoenix" arose. Small, simple and easy to operate not too dissimilar to the Dragon with the one big exception, *cheaper*. Maybe we could even make a few and sell them to make some money? Records show that we spent £196 on development in 1987.



Little Dragon in Operation, note the cork stopper. Looks like my breeches on the left.

1988

A number of Phoenix units were produced; BP had them located in 3 Vehicles, medic sacks in Longridge, Lancaster, Chorley and at Smelt Mill. In addition, units were sent to Outward Bound Ullswater, Mines Rescue Bristol, Upper Wharfedale FR, Bridgend MRT, Dartmoor Rescue Group and SAS Regiment Kings Rd London.

Cost was around £100 per unit. Interest was shown from the American Armed Forces and RAF. In December we applied for a patent on the Phoenix at a cost of £15. Expenditure for 1988 was £820 with income at £748.



Phoenix Warm Air Unit along with a 6 inch rule.

1989

In January we received our patent application number 8828649

Simon Harris wrote a technical report on its operation. Special meeting held, 9th March, John Houghton, Pete Taylor, Ken Hampton, Ian Ordish and Jack Foley attended. To discuss marketing strategies. Cost of the unit which included CO<sup>2</sup> cylinder was £100. Original selling price had been £120 this is now increased £140. However, after discussion on other costs this was raised to £175.50

Extra-ordinary General Meeting (EGM) held 3<sup>rd</sup> May to discuss the sale and distribution of the Phoenix warm air unit.

Meeting on 7th June to report on sales and distribution of the unit. Lancashire Business Innovation Centre BIC will spend £1,500 on market research. If research shows sales less than 400 units per annum BIC will withdraw. No charge required.

If forecast is greater than 400 units pa a company will be formed with a min investment of £20,000, the team will have three options,

1. Receive £10 per unit sold, no risk, no investment, no work for the team and no control.
2. We become a partner in the company and receive a dividend. Investment and some risk involved plus some level of control.
3. BP becomes a distributor to non-VAT outlets. No investment, risk and little work.

*I've been unable to discover any outcomes from this research so I have to query if it was ever implemented.*

Units would be VAT exempt if turnover remains below £7,500 per calendar quarter. SAS have approved it. Police very keen on their unit. British Army wants to test it at

Farnborough.

Committee minutes 19<sup>th</sup> July record Mick Mitchell going to a meeting in Aberdeen, BP (the oil company) may use the Phoenix on 22 rigs.

16th August Ken Hampton writes to all users regarding a possible danger of asphyxiation of an unconscious casualty, parts required to overcome this situation will be provided FOC within 28days.

Expenditure £1,106 income £371 for the year. We received payment in kind for some units.!

1990

We had sent a unit up to Grampian Police, their Mr Lawson past it onto Dr Light at Inst of Technology Aberdeen for testing, which they never did, so Mr Lawson returned it to Ken with letter of apology for the time wasted.

Extract from the letter dated 29<sup>th</sup> May 1990.....

*On initial receipt of the Phoenix, I tried it in winter conditions in the Cairngorms and had no difficulty in operating it. I noticed that a large amount of moisture collected about the two way valve and suspect that it may freeze in certain conditions. I accept that heat generated may be sufficient to defrost the value during operation.*

*Without the backing of the Braemar Team Medical Officer, Dr Thomas Stewart who had reservations about the use of the unit on an unconscious casualty and any comment from Dr Light, I'm unable to recommend to the Grampian Police that they purchase the Phoenix.*

*Once again sorry for the delay and I wish you every success with the Phoenix which I personally recognise as a much needed initiative in the treatment of hypothermic patients in our mountains.*

I suspect this letter knock the drive out of the project. However, 1990 was our best year for sales at £2,199 with an expenditure of £708. We continued with lower activity in 1991/2. The cash profit from the whole project was £1,030 plus a number of items of new kit and of course plenty of Phoenix Units around BPMRT.

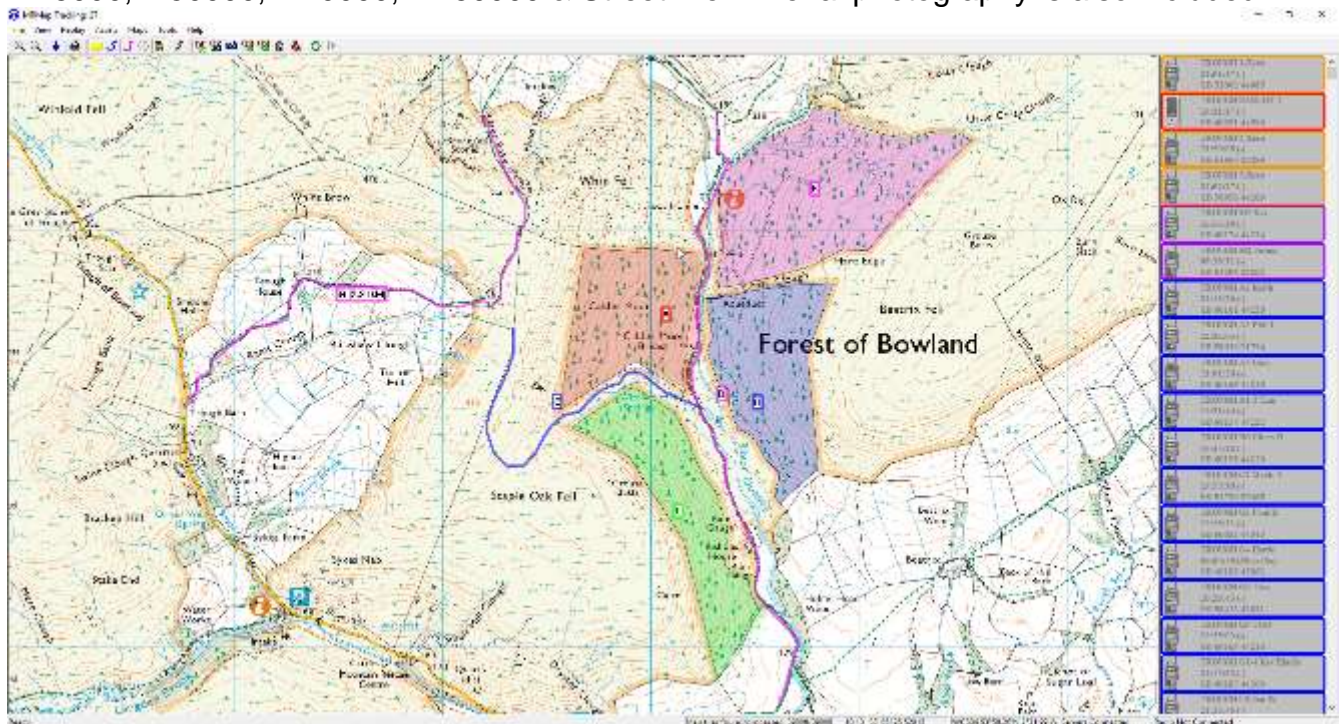
# BPMRT and the use of Technology

With the increase in the use of computers, the Internet and technology there have been a number of innovations within the MR world that have made things easier. These have been with mapping; call out systems, search management and use of the Internet. The main applications are MRMap, SARCall, SARLOC and SARMan.

## MRMap

This is a mapping system commissioned by the Lake District Region (LDSAMRA) around 2005 and written by David Binks from Duddon Furness MRT. It is free to use for Mountain Rescue in the UK and Ireland and for other similar volunteer organisations including the Association of Lowland Search & Rescue.

The maps are provided by the Ordnance Survey and the following Scales area available 1:25000, 1:50000, 1:10000, 1:250000 & Street View. Aerial photography is also included.



**MRMap Screen Display**

MRMap allows search areas to be drawn and shaded with different colours; markers can be added for items such as Place Last Seen (PLS) and Casualty Site. Circles can also be drawn which can be combined with Lost Person Behaviour statistics to determine the size of potential search areas. All drawings on the map show up automatically on other instances of MR Map if it is linked to the Internet. Quite often BPMRT Incident Controllers when contacted for a search will be discussing potential search areas on Tetra and drawing on MRMap well before the full Team is contacted.

However, the main feature of MR Map is its ability to show tracks and continuous positions from Team members GPS radios and Team vehicles on computer screens or mobile devices. This allows the position of assets to be seen and progress within search areas monitored also providing improved safety on incidents. MREW recommends that MRMap is used as the main tool for tactical awareness.



BPMRT was one of the first Teams outside the Lake District to use MRMap around 2007 and is now used as standard on all incidents.

**When did BP first use MRMap?** MRMap has the ability to “save“ track logs. The first track log that we have saved is from a Wednesday evening training session on 26<sup>th</sup> September 2007 on Parlick and MRMap will have been in use from then onwards. The first operational track log we have is from Incident 22/2008. 1st July Search 08:39 hrs Fulwood, Preston.

**Topography.** MRMap has a series of aerial satellite photographs. These are very useful in briefing Party Leaders as to hazards in areas. The maps and satellite images are included on the PC that MRMap is installed on. If the Internet is not available (as it often is in Bowland) the satellite images and maps are still available. However, Google Maps & Street View have become the standard in recent years as the imaging is crystal clear and available on mobile devices for use by search parties in the field.

**SARCall**

Developed by John Hulse from the Ogwen Valley Mountain Rescue Organisation (OVMRO) and first implemented with North Wales Police around 2009. The primary use of SARCall is a means by which statutory calling authorities (primarily the Police and Ambulance services) can “call out” MRT’s to Incidents. It is an internet based platform which, collates, presents and records all aspects of a “Callout. It facilitates structured management of an incident. It pulls together the who, what, where, when, why and how of an incident, in real time and permanently stores it, should it be required at a later date. Previously all this data would have been on bits of paper, or in the controller’s head or simply not available. It should be stressed that it is an Internet based system and BPMRT has struggled with this, for example, incidents down the Whitendale Valley or at Smelt Mill with the internet not available.

The screenshot shows the SAR Teams - Incident Logging Platform interface. At the top, it displays 'List Of 65 Logged MPSRO Incidents During The Previous 45 Days' and 'Including Out-Of-Region Logs Owned By [redacted] Teams'. Below this is a table with columns: Ref, Organisation, Closed, Incident Type, Incident Reference and Place, Incident Summary, Area, Deleted?, and Open?. The table contains 20 rows of incident data, with some sensitive information obscured by redaction.

Ref	Organisation	Closed	Incident Type	Incident Reference and Place	Incident Summary	Area	Deleted?	Open?
22803	SOULCOM	12/02/13		...	...	Auto-Created Log	--	Yes
22805	BNPMT	12/02/13		...	...	Auto-Created Log	--	Yes
22818	CRD	12/02/13		...	...	Auto-Created Log	--	Yes
22822	BNPMT	12/02/13		...	...	Auto-Created Log	--	Yes
22828	CVSRT	12/02/13		...	...	Auto-Created Log	--	Yes
22867	BNPMT	12/02/13		...	...	Auto-Created Log	--	Yes
22884	CRD	10/02/13	Local Incident	...	...	N/A	--	Yes
22913	CVSRT	10/02/13		...	...	Auto-Created Log	--	Yes
22924	CRD	09/02/13		...	...	Auto-Created Log	--	Yes
22922	BNPMT	11/02/13	Missing Person	...	...	N/A	--	Yes
22919	BNPMT	10/02/13		...	...	Auto-Created Log	--	Yes
22915	BNPMT	09/02/13		...	...	Auto-Created Log	--	Yes
22914	BNPMT	09/02/13		...	...	Auto-Created Log	--	Yes
22908	CVSRT	09/02/13		...	...	Auto-Created Log	--	Yes
22909	BNPMT	09/02/13		...	...	Auto-Created Log	--	Yes
22927	CVSRT	09/02/13		...	...	Auto-Created Log	--	Yes
22918	BNPMT	09/02/13		...	...	Auto-Created Log	--	Yes
22905	BNPMT	09/02/13	Local Incident	...	...	N/A	--	Yes
22902	BNPMT	09/02/13		...	...	Auto-Created Log	--	Yes
22901	SOULCOM	09/02/13		...	...	Auto-Created Log	--	Yes

SARCall Screen Display (some sensitive info obscured)

On the initiation of a callout from the Police or Ambulance Services, an Incident Log is automatically created. Entries can be added to the log as required to indicate actions that are being taken, decisions made, vehicle and team member movements, casualty or search area details. Other agencies can view and update the log, from any location with internet capability. It is also possible to update the log by SMS text. This method is primarily used by Team members to update Team vehicle movements during a call out with the text message going out to all Team members to inform of the deployments.

Incident details, digital maps, resources being deployed or requested, incident admin all logged in real time. MRMap links to SARCall in that all tracking and drawings on MRMap are “passed”, via the internet into the mapping facilities within SARCall. This allows the calling authority to see what’s going on. It is also possible to create your own log for fell race safety cover or other training events. BPMRT makes extensive use of these facilities.

The Team has also given permissions to our neighbouring Teams to view and update our logs. Logs and incidents can be transferred between Teams and this is very useful when, on occasion, the calling authority alerts the wrong Team.

The BPMRT TL & DTL are on the Callout lists within SARCall for BMRT & RPMRT and vice versa. This means that all of the MRT’s in Lancashire are aware of each other’s call outs. You will often see other Teams make entries in our logs that they are aware and what assets they have available.

SARCall is now used by BPMRT as standard on all call outs. At least one Team Leader or Incident Controller will be monitoring the log. This is very important as quite often a stand down will come as a log entry from the calling authority and not a text message to all.

There are many other features within SARCall including a place name Gazetteer that has nearly 600 entries for the BPMRT call out area (populated by POB), a member responding facility called SAR Response (see below), advanced “Silver” regional groupings that effectively allow any Team to call every region and MRT in the country, task management, contact details of all SAR Call users etc.

**When did BP first use SARcall on a callout?** BPMRT was the first Team outside of North Wales to implement SARCall. This was done in conjunction with Lancashire Constabulary.

Dates as follows:

First test message from LANCON: 13:05 Hrs 20<sup>th</sup> September 2010. Went live 07:00 Hrs 7<sup>th</sup> February 2011

First Call Out. 15:57 Hrs 27<sup>th</sup> March 2011. Moorland Fire, Turton. Shout for Bolton!

First BPMRT Call Out from LANCON. **7/2011. 6<sup>th</sup> April Search 16:43 Hrs Stannah Country Park, Fylde.**

First NWAS Test. 18:18 Hrs 14<sup>th</sup> June 2012. Last NWAS test this period. 21:35 Hrs 16<sup>th</sup> July 2012. Testing put on hold as LDSAMRA intervened with NWAS and project moved to their Region causing a significant delay to BPMRT being called by NWAS via SARCall.

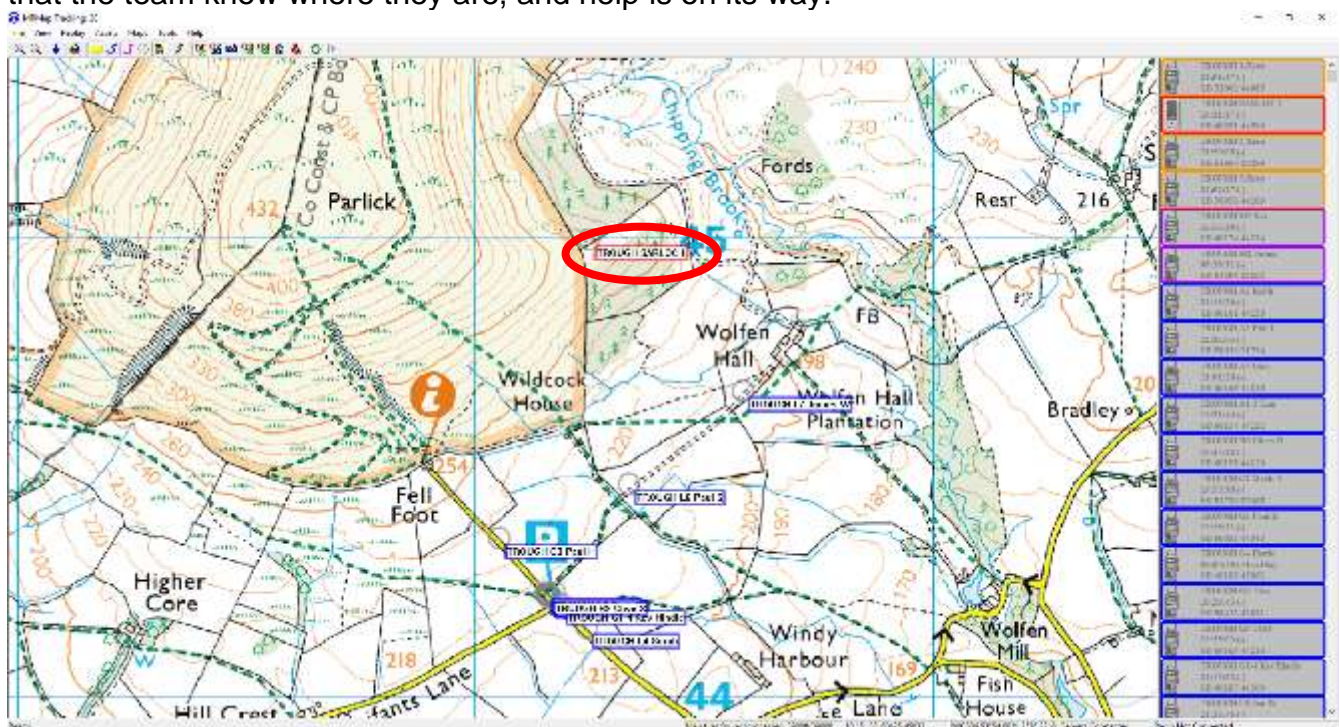
Next NWAS test. 13:02 Hrs 7<sup>th</sup> November 2014.

**First BPMRT Call Out from NNAS. 50/2014. 4th December. Spot Pick-Up. 11:45 Hrs. Yarrow Valley Country Park.**

**SAR Response.** Within SARCall there is a sub product called SAR Response. This allows Team members to declare their availability for incidents and actions they may be taking. For example, going to get a vehicle from one of our bases, going direct to the incident or declaring they are not available. Team members can also indicate they have stood down and arrived safely back at home. This information is displayed on screens in our bases and can be viewed over the internet on a PC or mobile device. This has significantly increased operational awareness of our main asset, team members, on call outs. This system also has the ability for Team members to take themselves on and off the call out list if, for example, they are away on holiday.

**SARLoc** is a method of locating lost individuals, using GPS mapping technology developed by Russel Hore from North Wales Mountain Rescue Association (NWMRA) and also of the OVMRO.

The system uses smart phone functionality, once the missing person makes the distress call to 999, a SARloc text is sent to the person by the MR Team or the calling authority. He/She just clicks on the link in the text and the phone (and person) location is displayed on screen using a 10 figure OS grid reference along with a visual display on MRMap and within SARCall. At the same time the caller sees a page, on their phone, reassuring them that the team know where they are, and help is on its way.



**SARloc Screen with Position Highlighted in Red**

**When did BPMRT first use SARloc in anger?** Since about 2012 Team has been using SARloc, initially with little success due to missing persons not having smart phone, not able to switch on “location services” or no internet connection. One little trick that the Team has is to SARloc one of our own members when they get “on scene”. This immediately removes any doubt as to the Cas Site location. Use of SARloc is now standard within BPMRT Operations.

Incident below may be the first successful use of SARLoc by BPMRT  
12/ 2014 15th April. Spot Pick-up. 11:44 Hrs Gisburn Forest, Bowland. Lancashire Police  
paged Team Incident Controllers with information that a female mountain biker had fallen  
in the Whelp Stone Crag area of Gisburn Forest and sustained a leg injury. Team Leader  
was able to speak by mobile phone with the informant. Using MRMap and the SARLoc GPS  
mapping technology it was determined that the casualty was on the red route at the Sheep  
Hill boardwalk area of the mountain bike trails and not Whelp Stone Crag.

**SARMan.** This is a very advanced and sophisticated search management tool that lends  
itself to large incidents or extended searches. It requires Team members to be trained in its  
use and a “license” must be held. The Team has eight persons trained to use SARMan. It  
has to be said that BPMRT has not fully intergraded SARMan into our operations. A number  
of reasons for this including it is labour intensive, availability of those who can use it and  
searches not lasting longer than one day. It is not implemented within LDSAMRA and this  
is probably an influence on BPMRT with MRMap suffice for our needs.

**MITG.** In 2011 a Major Incident Search in North Wales was undertaken in the search for  
April Jones. MRT’s putting in over 15,000 volunteer hours. After this search MREW created  
a Major Incident Task Group (MITG). Phil O’Brien represented MPSRO on the group with  
Iain Nicholson as the ICT (information communications technology) Representative. This  
resulted in the following recommendations from MREW:

SARCall to be used as the preferred Call Out platform for MRT’s (and NOT D4H)

MRMap to be used as the ready state / operational awareness platform

SARMan to be used as the main search planning tool.

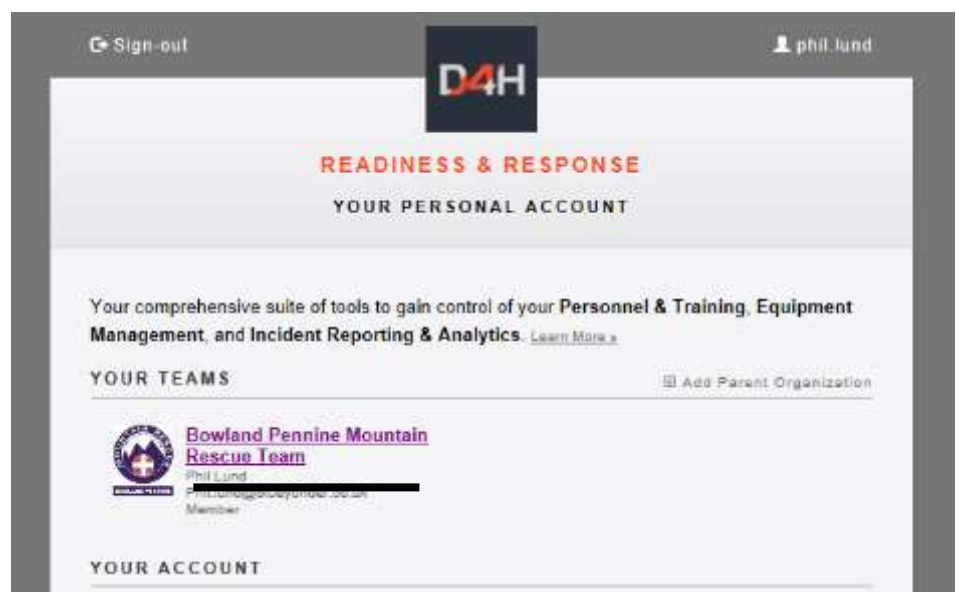
This Group also developed the concept of each Region having a Silver Group that can be  
called by any of the other regions or allow a Team to call all Teams within its own Region.  
There are also Silver groups for SARDA, Cave Rescue and the MREW Media group. This  
has been used to great success with major flooding incidents in York & the Lake District.  
BPMRT has been the lead team in MPSRO with implementing this strategy and leading  
Regional responses over the last few years.

POB. May 2018

## D4H

D4H is a proprietary,  
internet, database platform  
which was rolled out within  
the team during 2016 and  
fully adopted as a  
fundamental operating tool  
in 2017.

All members have  
individual log-ons and a  
few have system  
configuration rights.  
Access is via smart phone,  
tablet or PC.



Is has many attributes, listed below is what the team currently utilises.

All Incidents, Training and other Events are recorded.

Each team member is able to see what they have been involved with over the year/s, which incidents they attended what training they have done and the events they have attended.

Members are encouraged to interact and indicate attendance yes/no to events and advise their availability, holidays etc thus greatly facilitating planning.

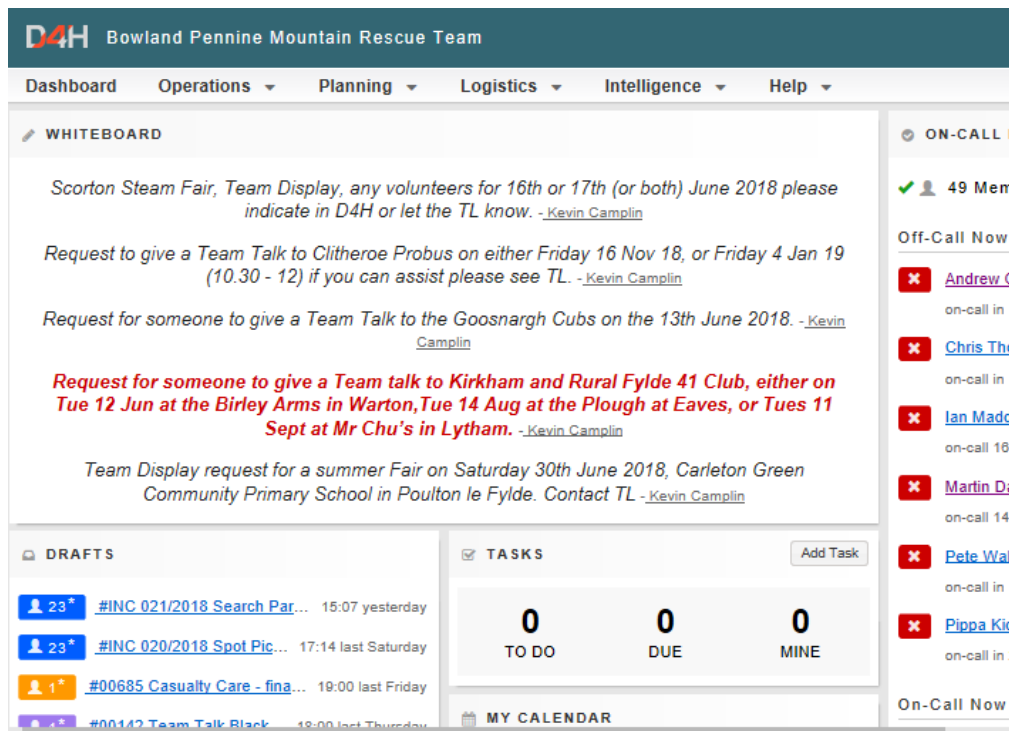
Members can view, record their CPD training, qualifications and team management can monitor, review attendance to all activities. Training, Callouts, Fund Raising etc

It provides an asset management solution for the team's equipment, with a complete inventory and maintenance record for each item of equipment from MOT and Tax for the vehicles to drug records and rope usage.

The team can create, assign and track repairs. Auto-generating emails that alert team members of their tasks and notify key members once the item returns to service. Allowing for configuration of a recurring inspection program that will pro-actively notify the equipment officers when action is due.

There are easy-to-use standardized Search & Rescue incident reports to track demographics, equipment, personnel, and attendance. Team documents including Standard Operating Procedures, Committee Minutes etc are stored in one secure place.

There's a "Whiteboard" on the front screen for "issues of the day"



Opening Screen