



OLYMPIC MOUNTAIN RESCUE NEWSLETTER

A Volunteer Organization Dedicated to Saving Lives Through Rescue and Mountain Safety Education

November 2001

The next meeting will be at the Westgate Fire Hall on the 13th of November at 7:00P.M. Training will be: Avalanche Awareness

REPORTS of Chairman, Officers, Coordinators, and Committees:

TRAINING:

JUST PAST:

See the articles on 540 belay and Leavenworth rigging.

Meeting Training: Blood Borne Pathogens was presented by Dale. This is an annual requirement.

UPCOMING:

At the general Membership meeting, Mike Danisiewicz from ONP will discuss **Avalanche Awareness**. Mike will share his knowledge from his extensive training in Canada.

17 November - Navigation - John Ellsworth. will be conducting Land Navigation training with the assistance of Sarah Armstrong and Debb Legg. The training will start at 8:30 am. The training will be held locally on the Kitsap peninsula and



Patrick and Crystal hanging out at Leavenworth

directions will be available at the November Membership meeting. If you can't make it to the meeting but plan on attending, please contact John at 360-779-5382. Remember, Land Navigation is a Bi-Annual requirement.

The course covers basic map and compass skills along with the obligatory compass course complicated by bushwhacking and most likely in climate weather. It will then move on to basic GPS skills including establishing way-points, backtracking along a traveled path and finally setting up routes. The GPS training will focus on the OMR's Garmit 12 GPS units.

Since not all GPS's are the same, if you have your own and want to use it

please familiarize yourself with the unit ahead of time and bring the directions in case we need to sort out any minor differences. Please bring a "lite" rescue pack including compass, rain gear and the remaining 10 essentials. John will provide maps and the unit's OMR's GPS units. The training is expected to run till about 4pm including working through lunch.

EQUIPMENT:

See 540 belay review by Barron.

TRUCKS:

The White Truck is undergoing some testing and evaluation for some elusive maladies and warning lights.

MISSIONS

Mission No: 2001-10



New Recruit - Young Miss Ellsworth shows off latest OMR fashion

Date: October 6

Location: Olympic National Park,
Elwha River

Type: Rescue; Standby

Personnel: Patrick McAuliffe, O.L.,
Richard Waldo, Willie Knoepfle, Tony
DiBenedetto, John Ellsworth, Jim
Groh, Greg Barron. (In-town
coordination) Roger Beckett, Jim Groh

ONP contacted us at 1245
requesting we have a rigging team on
standby for possible long raise from
Elwha River near Goblins Gate, above
Lake Mills. Injured male kayaker
reported.

Groh sent pages out to
everyone between 1300 and 1315. The
standby team was raised quickly. By
1345 we were advised the patient had
been located and extracted by Coast
Guard Heli hoist. The final page went
out at approx. 1355 giving the 119
code (cancel) to call off the standby.
Park officials reported to Beckett that
the injured subject would have
required a 1500' litter lift if the Coast
Guard had not made a successful
hoist. Man-hours: 5

THE 540 BELAY DEVICE

At a recent OMR rigging
training three members tried out the
new 540 Belay
unit that was designed to replace the
tandem prusik belay.

The 540 works Ok, but we all
found it to be a bit on the sensitive side
and we also discovered that it can lock
up just like a set of tandem prusiks
when lowering. This brought up some
critical thinking: When using the 540
do you need to use a load release
hitch? Yes you do need a release hitch
if the unit is locked. You will also
need a release hitch when passing
knots. OMR purchased the 540 to
become familiar with its use and to
basically see what it could handle.

The 540 performed as
advertised and with no doubt be an
asset to some group.

As for me I like the simple
tandem prusik belay.

I encourage each of you to try



The fall Leavenworth rigging crew

out the 540 in the future and become
familiar with it's use. You may need to
use one at a rescue one day.

However, I do recommend
that you stay well schooled in the use
of the tandem prusik belay. I think it
will be around the rescue scene for
some time.

Greg Barron

Ed. Note: results of further testing and
evaluation will be published here

LEAVENWORTH RIGGING

The weather was wonderful and the
rigging was fine.

The 2001 fall rigging training went
good. We had 10 OMR members
participated. Paul G, Greg B, Patrick
M, Crystal M, Duane S, Debbie S,
Cass W, Bill H, Sarah A, Deborah L.
We all met up at 09:00 on October
13th at 8 Mile campground in icicle
Canyon. The rigging was done across
from the Snow Creek parking lot.
We covered to basics and use of the
540 belay unit (see 540 review).

Several members practiced there litter
handling skills and we also
approached the teaching of knot
passing, the knot passing was easy on

the way down, but more practice was
seen to be needed after the raise. I
thought everyone's rigging skills were
good and I believe everyone had a
good time. The day passed very fast
and before long the day was over.
Several members stayed over and did
some climbing on Sunday.
I thank all of you that made it to the
training, I enjoyed the day.

Greg Barron

DOG RESCUES

There have been a few
occasions when the human we have
gone to rescue has led his/her canine
companion into trouble also. What
follows are a few tips on dealing with
the canine portion of the rescue.

A large empty pack or haul
bag is the primary tool. We have
found that once in the bag and off the
ground the dogs tend to curl up in the
bottom and neither struggle or make
noise. Don't open the bag until you
are ready to release it's occupant.

If possible, rescue the master
and dog together. Obviously, the first
priority is the human. However, if the
dog is left behind it will often

frantically try to follow, usually with a poor outcome. A good solution is to have the rescuer/litter attendant carry the dog in his pack. With a Mastiff or similar breed a different solution is clearly required. To date, that hasn't been attempted.

If the rescuer feels his/her safety threatened by the animal, the extraction of the animal should be deferred until it can be done safely.

Dale

CLIMBERS GUIDE

Treasurer Barron reports that our book, Climber's Guide to the Olympic Mountains has sold 10,914 copies to date. By June this year we had sold 257.

Hurricane Ridge Milkshake

1/2 package instant milk
2-4 package instant cocoa mix
clean snow

In a 1 liter wide mouth polyethylene bottle place instant milk and cocoa and clean snow leaving enough room to shake. Shake well and enjoy!

Ron Jackson

Climbing in the City

During the first week in September TammyRae and I made our annual pilgrimage to City of Rocks National Preserve, known as The City, in south central Idaho. The City sits on a high arid plain, which starts at 5000' and gradually slopes up over 10 miles to an 8000' peak. The most notable features of this area are the hundreds of granite spires, which populate the entire Reserve. These range from boulder size to 700' in scale and offer some of the most solid outstanding rock climbing anywhere in the western states. Some are free standing, like a formation named Lost Arrow and others are larger formations 1/2 mile in length.

The City is part of the Bureau of Land Management holdings and as such is not the recipient of Government funds allocated to the



Paul high in the City

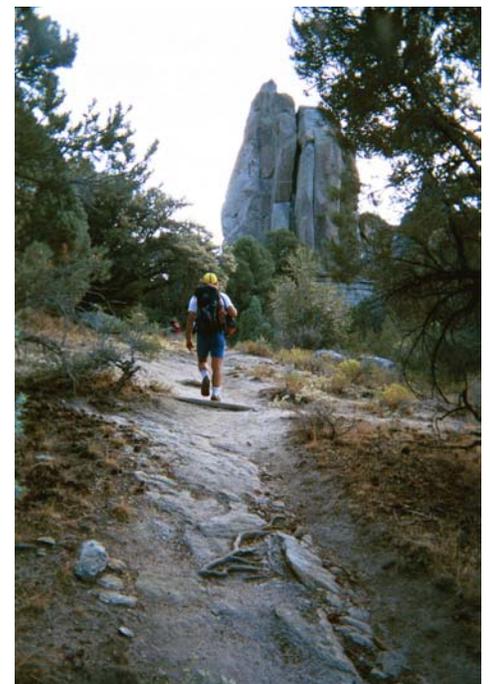
National Park system. The local management has kept the facilities on a primitive basis, consisting of undeveloped camp sites, several of which share a single outhouse. The water is located at a single source in the upper reaches of the Reserve and consists of a hand pump. The water's delicious but it takes a bit of work to fill your container. The roads are very rough; not suitable to the RV crowd so the normally heard sunset/sunrise drone of generators is gratefully absent. The cries of a Clark's Nutcracker or the caw of a Raven causes the most noise, the shouts of "on belay" or perhaps "falling!" not withstanding.

The closest amenities can be found in the town of Almo, about 10 miles to the east. Almo is the classic small desert community of close knit families and a very small general store where a tired, dusty climber can obtain the valuable commodity of ice cream and a shower.

The City offers routes from easy and entertaining 5.4's to the strenuous 5.11's of which a few (not me!) can partake. The rock is incredibly solid and clean and the routes are very scenic with outstanding views.

Normally the drive from our Kitsap area is about 14 hours. Not a bad drive really, it's almost all freeway; hit the cruise and slip in a good Raggie disc and sit back enjoy the scenery type driving. However, this year TammyRae and I decided to take our plane and fly to Burley, Idaho, the biggest town near to the City with a suitable airport. We were fortunate to be met by fellow OMR members Debbie and Duane Stewart who drove and picked us up at the airport, with whom we spent the week climbing. Flying knocked that 14-hour drive down to 6 hours of very enjoyable flying over some spectacular country. Flying to a destination is great but...when you arrive you've got no transportation. It's nice to have friends.

If you're a rock-climbing nut like me, who loves the arid high plains, climbing in the city is an unparalleled experience. Check it out. Oh, and let TammyRae and I know if you're going, maybe we can impose on you to meet us at the airport!! *Paul*



Hiking to the next climb in the City