



# 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 13<sup>th</sup> 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

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### 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

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### 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*

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### 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*

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### 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.

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### 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*

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### 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