

The highlight of the year's activities was undoubtedly the Easter Meet at Kinlochewe, where the Club filled the hotel to capacity and spilled into annexe, boarding-house, and tent. The weather resembled or even excelled that of the Inveroran-Bridge of Orchy Meet of 1948, and at least one party on Maol Chean Dearg discarded their shirts—in March! The inaccessibility of A' Mhaighdean was confirmed, the Loch Maree ferryman proving obdurate, despite local information to the contrary—although possibly prior arrangement might have been effective. Most of the other peaks in the district were visited, and one party, transport and all, found themselves securely locked into Glen Grudie after a visit to the south-eastern Fannichs.

At New Year there was the usual gathering at Derry, while a number of members, particularly those from the south, met at Killin, where they experienced one of those evening electricity blackouts reminiscent of Hogmanay at the Invercauld in pre-war days.

Most of the outings passed off with no more than the usual quota of minor emergencies. At Glen Clova, for instance, there was considerable delay at a high level, but the meal at the Airlie Arms, Kirriemuir, was as good as ever.

The traverse from Delnadamph to Invercauld by Ben Avon, and, among the more enthusiastic, Beinn a' Bhuird also, on June 3 was a successful outing, with better weather than usually favours our visits to that area, and the party were reunited at the appointed time—one almost writes "for once"! There was also a good response for the long-distance outing to Glen Lyon, although here the rain made the projects less ambitious than appeared probable during the journey. There is undoubtedly a demand for these one-day trips away from the granite of the Cairngorms. On the other hand, for a number of reasons it proved necessary to abandon the midsummer overnight excursion to Ben Wyvis. Whether or not the members would have followed the leadership of the guide offered, or rather required, by the proprietors was therefore left unanswered.

### FARTHER AFIELD

W. D. Brooker reports as follows of his trip to Scoresby Land, East Greenland:—

During July and August 1956 I was with a party prospecting for minerals in the Scoresby Peninsula. Most of this time was spent in the Schuchert Elv, a large valley running from north to south between the Staunings Alper in the west and the Werner Mountains in the east. The Werner Mountains are a small group only about 15 miles across, mostly of unpleasant sedimentary rocks and with a maximum height of 6,000 feet. In the east and south they fade into gentler mountains not unlike our own North-west Highlands. The Staunings Alper form one of the finest mountain regions in Greenland, extending for over 100 miles. Their igneous and metamorphic rocks offer excellent climbing with summits approaching 10,000 feet. In appearance they present a wild tangle of exciting rock spires rising from a maze of huge glaciers. Due to the small annual snowfall these glaciers are very slow-moving and hence remarkably free from crevasses.

Occasionally I succeeded in having a day's climbing with two other members of the party who were fairly willing, if inexperienced. In the Werner Mountains we climbed a small unnamed peak (about 5,000 feet), one of the peaks of the Erzberg (about 5,500 feet), and failed miserably through lack of time on a large



and appallingly rotten rock face at the end of a long ridge called the Weisser Rucken.

In the Staunings Alper our climbing was more enjoyable if no more successful. We had a very pleasant twenty-hour day on the highest peak in our vicinity (about 6,500 feet). Its summit ridge consisted of a succession of huge gendarmes, but we were unable to pass the last of these in a reasonable time and so had to turn back. We were more successful on two smaller virgin peaks, one of 4,500 feet and the other of 5,300 feet. The former gave a splendid climb up a 2,000 foot rock face and the latter was distinguished by its steep final tower and needle-like summit.

As a whole, the region was most attractive and I found the Arctic flora and the herds of musk oxen particularly interesting. A properly equipped climbing party could enjoy some magnificent mountaineering and reap the benefits of equable temperatures, unlimited daylight, and almost unbroken fine weather throughout the summer. Unfortunately the difficulties of access and supply are very great and the current policy in this part of Greenland is discouraging to purely mountaineering expeditions. Eventually, however, things may become easier as there is a distinct possibility of a mining settlement being established within a few days' march of some of the better peaks of the Staunings Alper.

The Alps in 1956 once more suffered from changeable weather conditions and most Club members who went there have little to report, having missed the few good spells. Gordon McAndrew was on the Gross Glockner on his only good day. The McArthurs were in Austria and North Italy for a few days before joining the Editor at Champex for a walk to the Cabane du Trient and a half-day on Tour Ronde from Courmayeur on the way home.

The Editor then went to Zermatt on August 20 for a really wet week—three afternoon lantern lectures by Walter Steinauer in the local cinema were packed out—during which he was able to congratulate James McAllan on his ascent of Breithorn, the only accessible four-thousander. There was time to investigate the changes in the Vispental, which this year were startling. Fortunately the new road beyond St Niklaus is merely a service road for the electricity undertaking at Herbriggen. In Zermatt itself the funicular to Schwarzsee is half-finished and in use for goods as far as Furri, whence runs a track carrying motor trucks beyond Staffel Alp, where there are quarrying activities on the moraine below the Zmutt. There is considerable building activity in Zermatt itself, and rumour of a chair-lift towards the Mettelhorn.

### LUIBEG BRIDGE

The following account is adapted from a note by G. A. Taylor on the damage caused by the flooding on Deeside in August 1956. Dr Taylor writes:—

It is a great disappointment to report that Luibeg Bridge, which was built by the Club in 1948 as a tribute to our former President, the late James A. Parker, was demolished by floods following a storm on August 13-14, 1956. My reaction on receiving the news was one of utter incredulity, but the nature of the report indicated that no mistake was possible. The bridge was of particular personal interest, as not only was it the first of several jobs which I have enjoyed undertaking for the Club but because it had a certain technical interest: it was the first bridge





*G. M. McAndrew*

THE GROSS GLOCKNER



in Scotland and, in fact, at that time one of the few in the world to be built of aluminium alloy.

On the Sunday following the storm the President, Ewen, Bain, and I made haste to visit the scene. Signs of flood damage appeared at the Canadian Bridge at Inverey. Its approaches had been torn up and the bridge closed to traffic. Rather extensive damage had been sustained by Black Bridge and the previously damaged access bridge to Luibeg Cottage had been swept about a mile downstream. It was very clear that a storm of extraordinary severity had struck the valley. It seems that the main storm centres must have been on Beinn Bhrotain and in the Carn a' Mhaim-Ben Macdhuì area, since there are signs of extensive erosion on both, while a washout on the Dhaidh, a tributary of the Geldie, has been reported. This followed a severe storm about a fortnight earlier in which some estate bridges were washed away, but it is not known whether Luibeg Bridge sustained any significant damage on that occasion. The scene there was fantastically unfamiliar. Upstream, the Burn had gouged out a new course to the westwards. At the site of the bridge the bed was over three times its original width and practically central with the old bed, in which the abutments lay on their sides. The complete superstructure had been ripped away and deposited on the bank about 100 yards downstream in a wilderness of boulders, partially buried in sand, shingle, and vegetation. Large trees had been uprooted and swept downstream and a huge hole had been torn in the moraine between the Luibeg Burn and Allt Preas nam Meirleach. The devastation will be apparent for many years to come.

Examination of the bridge indicated that the deck had been carried upright and bodily downstream, since one of the concrete footpath slabs, which were not attached but simply laid in place, still rested undamaged on its supports. As the deck was being wrenched from the abutments and before the holding-down bolts snapped, the main beams were somewhat bent at one end but otherwise nearly unmarked. Extensive damage was sustained by the footway beams, bracing, and handrails. The parts were dismantled and removed to the safety of higher ground.

I understand that the Committee is determined that the bridge shall be re-erected. I believe that the girders could be straightened, at any rate to a reasonable extent, though such a job is not easy on the rough site and without powerful tools. Most of the remaining members would require renewal. I have prospected the vicinity and located a narrow part of the bed with solid rock on either side about 200 yards upstream from the old site, where I feel the bridge could be re-erected by voluntary labour and with reasonable assurance of permanence, as the flood mark at the point is clearly visible and it would be easy to keep the deck above it. Naturally the bridge would not be quite so attractive for day-to-day use, though quite a small detour is involved if a path were once defined. On the occasions of high water it would efficiently serve its real purpose.

I should mention that the west pier of Black Bridge in Glen Lui was seriously undermined by the spate and that pronounced subsidence has taken place. At the time of writing no cars, except those of residents at Derry Lodge, and that only driven without passengers and at low speed, are permitted to cross. I understand that the Estate propose to institute repairs without delay, and certainly if that is not done before the winter, irreparable damage could ensue. The Club is making a substantial contribution to the cost of the repair of this bridge in addition to undertaking the replacement of Luibeg Bridge.



## MOUNTAIN RESCUE

THE Mountain Rescue Committee has just issued a booklet entitled " Mountain Rescue " which summarises the activities of the organisation and presents much valuable information regarding mountain rescue in Great Britain. The Committee was formed in 1946, as a development of the First Aid Committee of British Mountaineering Clubs, to take over funds subscribed by the clubs for rescue purposes, and to deal with all matters concerning the provision and maintenance of such equipment. Its objects, as laid down in its constitution, are:—

- (a) To provide or assist in the provision of mountain rescue equipment with medical and surgical supplies and also rescue posts in the mountain and moorland areas of Great Britain.
- (b) To keep the equipment in good repair and in an efficient state.
- (c) To assist in and encourage the formation of mountain rescue groups.
- (d) To arrange for the payment of reasonable expenses incurred by rescue parties, including the recompense of workmen who have acted as voluntary helpers.
- (e) To encourage investigation and experiment in rescue and first-aid methods and to make them known.
- (f) To further the cause and to advance the efficiency of Mountain rescue in any other way.
- (g) To raise funds and administer them for these purposes.

In 1949, the Ministry of Health, as part of the National Health Service, accepted responsibility for the cost of equipment and repairs and replacements. The Committee has nevertheless many financial obligations, and in 1950 it was formed into a Charitable Trust the better to deal with the subscriptions and donations it requires in order to continue its work.

The Committee has no legal obligation to alleviate any hardship suffered by a volunteer in the course of mountain rescue operations, but is building up an Emergency Fund to meet deserving cases of hardship. All mountaineers are invited to contribute to this fund, of which the Trustees are Lord Chorley, I. G. Charleson and J. L. Longland.

After describing the general rescue organisation and giving some hints on mountain safety, the 42-page booklet details the contents of the standard equipment and the procedure to be adopted in rescue work, covering such points as search, transport and first-aid. It includes a comprehensive list of mountain rescue posts, and of rescue parties, and recognises the part played in such work by the Royal Air Force Mountain Rescue teams. For the past few years, it is noted, almost all search and rescue in Scotland has been undertaken by the team from R.A.F. Kinloss, it having been the practice to call out teams from mountaineering clubs only when the rescue demanded special knowledge of the district concerned or presented unusually severe climbing problems. In all instances contact should be made with rescue teams through the local police.

It is interesting to note that of the 19 Mountain Rescue Committee posts in Scotland, 7 are in the north-east area, at Derry Lodge; Spittal of Muick; Braemar Police Station; Glen Doll Lodge Youth Hostel; Sluggan, Glen More, Aviemore; Gordonstoun School; and Achnagoichan, Rothiemurchus. Other



posts in the area are at Glenmore Lodge and at the Jean Smith Memorial Hut on Cairngorm.

Climbers throughout Britain are indebted to the workers who have been responsible for the organisation of the mountain rescue work, notably the late W. H. Hey and A. S. Piggott who succeeded him as Chairman after being Hon. Secretary from the beginning. Among recipients of Certificates awarded by the Committee for outstanding services are the names of Walter Elliot of Glencoe and D. G. Duff of Fort William.

Copies of the booklet can be obtained from the Hon. Secretary, Mountain Rescue Committee, Hill House, Cheadle Hulme, Stockport, Cheshire. Price approximately 6s., plus postage.

### ON THE WRONG ROUTE

There has been considerable discussion in the press recently—and much uninformed comment about which we might say a lot—on the subject of the dangers of mountaineering. But we recollect no instance of an accident to a climber as a result of collision with a chamois, such as was recently experienced by a motor cyclist in St Gallen. Perhaps this is one more proof that one is safer in the mountains than on the road—or in the home for that matter.