

Keswick Mountain Rescue Team 1979

(Report for year 1978)

32nd Year

RESCUE 78



KESWICK MOUNTAIN RESCUE TEAM

(formed 1947)

Affiliated to the Mountain Rescue Committee

Officials and other Team Members

Hon. President :

Lt. Col. H. Westmorland,
O.B.E., Retired Army Officer

Hon. Secretary :

J. A. Wood,
Chartered Accountant

Assistant Quartermaster :

D. A. Weeks, Shop Assistant

Chairman :

K. M. Brannan,
Company Director

Hon. Treasurer :

D. Hume, Publican

Radio Officer :

G. E. Gate, Schoolmaster

Team Leader :

G. B. Fisher, Mountain
Equipment Specialist

Quartermaster :

M. J. F. Nixon, Shop Assistant

Hon. Medical Officers :

Dr. J. D. Mitchell
Dr. M. R. Turnbull

A. Alcock, Builder
D. V. Angus,
National Park Warden
C. E. Arnison, Solicitor
C. Bacon, Mining Engineer
D. Bamforth, Builder
F. O. Barnes, Gardener
R. W. Booth, T.V. Engineer
M. Bellarby, Schoolmaster
A. Bennett, Stone Worker
J. R. Brooks,
Outdoor Activities Instructor
J. A. Bulman,
National Park Warden
G. Davidson
P. Denny, Builder
P. J. Dickinson, Lecturer
E. M. Evans
A. Ferguson, Printer

D. Ferguson, Printer
R. V. Fisher, Fine Arts Dealer
Miss T. J. Gradwell,
Schoolmistress
G. Graham, Auction Porter
R. Harding,
National Park Warden
D. Harper, GPO Technician
I. Honeysett, GPO Technician
R. Humphreys, Works Cashier
B. Johnson
P. Johnson, Builder
D. Langford, Hotel Proprietor
M. R. Miller, Schoolmaster
F. Mills, Decorator
W. R. Neate,
Chartered Accountant
Mrs. V. Nixon

J. D. Oliver,
National Park Warden
M. Phillips,
Local Government Officer
D. M. Rawcliffe,
Shop Assistant
R. Rutland, Schoolmaster
R. Scott, Schoolmaster
J. Sherran, Shop Manager
I. M. Smeaton,
Mountain School Instructor
B. A. Spencer, Schoolmaster
J. G. Stoddart, Engineer
P. Thorburn, Shop Proprietor
F. Vallance, Police Constable
I. A. Wallace, Dentist
H. E. Watkins, Handyman
Mrs. J. M. Weeks
G. Wilson

Hon. Auditors :

Messrs. Ward & Pridmore
Keswick

Key Addresses and Home Telephone Numbers

J. A. Wood, Hon. Secretary, Rowling End, Millbeck, Keswick (Keswick 72105)	D. Hume, Hon. Treasurer, Horse and Farrier Inn, Threlkeld
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Cover Photograph by **ARTHUR BENNETT**

A Momentous Year

The decision to raise at least £5,000 to buy a new Land Rover by asking each team member to raise at least £100 in any way possible seemed at the time to be very optimistic, but astonishingly quickly we reached and passed the target, thanks to the hard work and enthusiasm of members, local residents, and organisations and visitors. A list of people who donated to this fund is given later and to you all and to those who gave anonymously we express our deep gratitude. To anyone whose name should appear and does not do so please accept our apologies and our thanks. The Hon. Treasurer had a formidable task in coping with the flood of donations and the team are very grateful for his dedicated service at a period ~~xxxxx~~ in his life when he needed all the time he could get to see to his change of career.

The team is a charity, all its funds being donated voluntarily. Members give their service freely and generously. We have no hidden "overheads" so that all donations are spent totally on rescue work. Recently there have been many suggestions that people should pay for the service as, indeed, they do in other countries. We know these suggestions are meant kindly by people who have the team's interest at heart, but the present system is much better for everyone concerned. A professional team would be much more expensive to run and, in our opinion, a lot less efficient.

A final apology to all our supporters for the late appearance of this report. For many different reasons we have been held up and have had to postpone publication. Lastly, a word of thanks to all who have helped the organisation in any way this year, in particular the ladies of Keswick W.R.V.S., who at the drop of a hat will always organise and supply meals to hungry workers on the fells. Thank you,

ROBIN SCOTT

Chairman's Report

Amidst all the team activities during 1978 one thing in particular stands out above all others. Early in the year the team took the decision to raise the finance to replace at least one of its vehicles. It may come as a surprise to those unfamiliar with the detail of our affairs to learn that the two familiar Land Rover ambulances were both about twenty years old (and neither was new when purchased). Although their appearance has always hidden the true vintage, the hard work over rough ground has taken its toll mechanically.

The cost of a new Land Rover to the required specification was estimated to be about £6,000—a formidable target! There was no lack of confidence about achieving this objective, and plans were drawn up to organise a variety of fund raising activities. The whole appeal was launched on Monday, 24th July. Bob Langley, the well known television personality, kindly agreed to open the appeal at a short ceremony at headquarters, together with Lord Rochdale, the chief patron, Claude Metcalf, chairman of Allerdale District Council, and Keswick's Mayor, Norman Beanland. Lieut-Col. "Rusty" Westmorland the honorary president and founder of the team, handed over the first cheque on behalf of Mrs. Westmorland and himself to set the appeal on its way.

Secretary's Report

The team's prime rescue activities have continued successfully, but the duties of a secretary are not rescues alone. There are numerous other duties to be carried out on behalf of the team, and I would like to thank all the members who have helped in this side of the work by giving lectures, recording accident details, and many other tasks.

The main event of the year was of course "Rescue '78," and this is reported in detail throughout this report. I can only

The momentum thus given to the appeal was well maintained by members, whose efforts were so well supported by the public—and particularly by the local residents who have always given so generously to our funds—that it is now possible to report that not one but both Land Rovers are being replaced! The first vehicle has already been delivered and fitted out, and the second is on order for delivery later in the year. The team was able to go some way towards expressing its appreciation to the public for the support given by showing the first new vehicle on a float at this year's Keswick carnival.

Rescue '78 has raised a lot of money and has enabled the team to re-equip itself with the best possible and most reliable transport, and it has done more. The fund raising activities have brought the whole organisation closer together through its members' combined efforts to a quite remarkable degree.

For the rest, the year has been a busy one with incidents aggravated by bad weather, but these are adequately detailed elsewhere, and it remains to thank the officers of the team for their unstinting efforts throughout a busy year, the members, and all supporters everywhere.

KEN BRANNAN

say that it was excellent to see so many team members and others who went out of their way to assist in this, and the very successful result that followed.

Numbers have remained similar throughout the past few years, and overall it appears that the team runs very successfully. Nevertheless if younger members of Keswick and district can be persuaded, and have the time, to show an interest in the team's affairs we would be very pleased to have them join us.

JOHN WOOD

Quartermaster's Report

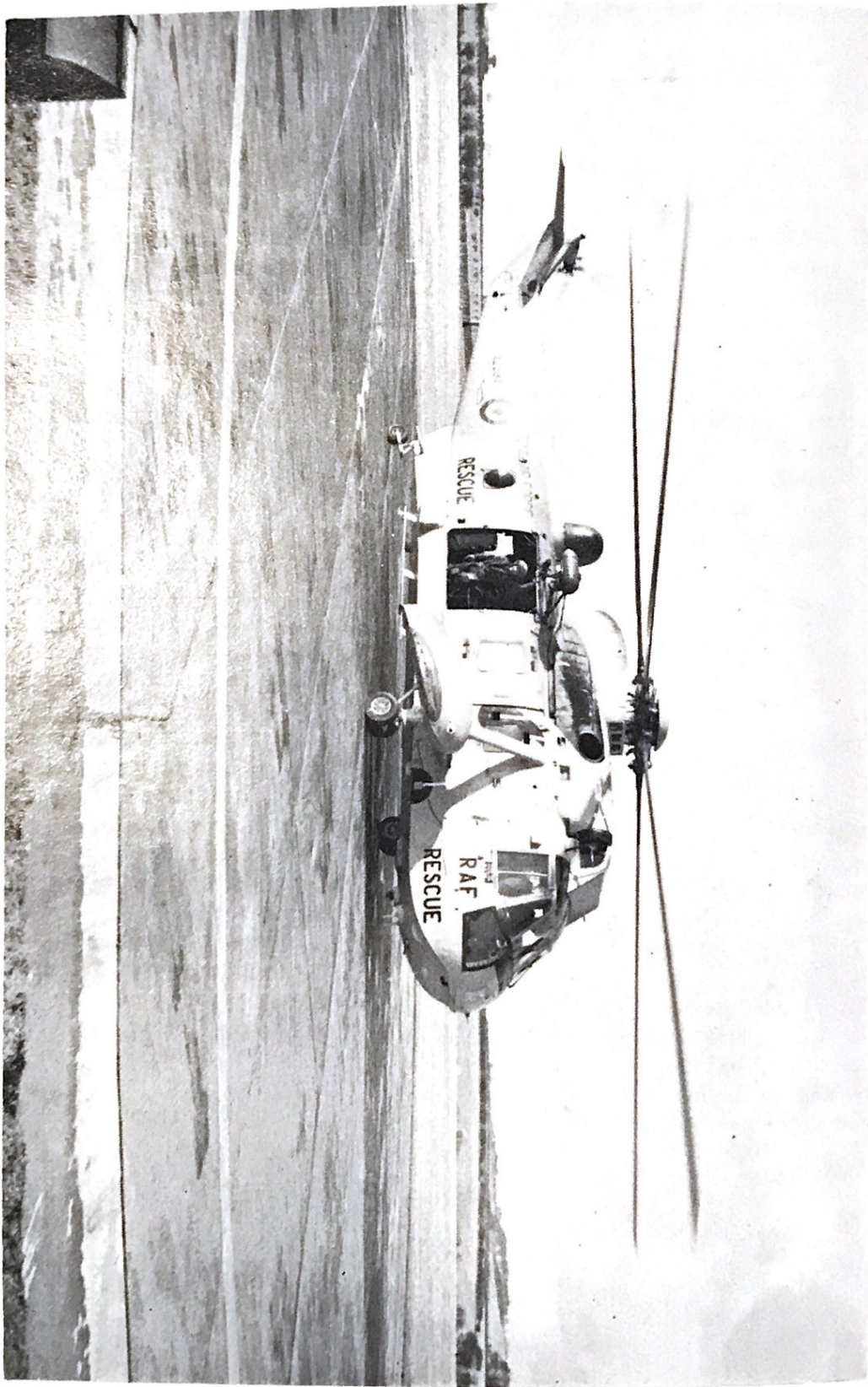
by MIKE NIXON

This year, I thought, it would be of interest to our patrons and friends to catalogue our main items of equipment to illustrate the complex and costly business of equipping an active mountain rescue team. They are :

Two new Safari Long-Wheel Base Landrovers equipped with blue lights, horns, roof racks etc. Both convertible to ambulances.
One Transit Ford personnel carrier and ambulance equipped to take two stretchers.
One large Pye base radio.
Four Pye vehicle radio sets.
One Pye transportable set.
Six Dymar hand sets.
Four Pye pocket phone hand sets.
Four Thomas stretchers (three split).
One MacInnes stretcher.
Two Neil Robertson Stretchers.
One mines stretcher.
One Marriner stretcher.
Two head guards.
Two Tragsitz lowering harnesses.
2,200ft. 11mm. stretch rope (in different lengths).
600ft. 11mm. non-stretch rope.
Fifteen 8ft. super tape slings with steel screwgate karabiners.
Ten Whillans harnesses with figure eight descenders and Prusik slings.

Two bandoliers with assorted pitons and nuts.
Four Jumar clamps.
Two edge rollers.
Twelve ice axes.
Six Deadman plates.
Assorted ice pitons.
Two turf belay spiders.
Six pairs instep crampons.
Six climbing helmets.
Two first-aid sacks with assorted bandages, splints, padding, wound dressings, blow-up splints etc.
Two comfort sacks consisting of sleeping bag and padded base for stretcher.
One sack with Entenox analgesic.
One resuscitator.
One hot air reviver (for exposure victims).
One sack for treatment of exposure consisting of sleeping bag, bivi tent, etc.
Two double Thomas leg splints.
One Hare leg splint.
Eighteen hand lamps.
Two large battery powered spot lights on pack frames.
Four avalanche shovels.
Twelve sets waterproof suits.
Ten waist packs containing emergency bivi gear.
Assorted illuminating and smoke flares.

All our equipment, including our vehicles, is worth in excess of £100,000.



Helicopter

The Royal Air Force now has—in the Sea King—a helicopter specially developed for the search and rescue role. During the day 202 Squadron, which works in close liaison with the Keswick Mountain Rescue team from Boulmer, is on fifteen minutes' readiness, while at night forty-five minutes is the official response time for the crews. It is a point of honour, however, that they will be airborne well within the stipulated time.

The history of No. 202 (SAR) Squadron can be traced back to 1914, when No. 2 Squadron Royal Naval Air Service was formed at Eastchurch. The first appearance of the Squadron with its present number was in 1918 and No. 202 Squadron served the Royal Air Force during both World Wars. In 1964 it was designated No. 202 (Search and Rescue) Squadron and has remained in the rescue role continuously since then. It consists of four flights, of which "A" Flight moved to Boulmer from Acklington during 1975.

The search and rescue helicopters of the Royal Air Force are principally established to provide rescue facilities for airmen of the Royal Air Force and NATO airforces using UK airspace, but subject to military requirements SAR assistance is also made available to civil aviation and in

instances of maritime and general civil distress. Each flight is established with two helicopters and the required aircrews and full ground support facilities to enable a twenty-four hour watch system to be maintained throughout the year. The designated area of responsibility for the Flight extends from St. Abbs Head to Staithes on the east coast and approximately Dumfries to Lancaster on the west coast.

The recent introduction of the Sea Kings represents a major step forward in all aspects of the search and rescue role. A comparison with the familiar Whirlwind, which it has replaced, reveals Sea King as a much bigger, far more sophisticated aircraft able to operate in all weathers. The Sea King, which can seat eighteen passengers in addition to its crew of two pilots, a radar operator and a winchman, has an automatic transition and hover facility which enables a descent over the sea to a safe winching height and hover to be executed with the pilot flying "hands off"—even at night. Injured survivors may be winched into the aircraft using a specially modified Neil Robertson stretcher. The winchman is trained in first aid, a comprehensive medical kit is carried in the aircraft, and a doctor can be carried if required.

Ambulance

Keswick ambulance station as we know it today come in to being on the December 31st, 1973—a purpose-built station to accommodate four ambulance vehicles and a full time trained staff. The area served is about four hundred square miles, with an approximate resident population of 18,000, greatly increased during the holiday season. The variety of duties is wide, serving a rural community with out-patient transport and urgent and non-urgent admissions to hospitals (Carlisle to the

north or Hensingham to the west each being a round trip of some sixty to seventy miles, as well as the Mary Hewetson Hospital, Keswick). Road traffic accidents are another feature of the service. A busy section of the A.66 trunk road is covered, as well as the minor roads including three mountain passes, all congested in summer.

This service was transferred in April, 1974, from Cumberland County Council to the Cumbria Area Health Authority during local government re-organisation.

Police

When reports are received of persons missing or injured on the Lake District fells the primary duty of the police is to organise search or rescue operations. On receipt of emergency calls the local mountain rescue team is alerted and a liaison officer appointed to the unit. Few police officers are trained or equipped for such operations, and police resources are employed in organising and co-ordinating the efforts of the mountain rescue teams.

Operations may range from a relatively simple task where a climber or fell walker is injured at a known location to a full scale search when the Search Panel may be involved together with the calling out of a large number of teams. Police communications systems provide links between officers liaising direct with rescue teams, force headquarters control, and the ambulance service and the Rescue

Co-Ordination Centre if the help of the search and rescue helicopter of the Royal Air Force is requested.

In addition, police resources may be mobilised for an incident control vehicle to ensure full communications facilities and mobile kitchen units to provide meals for all personnel engaged in the operation, both civilian and police. Behind the scenes activity includes checking youth hostels or other premises where a missing person may be located, and also home addresses. It is not unknown for a person reported missing to have returned home, quite unaware and, in some cases unconcerned, at the intense activity generated by his "disappearance."

An excellent relationship exists between mountain rescue teams and the police to the benefit of the public.

Rescue '78

Rescue '78 was the slogan used for the Keswick Mountain Rescue appeal fund which started a very successful charity drive for a new ambulance. But it had a double meaning for me.

In June of that year I was on Skiddaw, ascending Carlside, checking and timing a guided walk route for the Ladybarn House School, Cheadle, when I had brain haemorrhage and my condition was obviously quickly deteriorating. But I managed to get down to my car at Millbeck, less than a mile away, and lean on the car horn, which brought immediate

response from local farmers, Mr. and Mrs. Brownrigg, who called the "civvy" ambulance, which was there in minutes. I was in Carlisle Infirmary—thirty miles away—without any real delay.

After three weeks in hospital and now after eight months' convalescence, I am well on the way to complete recovery and extremely grateful to all concerned. The "lesson" to be learned from my experience is that, if and when circumstances permit, make an effort to help yourself thus *saving very vital time*, which can be a major contribution to your own survival.

FRED MILLS

A Critic on Criticism

by DAVID WEEKS

A lot of criticism against mountain rescue teams has been forthcoming in the last year through the mountaineering press and climbers in general. It has been suggested that mountain rescue is the fastest growing sport in the country. The following ideas are my own, but I feel are shared by most of the Keswick team, with regard to the subject:

Our constitution states in rule two—"The object of the team shall be:—(a) to assist any person in distress on the fells and: (b) to that end, to maintain a fully equipped team ready to go out in all weathers at any time." Before becoming a team member the applicant must satisfy the team through a proposer and seconder and a probationary membership that he or she has the necessary mountain and first aid experience. Anyone wishing to join a mountain rescue team who is not a mountaineer is perhaps channelling his energies in the wrong direction.

No individual member is truly put to any inconvenience against his or her wishes, as membership and turnout is completely voluntary. There are, however, many employers or fellow workmates who are inconvenienced because of the loss of working hours or having to double up on work.

All members do the job for three basic reasons: (a) They enjoy it. (b) As fellow mountaineers they have the local knowledge and experience to undertake the work which the local police or ambulance-men do not have (and incidentally whose responsibility it would be without the rescue team). (c) The "But for the grace

of God go I" feeling also prevails; "one day I might want helping down."

As a rescue team it is not our position really to criticise people for how they use the hills, except in extreme cases. The job of education must surely rest with the National Park wardens and officials who, in part, are paid to do this. However, if asked for advice it is readily given.

We as a team do not sit about waiting for accidents nor go rushing out at the least provocation. But if we are requested through the police to aid someone then we are obliged to act. This may take the form of a discussion between the worried party and the team leader, who can often give reassurance that there is no cause for alarm. The team only goes out on just over half of the initial alerts. Over the years experience has shown the best way to deal with each incident, and the minimum of team members is called out. We now have the facility to call out the R.A.F. Sea King helicopter from Boulmer in extreme cases.

All mountaineers make miscalculations from time to time, and from our own experience we understand this. But people must realise that if they are overdue someone may be worried and call for help, thinking the worst. If mountaineers wish to go into the hills for solitude good luck to them, but if they don't wish to leave routes and details they should not expect to be rescued if they are overcome by disaster.

The mountains of Britain are free from restrictions and permits. Long may it remain so.

Incident Report 1978 prepared by Jennifer Gradwell

Date and Time	Persons Involved	Cause of Accident/Incident	Location	Action Taken	Nature of Injuries
8 Jan. 21-30 hrs.	Woman, aged 19.	Became separated from companions. Had returned but failed to notify return.	Greenup Ghyll.	Searched area. (1 hr. 30)§	None.
12 Jan. 15-00 hrs.	Man, aged 50.	Farmer became cragfast in icy conditions.	Wolf Crag, Helvellyn.	Assisted to safety. (3 hr. 30)	None.
10 Feb. 19-00 hrs.	Man, aged 28.	Caught crampon and fell about 50ft.	Great End.	Carried down and taken to Keswick Hospital. (2 hrs.)	Fractured ankle.
11 Feb. 15-00 hrs.	3 Men, 1 Boy.	Slipped on icy consolidated snow. Fell about 900ft.	Fairfield.	Carried down in blizzard conditions. Taken to Kendal and Lancaster Hospitals. (6 hrs. 30)	One fatal injuries. One severe chest injuries. One sustained injuries resulting in fatality.
12 Feb. 17-15 hrs.	Man, aged 32.	Fell through cornice on summit ridge.	Blease Ghyll, Blencathra.	Carried down, taken to Keswick Hospital. (4 hrs. 15)	Fractured Tibia/Fibula.
26 Mar. 12-00 hrs.	Youth, aged 18.	Struck by rocks, dislodged by walkers above.	Bishop Rock, Barf.	Carried down. Treated at Keswick Hospital and discharged. (1 hr. 30)	Contusions.
27 Mar. 1530 hrs.	(Unknown)	Report of rock-fall and cries for help.	Bull Crag, Langstrath.	Searched, located rock-fall. Cries presumed unrelated. (1 hr. 30)	None.
5 April	Man, aged 24.	Fell 40ft. into Central Gully.	Great End.	Extricated before arrival of team. (1 hr. 15)	None.
16-00 hrs.	Man, aged 28.	Fell 30ft. whilst leading.	South Slab, Castle Rock.	Carried down taken to Cumberland Infirmary, Carlisle. (1 hr. 30)	Scalp lacerations. Fractured Tibia/Fibula.
12 April 16-00 hrs.	Man, aged 47.	Slipped on mud.	Hindscrath.	Carried down, taken to Keswick Hospital. (2 hrs.)	Fractured Tibia/Fibula.
15 April 12-20 hrs.	2 Men.	Rally car crashed.	Clough Head, Helvellyn.	Occupants removed before arrival of team. (0 hrs. 50)	None.
30 April 15-00 hrs.	Man, aged 20.	Abseiling fell 30ft. when belay untied accidentally.	Woden's Face, Bowderstone Crag.	Carried down, taken to Cumberland Infirmary, Carlisle. (1 hr.)	Severe head injuries.
20 May	Woman, aged 46.	Slipped on track.	Lodore Falls.	Carried down, taken to Keswick Hospital. (0 hrs. 30)	Fractured ankle.
24 May 14-50 hrs.	Woman, aged 55.	Fell while attempting ascent on loose rock.	Sken Gill, Great End.	Carried to level ground, winched into helicopter, taken to Hensingham Hospital, Whitehaven. (4 hrs. 30)	Scalp lacerations. Contusions.
30/31 May 17-00 hrs.	None.	Extensive heath fires.	Brund Fell, Watendlath.	Assisted Fire Brigade. (10 hrs.)	None.
31 May	Man, aged 32.	Solo climber found at base of crag.	Raven Crag, Comb Ghyll.	Recovered body.	Fatal injuries.

§ Details in parentheses are : Time taken from call-out to return to base.

Date and Time	Persons Involved	Cause of Accident/Incident	Location	Action Taken	Nature of Injuries
28 June 00-45 hrs.	3 Teenage Girls.	Reported missing on fells.	Styhead Tarn.	Searched and found girls sheltering in tents. (3 hrs. 15)	None.
8 July 16-00 hrs.	2 Girls on Expedition.	Lost ridge route, descended crag and became cragfast.	Miner's Crag, Newlands.	Lowered to safety, taken to Keswick Hospital. (2 hrs. 30)	Exhaustion.
16 July 15-15 hrs.	2 Men, aged 26 and 25.	Mid-air collision of two hang-gliders. One fell 150ft. on to crag; one fell 900ft. to foot of crag.	Walla Crag.	Took one man to Keswick Hospital, not detained. (2 hrs. 45)	One small laceration, leg. One uninjured.
28 July 16-50 hrs.	Man, aged 50.	Fell about 6ft.	Sharp Edge, Blencathra.	Lowered to safety, carried down, taken to Cumberland Infirmary, Carlisle. (4 hrs. 25)	Fractured Tibia/Fibula.
6 Aug. 19-45 hrs.	Girl, aged 17.	Reported missing by companions.	Newlands Beck, Swinside.	Searched area until reported to be safely at home in St. Annes-on-Sea. (0 hrs. 30)	None.
9 Aug. 20-45 hrs.	2 Men, aged 22 and 20.	Cragfast while scrambling.	Quayfoot Quarry, Bowderstone.	Lowered to safety. (1 hr. 15)	None.
16 Aug. 14-45 hrs.	Youth, aged 14.	Slipped on wet ground.	Johnny's Wood, Rosthwaite.	Carried down, taken to Keswick Hospital. (1 hr.)	Scalp lacerations.
26 Aug. 14-50 hrs.	Youth, aged 17.	Fell 300ft. from top of crag.	Heron Crag, Langstrath.	Air-lifted by helicopter to Keswick. (2 hrs. 40)	Fatal injuries.
31 Aug. 20-00 hrs.	Man, aged 32.	Finished climbing, fell 100ft.	Eagle Crag.	Recovered body. (2 hrs. 30)	Fatal injuries.
18 Sept. 12-15 hrs.	Woman, aged 22.	Slipped on wet ground.	Swirls Trail, Thirlmere.	Carried down, taken to Keswick Hospital. (1 hr. 15)	Fractured ankle.
21 Sept. 23-30 hrs.	Man and Woman.	Reported missing.	Black Crag, Troutdale.	Searched area until reported safe in town. (2 hrs.)	None.
7 Oct. 14-45 hrs.	Woman, aged 28.	Slipped on loose path.	Brown Cove Crags, Helvellyn.	Carried down, taken to Keswick Hospital. (2 hrs. 45)	Fractured ankle.
14 Oct. 16-00 hrs.	Man, aged 24.	Leader fell 20ft.	Devil's Wedge, Shepherd's Crag.	Carried down, taken to Keswick Hospital. (1 hrs.)	Fractured arm.
14 Oct. 16-00 hrs.	Man, aged 46.	Fell 100ft., leading gully in wet conditions. Injured on ledge 400ft. from base of crag.	Raven Crag Gully, Comb Ghyll.	Lowered to safety, carried down, taken to Cumberland Infirmary, Carlisle. (5 hrs. 30)	Fractured skull, pelvis, wrist. Lacerations and contusions.
15 Oct. 15-30 hrs.	Youth, aged 17.	Soldier collapsed.	High Seat.	Carried down, taken to Keswick Hospital. (2 hrs. 30)	Exhaustion/Exposure.
23 Oct. 18-15 hrs.	Girl, aged 17.	Exhausted and lost.	Helvellyn.	Taken to Keswick Hospital. (0 hrs. 45)	Exhaustion.

TOTAL—32 incidents (33 in 1977) including 5 fatalities (8 in 1977).

INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 30th NOVEMBER, 1978

1977	£	£	1977	£
Motor Vehicle Expenses				
157 Insurance	185		410 Patrons' Subscriptions	393
122 Petrol and Oil	149		1750 Donations and Grants	1848
276 Repairs and Maintenance	496		134 Proceeds of Exhibition	579
			865 Collecting Boxes	1472
			23 Bank Deposit Interest	12
			91 Building Society Interest	112
			Income Tax Recovered on	
			Donations	43
Garage and Team H.Q. Expenses				
194 Rent and Rates	151			
169 Telephone and Electricity	248			
229 Repairs and Renewals	113			
41 Insurance	46			
		558		
96 Consumable Stores	53			
32 Maintenance of Radio Equipment	152			
24 Radio Licences	70			
356 Printing and Stationery	298			
90 Personnel Insurance	90			
143 Postages and Sundry Expenses	85			
149 Maintenance of General Equipment	91			
100 Course Expenses		839		
Excess of General Income over Expenditure for the Year Carried Down				
1095	2232			
£3273	£4459		£3273	£4459
18 Personnel Equipment	313		1095 Balance Brought Down	2232
809 Depreciation of Vehicles and Equipment	1520			
268 Balance carried to Accumulated Fund	399			
£1095	£2232		£1095	£2232

BALANCE SHEET AS AT 30th NOVEMBER 1977

1977	£	1977	£
Land Rover Ambulance Renewal Fund		Stretcher Equipment	
— Donations received to date ...	6178	As at 30th November, 1977 ...	230
Accumulated Fund		Less: Depreciation ...	30
As at 30th November, 1977 ...	7850		200
Balance from Income and Expenditure Account ...	399	Radio Equipment	
	8249	As at 30th November, 1977 ...	1250
		Expenditure this Year ...	2727
			3977
		Less: Depreciation ...	977
			3000
		General Equipment	
		As at 30th November, 1977 ...	1300
		Expenditure this Year ...	563
			1863
		Less: Depreciation ...	363
			1500
		Motor Vehicles	
		As at 30th November, 1977 ...	750
		Less: Depreciation ...	150
			600
		Consumable Stores	
		As per Valuation ...	80
		Balance at Bankers	
		Current Account ...	5621
		Deposit Account ...	334
			5955
		Building Society Investments ...	3092
			£14427
			£14427
			£7850

We have compared the Balance Sheet and Income and Expenditure Account with the relative Books and find the same to be in agreement.

KESWICK
7th February, 1979

WARD & PRIDMORE,
Chartered Accountants
Hon. Auditors

Patrons 1978

Brigadier Rt. Hon. The Viscount Rochdale, O.B.E., T.D., D.L.

Mrs. C. M. Albutt	G. B. Graham, Q.C.	Mrs. M. O'Hara
Mr. & Mrs. R. A. Andrews	C. C. Green	E. C. Paice
F. Armstrong	W. R. & A. E. Hartland	Miss G. Parkinson
J. Barff	Alan Hill	J. Peil
J. Lazarus Barlow	Miss B. L. B. Hill	C. Ridiough
Monica Barry	Prof. R. Hill	H. Robinson
K. & R. Bennett	F. Hinkley	S. J. Robinson
Noble Bland	Mr. & Mrs. C. Holmes	D. Ross
Mrs. G. Boyd	A. N. James	Miss D. Ryall
N. K. Bridge	G. Johnston	Dr. E. L. Salingar
Mr. Brookman	Miss V. Jolly	Scafell Hotel
Miss J. M. Brown	R. C. & Mrs. A. V. Jones	M. B. Shaw
C. Browne	S. & G. Lamb	H. Smith
F. R. Cashmore	C. J. Lawrence	Mr. & Mrs. R. F. S. Smith
F. R. Chaplin	M. L. Lee	Mrs. J. Spearing
Miss M. Chaplin	Mrs. O. Lilley	W. Sweeting
Miss N. Chew	M. Martin	Mr. & Mrs. W. R. Taylor
Dr. E. Coupland	D. Melvin	G. R. Turner
Mrs. S. A. Crofts	J. E. Miller	Anthony Valentine
E. L. Cummings	M. Miller	G. Varey
Mr. & Mrs. J. Currie	Mrs. A. Moore	D. B. N. Walker
T. J. C. Dobbin	Mr. & Mrs. C. D. Mudd	Mrs. Weir
J. G. English	B. J. Munt	Mr. & Mrs. W. Whelan
N. Eyres	Miss D. F. Neate	J. Banks Wivell
J. R. Files	G. H. O'Brien	W. Woolley
Mrs. G. Gibb	F. E. Oglethorpe	

Donors and Supporting Organisations 1978

Above Derwent P.C.	Mr. Babbage	Mrs. P. Borthwick
'Acre'	Mr. Bacon	S. Bowman
J. Addison	F. Baqueley	Braithwaite Boys Club
Miss Ainscough	Banton Ltd.	Braithwaite over 60's Club
Albright & Wilson Ltd.	Barbour Clothing	Mrs. K. Breen
Miss E. Aldred	J. Barff	Bremex Ltd.
Allerdale D.C.	Monica Barry	Mrs. Brodie
Ardblair Sports Ltd.	Bassenthwaite P.C.	J. G. Barnes
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