CEGSA NEWS

Newsletter of the Cave Exploration Group of South Australia Inc.

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CAVE EXPLORATION GROUP SOUTH AUSTRALIA Inc.

PO Box 144, Rundle Mall, Adelaide, South Australia, 5000.

Meetings held on the fourth Wednesday of each month, except December, at 7.30 PM in the Royal Society of South Australia meeting room, Natural Science Building, South Australian Museum.

1997 Committee

President	Steve Milner	(H) 8278 3784	(W) 8303 8904
		(F) 8232 3381	
		(E) steve.milner@dhn.csiro.au	
Secretary	Pam Alvaro	(H) 8344 3283	(M) 0412100671
Treasurer	June MacLucas	(H) 8261 4180	
Training	Marie Choi	(H) 8322 0895	(W) 8326 1777
Safety	Frank Hankinson	(H) 8322 4300	
Quartermaster / Visitor Liaison	Pam Alvaro	(H) 8344 3283	(M) 0412100671
Research Coordinator	Steve Milner	As Above	
Museum Representative	Neville Pledge	(H) 8272 5483	(W) 8207 7454

Other Office Bearers

Public Officer / Membership	Graham Pilkington	(H) 8396 3044	(W) 8396 3044
Key & GPS Holder	Simon Kendrick	(H) 8331 3750	(W) 8223 5544
			(F) 8223 5347
Librarian / Records	George MacLucas	(H) 8261 4180	
Publications	Athol Jackson	(H) 8337 8759	
		(E) atholjax@cobweb.com.au	
Trip Liaison (Logbook) & Refreshments	Fern Raintree	(H) 8388 6441	(W) 8212 6030
Cave Access Records	(to be appointed)		
Speaker / Presentation Coordinator	Ruth Lawrence		(W) 8303 5649

Representatives

Australian Speleological Federation	Janine Kraehenbuehl	(H) 8278 4531	
(four positions, two vacant)	Graham Pilkington	(H) 8396 3044	(W) 8396 3044
S.A. Speleological Council	Graham Pilkington	(H) 8396 3044	(W) 8396 3044
(two positions)	Janine Kraehenbuehl	(H) 8278 4531	
Caving Leadership Standards Working Group	Marie Choi	(H) 8322 0895	(W) 8326 1777
Cave Management Committee	(to be appointed)		

Cover Photograph:- Scene in the recently re-accessed **SAND CAVE.**

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The deadline for copy or background material for Volume 43 Number 1 (Issue 169) must reach the Editor by Wednesday 11th February 1998. Material not meeting this deadline may be retained for possible use in a following issue. The preferred method is on 3.5" IBM floppy disk or via EMAIL at atholjax@cobweb.com.au as an attachment, in Word or ASCII text format. Of course other forms of communication will still be gratefully accepted.

EDITORIAL

Welcome to the final edition of CEGSA NEWS for 1997.

I have been rather disappointed at the lack of attendance at the general meetings over the past twelve months. It seems that hardly a meeting goes by that there has been a quorum in attendance. This makes it almost impossible for the committee to run the group in accordance with the wishes of the members. How can the committee gauge what the members want if they don't attend the meetings to put their requirements or their grievances to the Group.
There is also the legal requirement. I don't know how many failed meetings we are allowed before we have to take measures to wind up the group. It would be a great pity to see one of the original and great speleo clubs go down the gurgler for the sake of a few members not attending meetings. Our membership numbers have not decreased. So why don't you come along to a meeting and tell the committee what they are doing wrong that turns the members away from the meetings.

The AGM and Dinner are coming up in February at which the new executive and committee will be elected. It is time to start thinking about whether you would like to nominate or whom you would like to nominate for the coming year. The nominations must be in before the start of the AGM at 8.30pm after the dinner. Remember you must be financial for the coming year to be able to take part in the AGM and elections.
A reminder to the committee that their reports for the Annual Report which will be presented at the AGM will be required by me by the 11th February 1998. Please!!!

May all your caves be deeper and longer,

Athol.

A VERY MERRYCHRISTMAS AND A HAPPY NEW YEAR

PRESIDENTS SPOT

CEGSA seems a bit quiet these days. People appear to be doing the usual things and some activities have been quietly ticking over during the long winter. However, there isn't much groundbreaking news and I wonder when the group is going to break out of the doldrums. To push things along just a little bit I am going to create three extra awards for the AGM / Dinner (at the Hackney on the 21st February, 1998 - see elsewhere in this issue). One award will be for the biggest or longest or deepest cave discovery, another will be for the hardest won bit of cave no matter how long! and the last will be the "Getting-off-your-backside-and-organizing-club-trips" award. Nominations to me please ... and my decision will be final.

The social side of the group won't be doing too badly in the near future. By the time that you read this, you will be enjoying the November meeting at the Crown and Anchor in Adelaide, as the Royal Society Rooms are not available. The Christmas Dinner and Cavers Weekend, at Whiskers Woolshed, Penola, will be on the first weekend of December. Up to now there are 40-odd people going along. Ideas for serious caving and exploration are sure to fire from these lubricated events.

My last bit of news is that our erstwhile Secretary, Peter Horne, has now retired from this position for personal reasons. On behalf of CEGSA I wish to thank him for the tremendous effort that he has put into the Group over the last few years. Thanks Peter. For now, Pam Alvaro is filling in the Secretaries job, and I wish her fortitude in this role.

Steve Milner.

TRIP REPORTS

SAND CAVE Naracoorte Sat. Sep. 6th.

Trip Party: Steve Bourne, Marie Choi, Dave Glowacki, Kevin Mott, Dave Trehearne, Frank Hankinson and Amanda Wagener.

Frank and myself were the only ones coming from Adelaide, as everyone else was local. We both had Friday off so we decided to make it a leisurely drive to Naracoorte and left Adelaide about Midday. During our drive Frank commented on how smooth my car ran, especially compared to his. My response being that it ran really well for a 1989 Camry and that I've never had any problems with it. **Famous last words!!!**

We arrived in Naracoorte at around 4pm and drove to Woolies to pick up some food. Just as I turned off the engine I noticed a rattling sound and some steam coming off of the bonnet. We found radiator fluid running over the ground. A call to the RAA confirmed this. The RAA towed us back to their workshop only to find that they were closed on Saturday and booked out till Wednesday. We tracked dawn Dave G's brother, Peter, who offered to put in the pump and the RAA guy contacted the Repco Store manager who opened his shop after hours to sell me the pump. We then spent until after midnight replacing the part. We finally met up with the rest of the group at 9.30 Saturday morning.

Sand Cave has a 17-metre entrance tube and the first few metres have been shored up with concrete. The aim of the trip was to attempt to clean up some of the decoration and commence some track marking.

Steve had a water tank on the back of his Ute and about 80 metres of hose so we could carry the backpack water sprayers empty for a while. The hose reached past the first sandy crawl to a chamber with a large sand cone that is littered with an assortment of old newspapers, cans, bottles and the usual stuff. We then entered the next chamber, which contains three large columns. This was the first spot for a cleaning stop and everyone assisted with the scrubbing and water spraying. I think Dave T and Amanda got more water over the caving party than what they were trying to clean. We also started some track marking in this area to keep people from kicking up dust onto the cleaned decoration.

We then made our way into the next chamber which presented two ways on to the next area of decoration that we wanted to clean and track mark. One direction is a long sandy crawl that the packs wouldn't fit through but is a short cut. The other is longer and is a walking passage with a few small climbs. In the chamber with the sandy crawl are several spots where cavers of the past have drawn their names in the sand – the latest one was dated 1979.

The crawl leads to an extremely well decorated chamber with a beautiful translucent shawl. Most of the decoration in this area is pure white. This is also the wettest area of the cave. We cleaned some areas of flowstone and track marked and taped off certain areas.

We exited the cave around 5.30pm. (some of the group could have been out earlier but Steve says Amanda lost the sandy crawl) and went back to Amanda's for dinner and Frank and I left for Adelaide at around 9.00pm.

Steve has been asked by the landowner to control access to the cave. He is prepared to run several trips a year and people are welcome to contact him to obtain a place on one of these trips. There is much work left to be done on this cave including more cleaning, track marking, surveying and exploring.

As for the people in Naracoorte who helped out with my car I can't speak highly enough of the way they went out of their way to assist me. The manager of Repco, The RAA guy, Kincraig Motors, The Naracoorte Service Station and Daves brother, Peter.

Marie Choi.

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Remember that when trips are approved or recorded as CEGSA trips, it is on the understanding that the necessary permission has been obtained from the appropriate landowner or land manager.

TALIA CAVES AREA – EYRE PENINSULA Oct. 7th.

Party :- Gordon Ninnes and Jan Adams.

Features visited :- E17, E18 and E19.

We visited this area only briefly (ie. 1hr). The two most obvious caves now have names, ie. There are the white on brown tourist signs. The first one reached on the road is "Woolshed Cave", (E17, known as Woolwash Cave in OP5) is a walk in sea cave. The second, "The Tub", is a roof collapse (E18) leading to a sea cave (E19) along the junction between the sand stone base and the Bridgewater surface limestone. This cave presumably reaches the sea as you can hear the sound of waves emanating from the entrance. There is apparently a solution tube developing in the car park above "Woolshed Cave".
There is a classic comment on the tourist information board of "Woolshed Cave". After an explanation of how the cave was formed it concludes "Further change is inevitable".

Gordon Ninnes.

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Anastomosing and Cocklebiddy Caves, Nullarbor Plain

Friday 26 Sep 1997 to Saturday 11 Oct 1997

Party :- Max Meth, Pam Alvaro CEGSA
Tim Payne ASF CDAA, Stefan Eberhard TCC CDAA

Features visited - listed in the order visited:
WA: 6N645 Windy Hollow h, 1384 Anastomosing c, 647 Dusty c, 149 Stegamite c, 732 Dragons Lair c, 1347 Liars Dare c, 1383 c, 48 Cocklebiddy c, X733 d, X731 cp, X732 rh, 81 Arubiddy c, 1481 d, 1482 cp, 1483 bh, X734 cp, 1484 bh, 1343 bh, 1485 c, 47 Murra-el-elevyn c, (902) rh, 1486 d, X735 cp, 1135 Ten Mile rh, 1134 rh, 1487 bh, 1401 rh, 895 Yayjinna rh, 1488 d.

in numerical order: 6N47 48 81 149 645 647 732 895 (902) 1134 1135 1343 1347 1383 1481 to 1488, X731 to X735.

Key: ( ) = not located, bh = blowhole, c = cave, cp = caprock, d = doline, h hole, rh = rockhole.

Friday 26 Sep 1997

Tim & Pam drove from Adelaide and arrived at Max's place at Ceduna at 8pm.

I do not usually clutter my trip reports with the hum drum trivia of the organisation of a trip, but I'll make an exception on this occasion.

The story of this trip actually started the previous Thursday. On that day Mark Sefton had rung Max to say that he was not going on the trip as planned. The reason being that Graham Pilkington had urgent personal problems that had to be attended to. How sad. It seems Graham had planned to take his vehicle, but now this could not happen. It is intriguing that this is essentially the 3rd time that Graham has used this same excuse to cancel a Nullarbor trip in the last ten years. Also intriguing, that on each occasion, Graham had the good manners to give a whole 6 days notice of his decision. Now that is very consistent I think you will agree. Oh well, that's life.

Anyway, the story continues: Pam then turned up to the CEGSA general meeting on Wednesday 24 Sep 97 expecting to finalise arrangements for the trip with Graham and Mark, only to find out they were not going. By the way, Mark had a cold as well, so he couldn't go in his own vehicle. It seems that neither Mark nor Graham had contacted Pam or Tim with the news of Mark and Graham's cancellation. Oh well, that's life.

Pam and Tim went ahead with the trip and agreed to take Max, instead of the original plan of Max going with Mark and Graham. Somewhere along the way Gary Woodcock also disappeared from the equation. Oh well, that's life.

Saturday 27 Sep 1997

Headed west with a short stop ($7 each) to view whales at the Head of the Bight. A bitumen road now goes to the whale viewing area, and a few buildings are being erected in the parking area. A few whales were visible but they were a long way off. One was very close but spent most of the time submerged.

Continued on to Mundrabilla Homestead and spoke with Bob Eglinton the manager. We arrived at our campsite at 5.30pm. Max chose a campsite near to a previously UNENTERED cave 6N1384, that he hoped to investigate.

The camp was also near a small doline named Windy Hollow on account of the strong draught that issues from it. No way could be found into any cave there. It is about 2m deep.

Sunday 28 Sep 1997

We headed on foot to 6N1384. Eventually Pam managed to get past an area of obstruction in the entrance, and thus became the first person to enter the cave. Actually, her first visit was very brief, only about 30 seconds, whereupon she re-emerged at great speed. Difficult as the entrance is a bit of a squeeze.

It seems that there was a gecko on a ledge, and Pam believed it was a carnivorous one. Well I gather that it was over 8cm long. Once assured that this was a harmless one (as all geckos are) she again braved the unknown into a cramped entrance chamber. Then Tim led the way into the cave proper past a second tightish section. Here we found a fairly major streamway, still moist after the last rain, disappearing into blackness.

We were surveying the cave as we went, as should be done when entering a new cave. We got a little past the point where the main streamway deviated left (north) off the main cave. Here there was a disused arm of the streamway heading north.

There were also broken rock slabs that were intricately hollowed out with Anastomosing tubes. Most tubes were about 1cm diameter, but there was so many that the structure of the solid rock was clearly compromised. Pam suggested that the cave be called Anastomosing Cave.

Monday 29 Sep 1997

We walked to Dusty Cave 6N647. A 10m long cave that also has a strong breeze. Then we walked on to Stegamite Cave 6N149. There is no map of this in CEGSA records, though it contains survey stations. We travelled around the marked track, admiring the many stegamite decorations. We actually got off the path into an area that contained survey marks, but was not track marked. In this area we found a further 50m of previously un-entered cave. This included a chamber with a 20m long straight line of columns across it. Clearly this cave needs to be further examined. We were careful to leave the cave exactly as we found it.

Next we walked to Dragons Lair Cave 6N732 where Max hoped to survey a portion that had previously been missed. However after first entering the wrong tunnel, we decided it best to leave it till a later trip.

We walked on to Liars Dare Cave 6N1347. We entered the main chamber, which extends East from the entrance for about 100m. As far as I am aware, this cave has not yet been mapped. We got into a 50m long continuation of the main chamber. This had been entered previously. It is rather well decorated with much old decoration. The cave is in need of mapping. It is estimated to be about 500m long.

On the walk back to camp we stopped at small overhang cave 6N1383 which is about 200m N of our camp.

Tuesday 30 Sep 1997

More surveying in Anastomosing Cave. Soon after starting we entered a 2m high chamber and we were discussing the next move. Pam announced "That is a Stegamite". We had been sitting about 2m away from it. It was about 1.5m long and 1m high and wide, and beautifully symmetrical. We had come upon it with a view of one end only, and that end was largely covered with a gravel bar, a result of some now inactive arm of the streamway.

The amount of sediment in the cave appears to be hundreds of times more than the amount washed in from the entrance depression. Just where all the sediment comes from is somewhat of a mystery.

Next there was a 25m long chamber that had an alcove with several small stegamites. This was named 'The Nursery'. A somewhat obscure way on led through an area of dense stalagmites to a T junction. We continued East on the main trend of the cave still following a streamway for 45m and

halted the survey at the entrance into a large chamber. This had a rock breakdown floor about 40x20m and contained some spider web strands, and 2 skulls of a possum sized animal.

Wednesday 1 Oct 1997

We surveyed down the disused streamway into cave that was parallel to what we had seen the day before. In a very dry alcove two tartarus spiders had webs.

We also surveyed the main streamway, but this soon ended in a wide low silt deposition area.

Thursday 2 Oct 1997

Drove to Cocklebiddy Cave 6N48, where we were due to meet Stefan, who was driving from Perth. Tim and Stefan were intending to dive in the lake and were fully prepared and equipped to reach the furthest limits of the underwater passages.

The cave is located on the Nuytsland Nature Reserve, and visitors should advise the manager in advance. Persons diving in the lake must get specific written permission from the manager, the WA Dept of CALM.

The cave extends 6km north from its entrance more or less in a straight line and extends under the Arubiddy Station. Peter Brown, the manager lives about 16km north of the cave. We drove to the homestead to say hello. It is always a good idea to speak to the landowners in person, even if access has already been arranged. Besides, it is well to confirm actual arrival on the property with the owner as he may be able to provide assistance in the event of some unforseen problem.

The GPS machine notwithstanding, we managed to take a wrong turn on the way. The error was partly caused by overgrazing in the vicinity of a stock watering point. And partly by my wrong decision of heading east instead of north! I should have looked at my compass.

Peter expressed some surprise at us wanting to visit Arubiddy Cave 6N81, which he referred to as being a mere hole. He gave us a little information regarding caves on his property, including a group of blowholes X736 located in Days Paddock, about 30km west of the homestead.

Arubiddy Cave is located in a holding or mustering paddock measuring 6x1km. When we arrived, we realised that our ladder was back in camp.

Not deterred, Tim managed to climb down the 3.4m drop unassisted. Pam and Max followed, albeit with a little assistance from Tim. The previous best map was a grade 1 map by S Eberhard, the same person who was to dive in Cocklebiddy Cave with Tim later in this trip. And upon who's map which the depth estimate of 50m is largely based.

The entrance is a hole 2.8x1.9m which opens into a 15m diam chamber. We began to map the cave, the intention being to teach Pam the basics of cave mapping, and to more accurately determine the depth of the cave.

On the north side of the entrance chamber, well under the overhang, a hole dropped into an 8x3m rockfall chamber. From there the way down was via very small holes and passages in somewhat unstable rockpile. The way down is far from obvious.

We descended a near vertical drop of 8m and reached a small chamber. The way on was down through a further hole, but we stopped there. This cave is far more difficult to traverse than the description suggests.

This was NOT a suitable cave to teach someone mapping techniques in. The map will wait till another trip. Tag attached in blowhole entrance.

Friday 3 Oct 1997

Tim and Max looked briefly at some breathing holes on the east side of the doline. One overlooked the fixed ladder.

About mid day, Stefan arrived, and from then on he and Tim were busy filling air bottles and preparing to dive.

Max went for a walk east of Cocklebiddy Cave. There were previously no other karst features known within 5km of the doline.

A small caprock doline 6N1482 was found 1km east. This is 3m long and 0.4m deep. It has a low overhang up to 1m on the south side. Tag.

A further 500m east was blowhole 6N1483. This is 0.7x0.4m and 3.1m deep in a depression 11x10m that is 1.1m deep. Tag.

Saturday 4 Oct 1997

Tim and Stefan's first dive, to take some gear to the far side of the rockpile chamber in preparation for the main dive in 2 days time.

Pam and Max had to go to the 23km to Cocklebiddy to get petrol for the car. We went by an alternate road that was 26km.

About 1km north of the doline we noticed a snake crossing our road. We did not stop to examine it. It was over 1m long and was a dark black colour. This was the first snake seen on the trip, although I had half been expecting to see one as there had been a few warm days. On previous trips in similar weather, I had usually seen no snakes, or just one. It seems that they are quite uncommon over much of the Nullarbor.

Our road headed 3km north of the doline following the route of the underground cave to an east west fence, north of which is Arubiddy Station property. Then 9km east to a north south fence, which is the east boundary of the Nuytsland Reserve.

0.7km further, in McGaffs Paddock of Arubiddy Station we noticed a blowhole 6N1484 that was 60m north of the track. In a depression 14x11x0.6m were 2 blowholes 4.6m apart E-W. The larger was 0.8x0.6x2.8m, the smaller 0.4x0.3x2.4m. Tag.

A mere 300m past 6N1484, and 13km short of the motel we ran out of petrol, and had to transfer fuel from a Jerry can.

0.8km past 6N1484 we turned SSE onto the gravel road that runs from Arubiddy Homestead to Cocklebiddy Motel. This is a portion of a road pioneered by John Carlisle in the 1930's between his home at Burnabbie, 29km SE & Rawlinna Siding 147km NNW of Cocklebiddy Motel.

The gravel road crossed an east west fence after 3.5km where we crossed into Motel Paddock. A further 2.0km is blowhole 6N1343. This is a triple blowhole in a wide shallow clay depression 23x20x1m. The largest blowhole is 0.5x0.4x1.1m is 25m east of the road. Tag.

No further karst features were known for the rest of the road, so we were surprised when 2.7km further we noticed another feature 6N1485. This is a cave with 2 entrances 5m apart as well as 2 other holes nearby. It is located 20m east of the road. We did not investigate the cave as it appeared that this may well take all day. Tag in main entrance.

After a refuelling stop at the motel we visited a group of divers at Murra-el-elevyn Cave 6N47. Then we headed west along the old East-West road.

First stop at 2km was an unsuccessful attempt to locate rockhole 6N902. It is supposed to be 400m north of the road but not visible from it. I later concluded that it lies 1 or 2km further west.

2km further was small doline 6N1486 50m south of the road. This is 9m long with a 2m long piece of exposed bedrock. Tag.

4.8km further the road crosses a depressed area of about 60x60m and half a metre deep. This is known as Ten Mile Rockhole 6N1135 presumably because it is 10 miles (16km) from Cocklebiddy. It consists of 6 rockholes, 3 of which were holding water. The largest being 2.8x2.8x0.3m. Tag.

1.6km further is a smaller rock pavement area. This is rockhole 6N1134. Evidently a smallish rockhole. We did not stop there. The 2 rockholes were reported by Harry Wheeler on 19 Jan 1955 and numbered as RH17 and RH 16a.

4.3km further is blowhole 6N1487. This was noted by Quartermaine / Wheeler on 19 Jan 1955. They did not stop, but merely noted it. I gave it a QW number so as to build up a more complete picture of what features they knew of. (It is QW441). It is a triple blowhole, the largest being 0.35x0.35x4m. Tag.

1.3km further is the Nalonya micro wave tower access track. We then returned to camp.

At 10pm Tim & Stef emerged from taking gear into the rockpile. Stef announced that he no longer intended to go past Toad Hall on the push dive in 2 days time.

Sunday 5 Oct 1997

Investigated several of the breathing holes in the Cocklebiddy doline. One contains a 6x3m chamber that has 2m roof height and strong breeze.

Tim & Stef have a 'rest day' bringing empty air bottles out and filling them in preparation for the main dive tomorrow.

Monday 6 Oct 1997

Tim & Stef depart for Toad Hall at 9am. They expect to return after midnight.

Pam and Max commenced a survey of the doline. We delineated the top of the main doline. It measures 125x50m @178. The greatest depth is 31m at the extreme north end. Most of the doline sides are rocky slopes but cliffs occur on the east and west sides. The cliffs overhang at the north end of the doline for the last 35m on both the east and west sides. This means that Cocklebiddy Cave starts 35m before one reaches the main overhang point. A few small passages

are located under this overhang, the longest is 9m long. They result in 18m of passage length for Cocklebiddy Cave.

A streamway enters the doline at the south end and it drains a claypan that extends about 400m to the south. The depression surrounding the doline includes this claypan and measures about 600x180m and is 2m deep. A sign has been erected by CALM beside the streamway.

There are 2 small caves in the south portion of the doline. These are not part of Cocklebiddy Cave, but they share karst number 6N48. They are both about 4m long & both have a breeze. One is 15m SE of the sign and the other is 50m from the sign on the north edge of the doline.

Tuesday 7 Oct 1997

Tim & Stef exited the cave at 3.30 am. Today was a rest day from diving.

Max & Pam continued the doline survey. There are 2 small rockholes in the doline. These have been given karst number 6N1401. Both were holding water. One is located 6m west of the small cave on the north side of the doline. The other is located at the base of a 4m high cliff on the east side of the doline 60m from the sign.

Wednesday 8 Oct 1997

Tim & Stef dive to 'The Rockpile' to bring all their gear back to the first lake.

Max explored the dry side passages of the main cave. There are at least 5 that have a strong breeze. The longest is 22m long.

It was a hot day and not really suitable for surface work, but a little more doline survey was done in the late afternoon.

At 8.00pm Pam was startled by a snake that was next to the cooking area. This was the 2nd of the trip. It proved to be a blind snake, 20cm long and about 4mm thick.

Thursday 9 Oct 1997

A delay to the surveying was caused when Pam saw a snake in the camp area. Another was seen by Tim in the doline. A total of 4 for the trip so far.

All the gear from the lake edge was brought out of the cave. A few native bees were seen in our camp area. These had broader abdomens than honey bees, and blue stripes.

Friday 10 Oct 1997

Left for home at 11.00am. Stopped at Cocklebiddy. Some confusion in the records regarding Yayjinna Rockhole 6N895 was sorted out. The location for this was given by Keith Quartermaine in Jan 1955 as 15 yards north of highway, 0.3 miles east of Cocklebiddy Motel. However in 1997 it is on the SOUTH side of the present bitumen highway.

A large mound of earth visible about 300m north of the motel appears to be the result of digging a storm water catchment. A hole has been dug at the lowest point of the general area and channels lead to the highway. It is not clear if there was an original doline at the site, however it does now appear to be a significant karst feature. It is 6N1488.

Three further snakes were seen crossing the Eyre Highway before we left the Nullarbor. Arrived at Max's place in Ceduna around sunset.

Saturday 11 Oct 1997

Tim and Pam left for Adelaide.

Max G Meth

NOTES ON COCKLEBIDDY CAVE 6N48

(1) Lake level fluctuations

David Lowry (Helictite 8(3) Jul 1970 pp58-62) noted that the lake level fluctuated by several centimeters during the course of each day. He recorded a 5cm variation on 24 Aug 1965.

On 7 Oct 1997 Stefan Eberhard noted a similar variation, following his return from Toad Hall.

Lowry showed that the level changed in response to fluctuations in external (ie outside the cave) air pressure In 1965 the known extent of the cave consisted of the entrance chamber and the lake.

Lowry suggested that the cave was connected to an extensive system having a further lake and a large reservoir of air not freely connected to the surface atmosphere, and that the supposed additions could lie to the north or south of the doline, or both.

Lowry noted that draughts through the rockfall in the entrance chamber and in the doline evidently represented a leakage from the presumed air reservoir, formed by a cave extending to the south.

No cave extending to the south of the doline has yet been found, though there are at least 9 places where this draught is in evidence.

The lake level changes would be less likely to be influenced by a south cave, as by a continuation of the north cave. Since 1965, divers have established that the north cave does indeed extend beyond the first lake.

Over 5km of passage has so far been found, mostly completely submerged, but there are two dry chambers, each with 2 lakes. And there are a few other lakes that are mere air spaces that do not contain any 'dry land'.

In this discussion a 'lake' simply means a body of water that has an air space above it, as opposed to a completely flooded tunnel that lies below the water table and does not have an air space above it.

In a situation of a cave with a lake (lake A) and a submerged passage leading to a second lake (lake B) the following scenario could be expected:
1 Air pressure outside the cave increases.
2 This depresses the level of lake A and raises the level of lake B.

Note that if no lake B existed, it would not be likely that any level change would occur in lake A.

But Cocklebiddy Cave contains 5 lakes, A B C D and E, all in a linear sequence.

Might it not be expected that if the level of lake B were to rise, that the lakes C D & E would also be changed? An observation of these lakes would be of considerable interest.

I would suggest that the levels of the lakes in the other Nullarbor Caves be similarly monitored, particularly the caves that contain only one known lake. The final lake of Mullamullang cave would be of interest.

Max G Meth

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PIMPERNAL BAXTER

Keith Quartermaine & Harry Wheeler from 1 to 25 January 1955 (written by Keith Quartermaine)
Harry Wheeler from 25 January to 13 February 1955 (written by Harry Wheeler)

Karst features visited: in chronological order:
WA: 6NX225 Jumnania rh, 865 c, X387 d, X388 d, X378 d, X379 d, 1291 c, 1086 Waranda rh, 1087 Tillata rh, (1137) Willimar rh, 1123 Cardanumbi rh, X381 d, 1094 Bullant bh, 1095 d, 1124 Wilarumby rh, (X210) Bilbinnia rh, 159 Telegraph c, (X211) Nalonya rh, 1096 Delta c, 1097 c, 894 Goonambanoo rh, 875 c, 1125 Wangaroo rh, 1126 Hamp rh, 1098 bh, 1127 Billalee rh, 1128 Jindurra rh, 1129 rh, X422 bh, X423 bh, X424 d, 1074 bh, 1075 bh, X425 d, 1076 bh, 1089 rh, 1130 Jillbunda rh, 1131 rh, 1099 bh, 1132 rh, 1101 d, 1100 c, X426 d, 1133 Nanunga rh, 1487 bh, 1135 rh, 47 Murra-el-elevyn c, 895 Yayjinna rh, 880 bh, 840 Yayoudle rh, 841 Nallah Nallah rh, 842 rh, (X354) Wothella rh, 843 Bareidibi rh, X386 d, 796 rh, 798 rh, (1289) Plane c, 62 Madura c, 193 Witches c, 530 d, 132 Webbs c, 133 Snake Pit c, 83 Old Homestead c, 946 bh, 399 c,398 c, 397 c, X420 h, 1159 bh, 1166 rh, 1160 Greek bh, 1161 bh, 1162 bh, 1163 c, 1164 bh, 1165 bh.
SA: 5N935 bh, 936 bh, 937 bh, 938 Noisy bh, 939 Bookmaker bh, 940 bh, 941 bh, 272 bh, 822 bh, 944 bh, 992 bh, 1027 Guinewarra rh, 995 Shellsign bh, 5 Eyeball c, 1057 Guinewarra c, 15 Weekes c, 1066 rh, 178 Giants Head d, 26 Homestead bh, 27 Freeman c, 6 Koomooloobooka c, 31 c, 4 Koonalda c, 1031 h, 996 bh.

in numerical order:
N numbers: N4 5 6 15 26 27 31 47 62 83 132 133 159 178 193 272 397to399 530 796 798 822 840to843 865 875 880 894 895 935to941 944 946 992 995 996 1027 1031 1057 1066 1074to1076 1086 1087 1089 1094to1101 1123to1133 1135 (1137) 1159to1166 (1289) 1291 1487
NX numbers: (X210), (211), 225, (354), 378, 379, 381, 386to388, 420, 422to426.
QW numbers: 1 to 54, 39a, 159, 158, 423, 429 to 442, RH1 to 28, (87).

Key: ( ) = not located, bh = blowhole, c = cave, d = doline, h = hole,

rh = rockhole, MRT = Microwave Repeater Tower, [ ] comment or explanation by Max Meth.

Notes:

1 'Pimpernal Baxter' is the name given by Keith Quartermaine to a trip report of his trip to the Nullarbor with Harry Wheeler in Jan 1955. The trip report was in the form of a book (not published) and in this instance the report was in 4 parts, each bound separately:

A Sketch maps of some tracks and plans & details of RH's and QW's.
B Photos taken on the trip. (29 pages)
C Log of the vehicle. (17 pages)
D The narrative trip report of PIMPERNAL BAXTER. (91 pages)

Unfortunately part A does not appear to have survived to the present day.

Harry continued the trip alone from 25 Jan to 13 Feb 1955 and his findings do not form part of Keith's book. But details of Harry's findings were included in the QW list.

2 This article is a précis by Max Meth of Keith Quartermaine's book titled 'Pimpernal Baxter' and of the relevant portion of Harry Wheeler's QW list.

3 On this trip the QW system of cataloguing Nullarbor features began. Caves and blowholes were given a QW number, and Rockholes were given a RH number. By trip end the tally stood at RH28 and QW52, a total of 80 features with accurate locations and detailed descriptions.

The QW list was entirely the idea of Harry Wheeler, and he alone allocated the QW numbers and wrote the location and description details. The QW list was hand written by Harry and there was only one copy.

Keith Quartermaine's contribution to the QW list was very valuable, but it was mainly confined to moral support. Keith's main contribution to speleology is the several trip report books that he wrote, together with the several thousand photographs taken.

4 Some features were mentioned in Keith's books but not described in detail, and not given QW numbers by Harry. QW numbers in the range 53 to 368 that are mentioned in this report were allocated by Wheeler after subsequent trips. QW numbers greater than 368 were allocated by Meth in 1995.

5 Initially, dolines without a cave or blowhole were ignored. But eventually Wheeler gave some of these QW numbers. CEGSA policy is to number all karst features.

6 In this report each karst feature is referred to by both its QW and CEGSA number, eg QW1 6N865 and RH1 6N1086

7 It was not until after a Jan 1957 trip that CEGSA started cataloguing Nullarbor features. CEGSA remained unaware of the QW list until 11 Nov 1993.

8 All measurements originally given in imperial units of miles chains yards feet and inches etc, but most are converted to metric. Exceptions are some distances which are shown as: '9 miles', '12 chains' etc.

9 This trip was not the first Nullarbor expedition of Harry Wheeler and Keith Quartermaine.

10 Wheeler did not attempt to number features seen on the earlier trips, except that these got QW numbers whenever they were subsequently visited. Otherwise they remained without QW numbers.

10 Two of the Wheeler / Quartermaine trips have already appeared in précis form in the CEGSA NEWS. These were both of trips prior to the 1955 trip of PIMPERNAL BAXTER:

* January 1952 trip, "THE INLAND SEA" see Volume 40 No 2 May 1995
* January 1953 trip, "THE WOODALL EXPEDITION" see Volume 40 No 3 Aug 1995.

Oddly enough, Keith produced the book PIMPERNAL BAXTER before either of the two mentioned above.

PIMPERNAL BAXTER

[The title is in reference to the great difficulty that this trip experienced in locating and photographing the Baxter Memorial]

Preamble

Actually much of the difficulty arose prior to the trip, in sorting through various conflicting reports of the location. Note that in 1954 there was no vehicle track to the Baxter Memorial. This trip was organised with the specific aim of locating the memorial. Baxter, killed 29 Apr 1841, was a companion of Edward John Eyre. Some history was given by Quartermaine of the death of Baxter in 1841, the finding of the remains in 1881 by William Graham and the erection of the memorial on the site in 1930 by John W W Graham. John Carlisle heard that Quartermaine and Wheeler were attempting to locate the monument. John had seen the memorial in 1938, and he gave details of the location to Quartermaine, as being about 5 miles west of Twilight Cove. John decided to recheck the location, so in Nov 1954 he set out with 3 others from Rawlinna where he was then working. One of John's companions was Didla Graham. John travelled on motorbike to Billalee Rockhole then walked from there to the memorial. He was thus able to give Quartermaine some definitive location information for the memorial, including the fact that it is 25 not 5 miles west of Twilight Cove. In spite of this knowledge, the Quartermaine Wheeler trip compounded their difficulties by trying to locate the memorial by driving west from Twilight Cove, as they originally planned, rather than driving south

from Caiguna as John Carlisle had done two months earlier. And also note that the Caiguna Motel did not exist in 1955, the site at that time was a gravel dump area.

Friday 31 December 1954. Left Kalgoorlie at 9.40am. We made use of the mile pegs along the Trans line. These mark the distance from Port Pirie Junction, Kalgoorlie being 1108. At Randells, 1057 mile, we crossed to the S side of the rails. Just east of Karonie, 1039 miles, we crossed to the north side. At Jumnania rockhole QW429 6NX225 there was water in the 2 largest rockholes. 26 miles further to Coonana, 1002 mile, and 25 more to Zanthus at the 977 Mile. We camped 13 miles past Zanthus at the crossing of the Ponton river. [Not much more than an elongated claypan, but it does flow after heavy rain. It does not continue very far south of the railway line].

Saturday 1 January 1955. At 2 in the morning it started to rain. By 10.00am 50 points (12mm) of rain had fallen, there was a rain gauge here and there were others at intervals along the railway. We decided to wait for the rain to stop before proceeding and went for a walk during a break in the rain. We got saturated, and we had a miserable night.

Sunday 2 January 1955. By morning a total of 110 points (27mm) of rain had fallen, but the sky was clear and we resumed our journey. Kitchener siding 940.5 miles had 44mm of rain in a gauge. 10 miles further at Casuarina hill it was 50mm. 5 miles further was the 926 mile camp. A ganger here advised that 62mm of rain had fallen. At Lime siding, 913 miles it was 95mm. There was water everywhere.

Monday 3 January 1955. We set off at 9.00am and after 9 miles hit the railway near the 904 mile peg. Another 1.5 miles of good road along the line brought us to Naretha. The west limit of Nullarbor limestone is reported to be about a mile west of Kitchener, and I was more or less prepared to meet the open plain at the same time. This was far from being the case, as there are some excellent stands of timber, mainly mulga-myall and casuarina. The Naretha ganger was Clarry Dawes, but he was out working. Naretha had recorded 588 points of rain (almost 150mm). We decided to wait for Clarry to return. Just our luck that our trip coincided with one of the wettest days the Nullarbor has ever had. We went for a walk to inspect the quarry and sundry remains from bygone days. At 4.00pm Clarry returned. Clarry said the road east was under water so our rest day here proved to be a good move. And we decided another day here would let the country dry out some more.

Tuesday 4 January 1955. Naretha is at the 903 mile peg. We headed east on the section car with the maintenance gang. Due to the heavy rain no normal maintenance could be done, only an inspection to check for washaways and soft spots where speed restriction signs would be posted for trains. Trains had been halted entirely because of a washaway further east. We travelled 5 miles to the 897 mile peg. The ganger from Rawlinna soon arrived. He advised that the road in the vicinity of Ryan's well had 15 feet of water over it. We then travelled east to the 884 mile peg with the Rawlinna gang to inspect a blowhole. Ryan's well was a sight. The water had been up to the rails on both sides of the line, but had dropped a couple of feet by the time we arrived. On the south side of the line we could see the tops of sleepers that were the fence posts around a stock yard. The 884 mile is a disused sleeper camp and the blowhole was 600m NNE. It was about 30m south from a donga full of water, probably a metre deep. This water was slowly seeping through the strata and into the blowhole. The entrance was 6-8 feet diameter with floor 35 feet down. Harry descended via a homemade wire ladder presumably courtesy of previous residents of the sleeper camp. The rungs were up to 2 feet apart. I followed Harry and together we walked into a 60 foot diameter cavern of height 8 feet. To the NE we started down a 45 degree incline. But we had no light save a box of matches. The lead showed great promise, but we were unable to proceed due to lack of light.

Harry suggested labelling it QW1, the beginning of a suite of QW numbers which eventually extended over a large part of the Nullarbor. Harry suggested that we give all caves and blowholes a QW number, and rockholes would be designated with an RH number. [QW1 = 6N865]

Wednesday 5 January 1955. We had intended to drive along the railway to Rawlinna then down to Cocklebiddy but due to the rain we changed the plan. About 9.00am we left Naretha and set off south. On this road we passed an occasional sink, but none of the ones we saw showed any opening at the bottom. 23 miles out from Naretha we met up with Dimer's road from Rawlinna to Balladonia. [Current maps do not show this track, the junction is assumed to be due S of Naretha at AMG Naretha 674 6536] About 4.6 miles (7km) before reaching Dimer's road we saw a sinkhole in mulga QW430 6NX387 and 2.3 miles (3.7km) along Dimer's road there was a diversion east around a sinkhole area QW431 6NX388. About 65km north of the Eyre highway is a dam called Emu Point, and 4.3 miles (6.9km) before reaching it we saw a sinkhole QW432 6NX378 on the W of the track. 5.7 miles (9.2km) beyond Emu Point on the east of the track is a sinkhole QW433 6NX379 30m diam, no openings. We reached the Eyre highway at the 140.5 point by mile pegs. This was 4.5 miles east of Balladonia homestead and we went there for fuel. Eventually we camped 24 miles east of the homestead near the 160 mile peg. [In 1954 the Balladonia Motel was at the 119 mile peg. This was later changed to 570 miles,

and with the metric system it became 190km; the Balladonia Homestead similarly was at the 136 mile peg changed to 587 mile now 218km]

Thursday 6 January 1955. Passed 172 mile (623 mile) water tanks. Exactly 3 miles past the 208 mile (659) tanks I saw a large depression QW434 6N1291about 30m N of the highway. [This would be in the vicinity of the 343km point]. Nearing Caiguna, at the 226 mile peg, the Old East-West road diverged south from the Eyre highway, and we followed it. The East-West road was the road across the Nullarbor in use before the Eyre Highway. It ceased to be used in 1942 when the Eyre Highway, the first all weather road was built. After World War 2 this was named the Eyre Highway.

About 2.5 miles from the highway we came to Warranda rockhole RH1 6N1086 which contained about 40 gallons of water. A further 4.5 miles and we came to Tillata rockhole RH2 6N1087 - 300 gallons. A possible rockhole may be located 4.3km east of RH2. Not investigated. [On a subsequent trip Wheeler named this as Willimar rockhole RH87 6N1137] 8.5 miles east of RH2 is Cardanumbi rockhole RH3 6N1123 25m N of the track. This has about 1000 gallons capacity and was loosely covered with tree trunks and corrugated iron held down with rocks. It is near the top of a treeless rise, the open space being 1.5 miles in diameter. The Cardanumbi tank is situated south of the EW road a further 1.15 miles ENE and we had lunch there. About 1.5km W of the tank is a shallow sinkhole QW435 6NX381. This is 80m S of a track which is basically EW. It has a few small inaccessible openings. About 1.3km NNW of Cardanumbi rockhole is Bullant blowhole QW2 6N1094. This is 8m W of the track, and about 600m south of Bullant camp. This is a doline with a 6 inch fissure which was blowing strongly.

From Bullant camp we headed east along the 1896 telegraph line route. This is actually the straight line continuation of the Eyre highway East of Caiguna. At 3.9 miles we reached the acute angle junction with the old EW road. WSW leads back to Cardanumbi tank, and ENE leads to Nanunga rockhole and Murra-el-elevyn cave.

We continued east along the telegraph line. At 6.2 miles we reached QW3 6N1095 which consists of 2 small sinkholes 100m S of the track. 0.7 miles further is Wilarumbi rockhole RH4 6N1124. This is 400m S of the track in an open space 300m in diameter. We looked without success for Bilbinnia rockhole 6NX210. This is shown on old maps, but there could be an error in its positioning. Next stop was Telegraph cave QW4 6N159 6m S of the road. This has a 4 feet diameter blowhole entrance which drops 12 feet to a 30 feet diameter cave. [About a mile further should be Nalonya rockhole 6NX211 but this was not mentioned by Quartermaine] The last stop for the day was Delta cave QW5 6N1096 named because of the shape of its blowhole entrance. The entrance drops 15 feet. It is 30m S of the track about 700m E of the junction of the track that heads NE to Nanunga rockhole 6N1133. [But the junction was not noticed] We camped near the cave.

Friday 7 January 1955. In the morning I went down the blowhole. I could not get in very far, but could see the openings stretching 8m in one direction and 10m in another. Only 500m east of our camp is another cave QW6 6N1097 located 20m S of the track. 2 blowholes very close together and 12 feet deep. A spacious chamber fans out N for 18m. We had reports of a further hole/cave but after scouting around for some time we couldn't find anything. [But no details of this cave's supposed location was given by Quartermaine].

Very soon we struck the first veneer of white sand on the road. The vegetation here was rushes among mallee, but native pines soon began to predominate. After passing a high white sandhill and a mile of sand, we came to a cross road, the road from Cocklebiddy to Twilight cove. We headed north and in just over half a mile had emerged from the sand. Another 400 yards brought us to Goonambanoo rockhole RH5 6N894. This is on open rising ground. After this we turned back south toward Twilight cove. At 3.9 miles south of the junction with our tracks west, we crossed the 1874 telegraph line. This was indicated by a cut line at the bottom of a gully and a single pole still standing. We later intended to follow this line west to the site of Baxter's grave, but now we continued another mile south to exposed limestone at the cliff top overlooking Twilight cove. To the west the Baxter cliffs stretched away to the horizon, with the beach that was in front of us ending a mile to the west. The beach continued to the east and in the distance we could see Eyre's sand patch. After lunch we headed shorewards over about 800m of sand to the ruins of a hut. All that remained was the flagged floor which was covered with a thin veneer of cement. It is only 100m from the ocean with no intervening sand hills to break the fury of storms. From here we walked NW along the shore about one mile (1.6km) to the point where the Baxter cliffs start. I tried digging for water here but it was salty. Next we followed the cliffs inland for about 800m as far as a cave QW7 6N875. The entrance is on the side of the escarpment about 10m above sand level. It appears to be filling with sand and only went in about 15m. Over the next sandhill we got excellent water at 0.3m depth.

Saturday 8 January 1955. The 'Swift' and the 'Twilight' are 2 ships reportedly wrecked near here. We were not able to locate either of them. Although there was plenty of recent flotsam on the beach. At 11.30am we set off to Nine Mile (Kanidal) beach. We returned to the cliff top and followed the 1877 telegraph line east. We joined a better track coming from the NW about a mile before reaching the Nine Mile. Rawlinna folk evidently made the good track in and built a shed, with water tank, for use on periodic fishing trips.

Sunday 9 January 1955. At 8.00am we left Nine Mile beach and followed the Rawlinna folk's track N of the 1877 line. This road climbs the escarpment at an easy point and was soon out of the sandhills. Here it turned west to Goonambanoo Rockhole thence N to Cocklebiddy on the Twilight Cove road. At the rockhole we turned south and by 9.30 had reached the 1877 line again. Our aim now was to locate Baxter's memorial. John Carlisle's instructions from this point were to: 'follow the telegraph line west for 5 miles (8km) to a grassy patch, from which Baxter was 5 miles due south'. But we knew from an unsuccessful attempt by John last year, that the 5 miles to west was likely to be at least 20. [This is at variance with the statement in the preamble].

The telegraph line followed up and down the sand dunes with the track detouring around the steeper ones. We inadvertently followed a path north of the line and came at last to Wongaroo rockhole RH6 6N1125 near which were the remains of a shed tank. Wongaroo means 'native pine'. We camped further west on the telegraph line.

Monday 10 January 1955. After 3km the sand gave way to limestone, and we considered this as good as bitumen. We walked about 800m south to the cliff edge, to verify that it was at the distance indicated on the map. About 5.6km further a track led off NW and 600m along this was Hamp rockhole RH7 6N1126. A further 16km were the remains of another shed tank. This one erected by JWW Graham was known as the 'monument shed'. This was the shed that John Carlisle said was 5 miles west of Twilight cove. It was nearer 25. Nearby, on top of a rise we located a double blowhole QW8 6N1098. This was 250m W of the tank and 60m S of the line. We continued west along the line. After 13km the track began to diverge south from the line and 3km further we came to Billalee rockhole RH8 6N1127. There was a square tank here.

Tuesday 11 January 1955. There was an extensive grassy flat south of the rockhole. As far as we knew, no one had been into the Baxter memorial site for 24 years. JWW Graham had driven a vehicle to it in 1930 to erect the monument. John Carlisle had brought 2 motor bikes to Billalee just 2 months prior, but he had then walked 9km east to the monument. We could just make out some tracks, but these headed in the wrong direction. We decided to walk east, in the direction that the memorial should be. We marked our trail by dragging a stick, and after 3 hours walking we came to Jindurra rockhole RH9 6N1128. A quandong tree was growing 20m from the rockhole. Ten more minutes walking brought us to the Baxter memorial. I had not brought my camera to record the event. The country we had walked through was fairly rough for a vehicle. We returned to our vehicle at Billalee.

Wednesday 12 January 1955. We left Billalee camp via the track NE and came to the 1877 telegraph line after 2.0km. Here we turned east to complete the Billalee triangle. In this we located another shed tank. We rejoined our track of 10th Jan and continued east. We found a tank that we had missed previously at 13km. And 200m SW of the tank Harry found a rockhole RH10 6N1129. We thought we could reach Baxter from here so we set out walking at 218 degrees. All we saw was 2 small blowholes QW436 6NX422 & QW437 6NX423. A plot later showed we stopped about 1 mile east of Baxter. We camped at the tank near RH10.

Thursday 13 January 1955. We decided to try to get to Baxter from a point due north of it, so we drove 5.6km W along the telegraph line to what we considered was the closest point. [Actually they should have gone 2km further]. Then we headed south for what we expected would be about 5km. This attempt failed and we returned to Billalee.

Friday 14 January 1955. Today we were determined to drive to the Baxter Memorial via the path we had walked on 11 Jan. A bit before 8.00am we were away heading east from Billalee and found that our dragged stick of the 11th was easy to see. But not easy for the landrover as mallee scrub still needed to be cleared. The sun was shining and the heat was oppressive. The temperature was well over 100F (37C). It was 5.50pm when we arrived at Jindurra, a distance of 9.3km.

Saturday 15 January 1955. A day of rest following the exertions of yesterday. We walked to the coast from the memorial, taking 17 minutes. On this walk we saw a doline QW438 6NX424. Unusual in that it was the only one we saw in the locality. The day had been cloudy and unsuitable for photographing the monument. We camped again at Jindurra.

Sunday 16 January 1955. Another rest day and the Baxter memorial photographed at night using flash bulbs - the day had been cloudy again. The distance from the memorial to Jindurra rockhole was measured as 1161.6 yards (1062m).

Monday 17 January 1955. Another rest day. Using the sun, we calculated the position of Jindurra rockhole as latitude 32 28' 22" south and longitude 125 36' 46" east. And we attempted to measure the cliff height. This was estimated at 210 feet.

Tuesday 18 January 1955. We retraced our path to Billalee rockhole and proceeded west along the telegraph line for 2.5km to the track north to Caiguna. There was a grassy clearing among the trees 0.9km before the junction. On this, 18m south of the road was blowhole BH9 6N1074 and 40m east is rockhole RH11 6N1088.

3km N on the track to Caiguna was blowhole QW10 6N1075 located 20m W of the track. The track passes a depressed area QW439 6NX425 1.4km north and 6.5km further was a 2m deep blowhole QW11 6N1076 12m W of the track. 2.6km further was a group of 3 rockholes RH12 6N1089 located 20m E of the track. And 1.6km further we came to Tillata rockhole, seen by us on 6th Jan. Here we travelled east on the now familiar East- West road to Cardanumbi tank and we continued on it past the junction with the 1896 telegraph line. We camped 27.5km further having passed the following:

2.1km track north.
9.4km RH13 6N1130 Jillbunda rockhole.
13.4km RH14 6N1131 unnamed rockhole.
15.0km QW12 6N1099 unnamed blowhole.
19.7km RH15 6N1132 unnamed rockhole.
20.3km a group of 5 3m diam dolines QW159 6N1101.
22.2km doline QW158 6N1100 20m N of road.
24.5km doline QW440 6NX426 5m S of road.
27.2km Nanunga rockhole RH16 6N1133.
27.5km our camp.

[QW158 & 159 were numbered by Harry Wheeler on a trip in February 1958. On this trip they and QW440 were only mentioned as existing]

Wednesday 19 January 1955. About 2.4km east of Nanunga is a small hole QW441 6N1487 5m N of the road. [This is 1.6km E of the Nalonya MRT track which was not built until 1969. And the microwave system has been decommissioned in 1997. At this time the towers are all still standing but the dish antennas have been removed.] And 6.8km further east is rockhole RH17 6N1135. Next stop was Murra-el-elevyn cave QW13 6N47. At Cocklebiddy we turned north. About 150m NW of Cocklebiddy tank is Yayjinna rockhole RH18 6N895. 2.9km N of the highway is Graham rockhole RH19 6N880. This is an artificial hole excavated on a rock pavement. According to John Carlisle, there was no natural rockhole on this pavement. But JWW Graham created one by blasting. Its capacity is 3125 gallons. A further 21.6km brought us to treeless country and Yayoudle rockhole RH20 6N840. This proved to be about 13 rockholes of which 6 contained water on our visit. We set off SE back towards the highway on a road that continues sooth of the Eyre Highway to Burnabbie ruins. But 3.5km before the highway we turned ENE onto the old East-West road. And 6.4km along we came to Nalla Nalla rockhole RH21 6N841 12m N of the road.

Thursday 20 January 1955. First item was rockhole RH22 6N842. This looks like a human eye. [Youlganah or Pinjarabee rockholes were not mentioned by Keith Quartermaine] Next we hoped to find Wothella rockhole 6NX354. This is shown on the map as being about 2km N of the track. In one reference this is reported to have a capacity of 40,000 gallons. We did not find it. If the capacity is true it would be an extremely large rockhole and may be an error, or it may be a tank. [A tank is shown at AMG 262.3 6465.7 and this should be checked. Keith was looking slightly west of where current maps show Wothella to be. It is about 1km W of Bariedibi] Just over a mile (1.7km) east of where we had expected to find a turn off N to Wothella, we came to Bariedibi rockhole RH23 (6N843). [the current maps show this distance as only 1.0km] However we did back track the required distance and found a track N on the top of a rise. We followed this for 2km but still did not find Wothella. 4.9 miles E of Bariedibi we came to a doline QW442 6NX386 on the N side of the road and 0.2 miles further was a rockhole RH24 6N796 on the S of the road. 2.7 miles further was Moonera tank.

Our next aim was to locate Scaddan's bore, which was shown on our 10 mile per inch map as being 14 miles NE of Moonera tank. Our 1928 vintage 4 mile per inch map did not show it, nor did it even show the Eyre Hwy. [The Eyre highway was built in 1942 and did not come to be called Eyre highway until after 1945. During the war the existing road, a dirt track known as the 'East-West road', was upgraded to 'all weather' status as a defence initiative] We had directions to a cave from Scaddan's bore from Mr Mackie in 1951: "caves 4 miles east, turn north to ridge and cave" Perfectly explicit, but the application was slightly harder than expected. Snow McBride had been to the cave with Jock Walls [This must have been between 1951 and 1955] frightening possums in the process. We left NE from Moonera tank and at 5.5 miles came to rockhole RH25 6N798. And 5.0 miles further reached an EW fence and 0.4 miles E along the fence was the remains of a windmill. This was Scaddan's bore. On a rise nearby was an old camp with horse yards. However we failed to find the cave. [This is Plane Cave 6N1290 which used to be known as Scaddans Cave. It was renamed on being 'rediscovered' by Plane Caving group from Perth.] We headed SE and rejoined the Old EW road. A sign indicated Madura 11 miles and Balladonia 200 miles. [This sign evidently existing on the old East-West road even though it had had no through traffic on it since 1942 or 13 years.] We camped nearby.

Friday 21 January 1955. After 6 miles we joined the Eyre highway about 3.5 miles W of the top of Madura pass. At the bottom of the pass was a sign indicating that the Motel was half a mile in, and indeed, the buildings could be seen. However the halfmile turned out to be 1.4 miles. [At this time the current Motel complex beside the highway had not been built.] About 1/4 mile before the Motel was an old condenser. A bore here produced salt water, hence the condenser to get water for drinking. 5 miles south we visited Madura cave QW14 6N62 which is called Mereguda by Barrett. Heading back North, we turned E onto the 1896 telegraph line, which joins the Eyre Hwy 12km E of Madura. Next stop was the ruins of a stone hut at the base of the escarpment at Moodini. A well had water at about 70 feet. There are 3 dams in a gully slightly west of the hut. Two dams hold water. At the top of the scarp, the remains of another hut were noticed, and alongside this a pile of sandalwood chips. The camp was thought to belong to sandal-wooder Beadon. We camped 6 miles south.

Saturday 22 January 1955. We arrived at Mundrabilla homestead at 9.45am and Mr Hogarth came out to greet us. After an hour of conversation we had got the following information:

1 The location of a cave off the Forrest road [This cave is Old Homestead cave 6N83].
2 He knew nothing of the cave Harry had seen on a flight from Adelaide to Kalgoorlie between Mundrabilla and Madura. This may be Mr Mackie's No 3 cave [This could have been any of a dozen or more dolines].
3 A description of a large sinkhole NE of Moodini at which Mr Hogarth had watered cattle from a rockhole presumably in a gorge in the side of the sinkhole [No distance is given so it is not possible to say with certainty which this is, but it is probably Joes Cave 6N39].
4 The Tuesday tea and sugar train was not a good one on which to travel, the fast goods on Wednesday being preferable.
5 As late as 1946, Mundrabilla had loaded wool on a state ship at Noonaera, as the ship was returning from overhaul in the Eastern States.

We called in to Witches cave QW15 6N193. A small breathing hole in clay about 200m E of Witches QW423 6N530. Webbs cave QW16 6N132. Snake Pit QW17 6N133. After this we headed north past Uanna dam and camped 4 miles north of the northern vermin fence of Mundrabilla Station under a friendly myoporum tree.

Sunday 23 January 1955. At 1.5 miles we crossed the remains of an old fence. About here we began to realise that a telegraph line followed the road some 300m away to the west. 4.6 miles further was a tank and trough, apparently used for watering animals with carted water. At this point the line was down on the ground so we hoisted it back onto its insulator. We need not have bothered for some miles further we crossed under the line, and at this point it was broken and the wire neatly coiled either side. And appeared to have been in that position for many years. At 28.7 miles north of the vermin fence is a dam about 200m W of the road. 0.5 miles further the main road branched off NE. We continued north. At this junction is the remains of a hut. 5.6 miles north the track forked again. We built a cairn of rocks here. [I have since named this junction as "One Mile Cairn] A faint track continued north, but the main way went NE and in 1 mile we came to a cave. The name of this cave QW18 6N83 was not known to us. [It is Old Homestead cave.]

The sinkhole was about 43x25m from memory and across the centre was a sagging bridge of rock with a slope down to both north and south ends. We decided to explore the north end first and picked our way down about 16m where we thought we could go no further. But a small black opening was noticed in which was a ladder. We descended 4m and proceeded along for about 30m to another hole and another ladder. Here we descended 3m to a floor, but there we stayed. Before us was a 2x1m shaft and 6m below we could see a staging, but there was no ladder in the shaft.

We decided to try the south side before lunch. Under the overhanging rock a strong blast of air was emerging, indicating an opening of considerable size below. We entered a large domed chamber 30x20m and 12m high in the centre. Previous visitors, making sure they would not get lost, had used string and wool as a guide. We followed the string down a steeply dipping way to a point about 23m below the domed chamber, and about 45m below the surface. I think Harry was keen to get down to water, or as far as possible, but we turned back. Oddly when we got to Forrest, the people then in residence had not heard of the cave, and were keen to know where it was.

We left the cave at 3pm and returned 1.6km SW to the cairn at the junction. Here we turned north but the road became progressively harder to follow. It was overgrown with grass and had not been used for years. At 4.7 miles (7.55km) N of the cairn we saw blowhole 4m west of the track, QW19 6N946. In another 5.7 miles (9.2km) we lost the track. We came out on Anketell's road about 1km west of the Forrest road, and we were soon in Forrest. The west bound Trans was due to stop at Reid on Tuesday morning. I decided to end my trip and travel to Kalgoorlie on this train. Harry intended to continue alone into S Aust.

Monday 24 January 1955. Ron Day, from the airport, took Harry and me out to some blowholes he knew of. We went about 5km W then about 1km N to blowhole QW20 6N399. This was 0.3m in diameter and exhaling

strongly. At a depth of 2.6m air was issuing from a hole in the wall about 0.3x0.3m. About 100m SE was blowhole QW21 6N398. This had a passage about 3m long at the bottom. 500m ESE was blowhole QW22 6N397. This was too small to enter. Harry and I then drove to Reid siding arriving at 6.30pm. I understand that this location at the 688 mile peg was not the original position of Reid. The original idea was to have the sidings named after Australian Prime Ministers in chronological order. Accordingly Reid was between Watson and Fisher in S Aust, and Ooldea used to be called Deakin. At the 522 mile camp in 1954, Harry was told that there was once a siding at 519 miles, but it was moved to 522 on account of sand. Harry says he saw the remains at 519 and thinks it must have been the old 'Reid' as it is between Watson and Fisher. Bolam, in 'Trans Australian Wonderland' is the source of reference on Deakin and Ooldea.

Tuesday 25 January 1955. After breakfast we looked around Reid. A bore is reported to have been sunk on the collar of a blowhole. This one was in the same building as the power plant. Numbered as QW23 6NX420. I [Keith Quartermaine] boarded my train for Kalgoorlie.

Harry continued alone on the trip.

[This is the Point where Keith Quartermaine's book ends. What follows is constructed from the notes which make up Harry Wheeler's QW list].

Harry notes that the spacing of the telegraph poles along the railway is 3 chains or roughly 27 to the mile. This telegraph line was built in 1917, and replaced the one built in 1896 along the Eyre Highway. [In 1993-4, the telegraph poles along the railway were removed].

From Reid, at the 688 mile peg I headed east. Blowhole QW24 6N1159 at 676 miles 50 chains west then 4m N of the railway. Depth is 5m. Rockhole RH26 6N1166 at the 671.5 mile peg where there is the remains of an old siding. Proceed 150m @042 from the peg. Greek blowhole QW25 6N1160 at 669 miles plus 4 chains west and 50m S of the railway, 27m S of the road. This is 2m deep has a small cave.

Blowhole QW26 6N1161 at the 668.5 mile peg plus 10.5 chains west. Then 25m S of the railway or on the S edge of the road. There is a sleeper culvert on the railway. The blowhole is 2m deep. Blowhole QW27 6N1162 16m N of the railway opposite to QW26 and a few yards further east. This is a 2m deep blowhole. At the 667.5 mile peg plus 13.5 chains west was QW28 6N1163, located then 140m N of the railway. This is a blowhole 3m deep that contained a pool of water. A small cave extends northwards and descends 1m further.

Wednesday 26 January 1955. Blowhole QW29 6N1164 at the 657 mile peg less 19 chains east, then 80m S of the railway, 60m S of the road. There was a signal located 4 chains west of the blowhole near the top of a rise. This is 3m deep with low NE extension at the bottom. Blowhole QW30 6N1165 at the 656.5 mile peg then 30m S of the railway, close to the road on S side. The blowhole is 7m deep. This is 3/4 mile west of Deakin siding. I had been directed to this by the Deakin ganger, and at first could not locate it, until he had knocked off work for the day. The Deakin siding is at 656 miles. Camp the night.

TRIP REPORT NOT COMPLETE PAST THIS POINT

minor additions required.

Thursday 27 January 1955. Cross the border into South Australia. Blowhole QW31 5N935 at the 649.5 mile peg. Then travel 550m @351 magnetic. Cairn at blowhole. There is a clump of low bushes 600m E and a single pittosporum 800m ESE of the blowhole. Blowhole QW32 5N936. The 644 mile peg is near the crest of a hill, and the 643.5 peg is 12 chains W of the crest of the next rise to the east. Between the two and 350m N of the railway is a lone pittosporum 2m tall. Blowhole 5N936 is located <100m S of pittosporum.

Blowhole QW33 5N937. At 500m @343 from the Pittosporum of QW32. The blowhole is next to a clump of 8 poor pittosporums. Noisy blowhole QW34 5N938. At 12 chains east of the 643.5 mile peg, then 110m N of the railway on a rock pavement on a crest. Bookmakers blowhole QW35 5N939. At 2.4km @017.5 magnetic from the trolley shed at the 639 mile peg.

Friday 28 January 1955. Blowhole QW36 5N940. At a board signal 0.8 miles (1.3km) E of the 639 Mile camp then 600m N. 120m W of the single visible Pittosporum clump. From the blowhole the Pittosporums bear 063. Blowhole QW37 5N941. At the 628 mile peg plus 12 chains west, then 65m S of the railway. Hughes siding 623 mile peg. There is a bore 6 chains west of the 599 mile peg. This is about 4 miles west of Denman siding which is at the 595 mile peg.

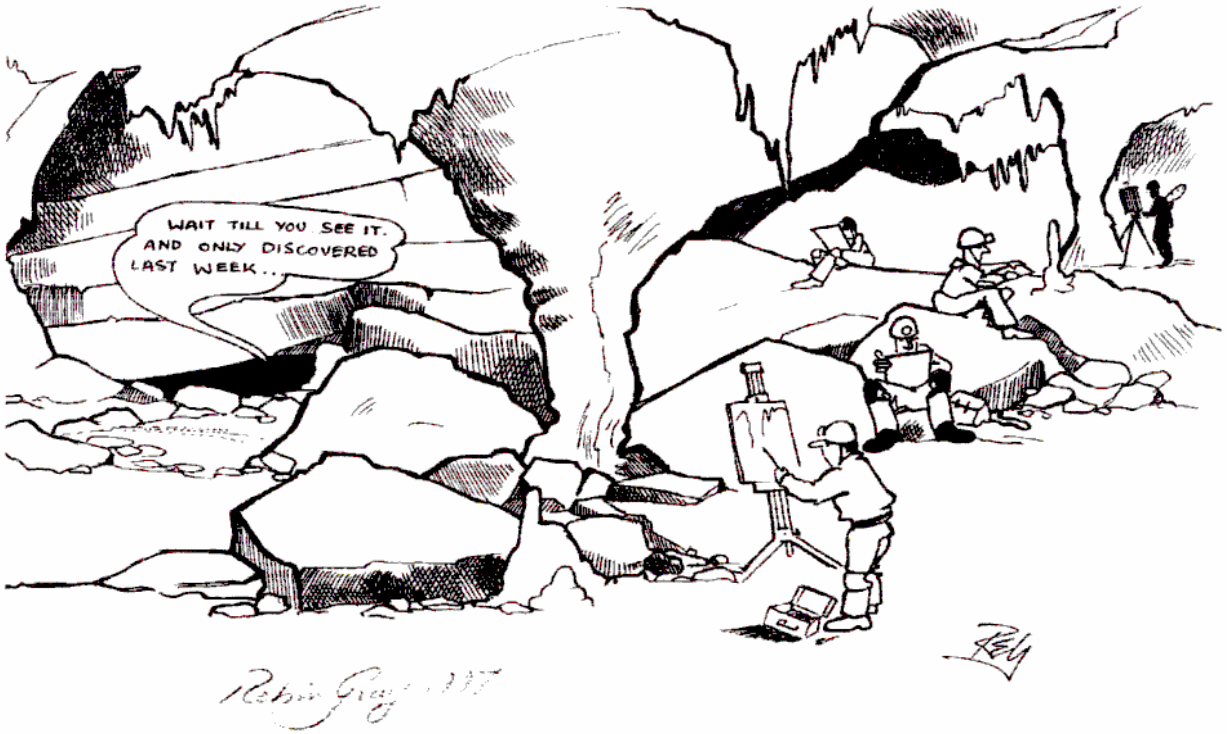
Saturday 29 January 1955. Travelling south from the bore at the 599 mile peg on the road to Guinewarra bore which is about 7km E of Koonalda homestead on the old Eyre highway. Blowhole QW38 5N272 34.5km S of the railway on the Guinewarra to 599 mile bore road. In a small clear area in saltbush, 10m E of track about 4.5km N of N271. About 10.5km S of branch E to Cook. Blowhole QW39 5N822 200m W of track 3.85km S of N272 on track from Guinewarra to 599 mile bore. Blowhole QW39a 5N944 120m S of N822. Found by investigating a small clearing in the vast expanse of saltbush. Blowhole QW40 5N992 at 31km before Guinewarra and about 6.5km S of the track W to the Koonalda-Hughes road. Then 2m E of the road.

Sunday 30 January 1955. I spent some time at Koonalda tracking down blowholes with Cyril Gurney's father before going to Adelaide. Guinewarra rockhole RH27 5N1027 About 2.0km W of Guinewarra tank and 0.8km W of NS fence. Then 200m N of old Eyre Hwy to rock pavement area. There is a track N to the railway from the tank. Shellsign blowhole QW41 5N995. About 1.3km E of Koonalda was a sign advertising petrol for sale at the Koonalda homestead. The 1896 telegraph line runs 26.5m north of the old Highway and the distance between poles was 4 chains. In 1955 the line was in use as a telephone line, but has since been removed. The blowhole was located 9m north of the first pole east of the sign. It was located on the north side of the EW fence, but this fence has been moved, it is now 32.5m N of the blowhole. And the current technology, the blowhole is 100m E of the 110km post of the Optic cable. Eyeball cave QW42 5N5 228m N of old Eyre Hwy 4.3km E of Koonalda homestead turn off. Patch of Oldman saltbush on N side of highway. 171m N of fence. QW43 5N1057 6.3m W of N965. QW44 (5N15): from old Hwy at Koonalda head 5km S to EW fence then 4.7km E to fence. Follow fence S for 600m to spur track 0.5km W to cave. QW45 5N993

Monday 31 January 1955.
RH28 5N1066 60m @135 from N31
QW46 5N994
QW47 5N178 300m E of main track 1.0km N of Koonalda homestead. 100m N of EW fence.
QW48 5N26 Approx 300m N of old highway and 300m W of second NS fence W of Koonalda Homestead. Homestead bears 054 mag approx 600m.
QW49 5N27 40m N of old Highway, 600m E & 2.7km W of NS fences. 100m W of 110km post of Optic cable.
QW50 5N6 1.4km S of Old Highway then 300m W on spur track.
QW51 5N31 1.2km N along track from N268 then 120m W.
QW52 5N4 6km N of Koonalda homestead.

Sunday 13 February 1955.
QW53 5N1031
QW54 5N996

Max Meth
October 1997



TECHNICAL and OTHER ARTICLES

SAFETY INCIDENT REPORT

A recent incident highlights the need to show care and awareness for your fellow cavers while partaking in any caving activity, especially one that may increase the potential for an accident!

On a recent trip the activities of a member of the party caused a lump of rock (approx. 300 mm x 150 mm) to fall and bounce to one side, striking the leg of another party member seated two metres away from the initial point of impact, fortunately causing only relatively minor injuries, namely a gash and bruising.

The lessons to be learned from this are based on two factors,

1. The activity that caused the rock to fall was commenced while someone was in an area of potential danger.

2. The injured caver was wearing shorts.

Under no circumstances should an activity be commenced if it puts anyone at risk! If someone is below you it is your responsibility to ensure that they are well clear and protected prior to doing anything that may dislodge rock. In general, it is most unwise to stand below a caver, no matter what they are doing, for any longer than is necessary. It is also worth noting that the recommended clothing for most local caving is overalls or similar full cover clothing. In this case while overalls would not have prevented injury they may possibly have reduced the severity.

Frank Hankinson
Safety Officer

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RECORDS AND LIBRARY UPDATE

The large amount of maps to be sorted in the shed at the MacLucas's have eventually found a home in the way of a map holding cupboard, for want of a better description. This was collected from the Flavel's household and delivered by George and Graham Pilkington. Of course the maps are still in need of sorting through and cataloguing but we now have them hidden away instead of dumped in a heap on the shed table in all the dust and grime.

The location of a missing large CEGSA bookshelf after 6 years has finally come to light. This was collected by Tom Szabo, Terry Gibbons and George from Hahndorf. It now resides at the MacLucas's.

HIGHLIGHTS OF LAST MONTHS MAGAZINES

NARGUN – VSA

There is an article on Cave Rescue with reference to Cervical Collars (padded support for an injured neck) showing measurement taken from exposed skin of shoulder to the opening of the ear for the recommended height of collar.

Article on Drop Tests for Caving Ropes from U.K. National Cave Assoc., Equipment Committee.

SPELEO SPIEL – SOUTHERN TASMANIA CAVERNEERS INCORPORATED

An article about new geological maps showing an area of Tasmania hardly ever seen by European Man. Particular interest to Speleologists is the area south of the Styx River and west of the Snowy Range. There are two tributaries that flow through dolomite.
According to the maps there is a 400 metre depth of dolomite exposure. Maps made by Clive Calver of the Department of Mines, Tasmania, carried out over a period of many years and just released in 1997.

SYDNEY SPELEOLOGICAL SOCIETY – SSS

Comprehensive article on Speleo Art of NSW Caves by June MacLucas, CEGSA.

George MacLucas
Records Officer and Librarian.

NULLARBOR EXPEDITIONS

Are you going to the Nullarbor, or planning a visit?
Are you interested in visiting some caves other than the usual ones that people always seem to visit?
Would you like to see a map of the caves you intend to visit?
Would you like your visit to be more than a tourist trip?

Then you can do valuable work!!

There are numerous caves that have not been fully explored that require mapping.
If every Nullarbor trip maps one cave, the backlog of unmapped caves will soon be reduced.
And you will gain valuable knowledge in the process.
If you can help, contact the Nullarbor Records Officer:

Max Meth, PO Box 622, Ceduna SA 5690 tel 08 8625 2700

Could all clubs in Australia please bring this to the attention of their members or better still, reprint this item in their own club magazine.

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CEGSA AGM and DINNER

When :- Saturday February 21st 1998

Where:- Hackney Hotel - Torrens Room

Arrive from 6.30pm, Dinner starts at 7.00pm and AGM starts at 8.30pm.

Alacarte Menu - Main Courses priced between $9.00 and $15.00.

A $2.00 per person booking fee applies.

For Bookings contact Marie Choi on any of the following numbers.

(H) 8322 0895 (W) 8326 1777 (M) 019 696 299

Don't forget to have your nominations for the Committee ready.

Come along with your partners and have a good time.

We hope to see you there.

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MEMBERSHIP

Transfer to Full Membership

Tom	SZABO	9603	

Change of address

Alan	JEVONS	8602	3 / 11 Winifred St, ADELAIDE SA 5000	8231-3960 or 0417837894
Michelle	PAPILLO	9509	7 / 1 Jetty Rd, LARGS BAY SA 5016	
Kylie	WICKHAM	9707	28 Clauscen Drv, ROWVILLE Vic 3178	
Tim	MAY	9708	28 Clauscen Drv, ROWVILLE Vic 3178	

New Associates

David	BOWEY	9715	23 Torrens St, NETHERBY SA 5062	8271-8910
Michael	CARUANA	9716	17 Wolseley Tce, ASCOT PARK SA 5043	8277-7627

FEES For 1998

ASF levy

As decided at the Australian Speleological Federation meeting at the Quorn Conference, the ASF fee per member for 1998 has been set at $25. This includes Public Liability Insurance. There will be no discounting and no separation of insurance from the rest of the fee. This means the ALL members of the ASF will be paying towards insurance cover reducing the cost to approximately $4.50 per head.

Until now, the insurance had been arbitrarily split into "ASF cover" and "member cover" even though the insurance is a blanket cover. All clubs paid for "ASF cover" at $3 per head; their fees have now risen by $1.50 per head.

THIS COULD BE CHANGED AT THE ASF COUNCIL MEETING
to be held in January 1998

Under the ASF's revised insurance cover, it could be interpreted that only those members of CEGSA that have paid the $25 will be covered by insurance. "Visitors" will still be covered. This may mean that transfer from visitor status (when you pay nothing) to Associate status (when you pay as a member) will **remove** insurance cover! It should be noted that ALL members of CEGSA, including Associates, are supposed to become ASF members under the ASF Charter. Again, there is a proposal to alter this requirement at the next ASF CM.

For an Associate to be insured they may have to pay the ASF $25 levy (for which they will become an ASF member and will get the "Australian Caver").

This could be a problem with claims of "membership costs too much". Even Full Members sometimes say this. Maybe we should introduce a quarterly fee? This would match our newsletter - pay and you get it. Eg, the current Associate fee of $28 + $7 levy (= $35) would become $28 + $25 (= $53) which could be paid as $14 per quarter (including a $3 "service fee"). Membership would then be quarterly instead of yearly. We would need a "joining fee" of one quarter fee just to stop members hopping in and out of the Group.

Another suggestion on fees is that if a Family membership chooses to take only one CEGSA NEWS then the family gets a discount of say $20. Eg, two Full Members joining as a "family" would reduce their combined fee:

(CEGSA fee + ASF levy - discount) 2*$35 + $40 - $20 = $90

Note that ASF fees are such that a Family unit pays $40 not $25 each.

CEGSA Subscriptions for 1998 are as follows:

Full Member	$35 + ASF levy via CEGSA or other club
Country Full	$30 + ASF levy via CEGSA or other club
Associate	$28 + ASF levy for insurance cover
ASF levy including Public Liability Insurance	$25 as an individual
ASF levy including Public Liability Insurance	$40 as a family
ASF levy including Public Liability Insurance	$17.50 as a full time student
CEGSA NEWS + Annual Report subscription	$28

Graham Pilkington

SPELEO CAVING CALENDER

Don't miss out on getting a copy of this amazing calendar and you will also be supporting a worthwhile cause.

NOW AVAILABLE at a cost of $35 including postage.

Please make cheques or money orders payable to
New South Wales Cave Rescue Organisation
and forward to:-
Grace Matts, 176 William St., Bankstown, NSW, 2200.

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NOSTALGIA CORNER

News From Past Newsletters

10 YEARS AGO

- Oct 1987. A blockage in Corra-Lynn Cave 5Y1 (caused by an overflowing stock water trough) was cleared.

20 YEARS AGO

- Sep 1977. Jerry DeGraff explored Dead Horse Cave on Thistle Island. (Little is known of the caves that exist on the dozens of islands along South Australia's coastline).

30 YEARS AGO

- Oct 1967. A report of the discovery of major new passages in Sand Cave 5U16 at Naracoorte.

Max G. Meth.

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DEATH BY EXPOSURE IS NOT AN ACCIDENT

This article is presented to assist those members caving in Tasmania this Christmas.

Hypothermia, commonly called exposure, is a condition associated with lowered body core temperature. The immediate cause of a lowering of body core temperature is prolonged heat loss. This is usually due to inadequate clothing in cold, wet, windy conditions, associated with physical exhaustion, hunger and possibly anxiety.

Danger Signs:

Hypothermia is not easy to recognise. The victim is exhausted, lags behind, stumbles, is reluctant to carry on and not 'with it' mentally. He may be difficult to reason with. Reactions are slowed, sense of touch is poor, speech becomes slurred, lips and hands may swell.

Treatment

Shelter from the wind immediately. Drop off a ridge to the lee side and look for shelter in scrub, bush or behind rocks. Put on extra clothing, have something to eat and drink, and assess the situation carefully.

Recovery can be swift but if it has not occurred within 15 minutes or if the victim has collapsed, he will be past warming himself; you must do it for him. You must treat him on the spot; he may collapse and die if you attempt to assist him to the shelter of a hut. If practicable, change him

into dry woollen clothing. Put him in a sleeping bag and have a strong member of the party get in with him or have two fit people, both in their sleeping bags, lie close along side him.

This is the only safe in method. Excessive external heat such as a fire can kill him. Alcohol must not be given. Do not rub him. In any case, your patient should not be moved (especially by his own efforts) until fully recovered or until you get medical advise. Meanwhile watch the rest of the party. Make camp immediately where you can get the most shelter.

Prevention:

Be prepared for bad conditions. Act promptly if they occur.

1. Whatever the time of year or length of trip, prepare for it carefully.
   Listen to and take heed of weather forecasts. Take a waterproof wind-proof parka on every trip into the hills - even for a day or half-day walk.

2. For excursions on the open tops, add long trousers and a balaclava to your 'must pack' list. Wear woollen clothing; wet wool is warmer than wet cotton.

3. Have a good meal before setting out and frequent snacks during the day.

4. Plan your day so as to reach your destination with time to spare before nightfall. If the weather deteriorates, turn back, or take a safe alternative route that will provide all-important shelter.

5 Remember there is always a chance of having to spend the night in the open, and then an emergency ground sheet or bivouac bag can save your life.

6. For safety, four is the minimum number for a party. Remember, one man cannot recognise hypothermia in himself. A two man party is too weak to help itself in a dangerous situation. If four are in the party, one can stay with a sick man while two go for help. Never travel alone.

The Facts Of Life:

1. At 10 degrees C, a wind of 40 km/hr. (25 m.p.h.) produces the same heat loss from unprotected skin as would be lost in windless conditions at -30 degrees C. Wet skin loses heat much taster than dry. Damp, windy conditions with temperatures around 5 degrees C. are the most dangerous. These can occur in the mountains of Victoria, N.S.W. and Tasmania at any time of the year.

2. Hypothermia is a definite killer. The young, fit and healthy are certainly susceptible. Small people are most susceptible. The onset of hypothermia can be swift, if it is unrecognised by either the victim or his friends, death can follow in one hour.

3. The signs or symptoms are frequently mistaken for simple fatigue and the exposure victim does not realise his own plight. His condition must be recognised and treated urgently by his friends (even if he objects) or he will collapse. The collapse of one person can place the whole party in a position of danger.

4. The real danger lies in the lack of recognition of the condition by either the victim or his friends, since frequently the whole party is more or less affected. People have died of exposure without once complaining of the cold.
   Remember, extreme cold + fatigue + low morale = high probability of hypothermia.

* This article was published in pamphlet form by the Federation of Victorian Walking Clubs.

Reprinted from Nargun, April 1982, Vol. 14, No.8