

THE PENINSULA WILDERNESS CLUB MEETS THE SECOND MONDAY OF EVERY MONTH AT 7:30PM AT THE KITSAP UNITARIAN FELLOWSHIP CHURCH ON PERRY AVENUE IN EAST BREMERTON.

UPCOMING ACTIVITIES

MOUNTAIN FIRST AID COURSE 3 OCTOBER THROUGH 7 NOVEMBER: Larry Thomas and Sharon McKenzie will be teaching a Mountain Oriented First Aid class beginning 3 October. Larry and Sharon hope to get about 18 students to meet with him for two nights a week in Poulsbo. The course will be oriented primarily toward the kind of first aid that might have to be carried out after a mountaineering accident. To sign up, or simply get more information, call 830-4456.

MOUNT TOWNSEND DAY HIKE SUNDAY 9 OCT 1988 : Member Lynn Howatt will be leading this particular expedition. For more information, call 598-3087.

METHOW VALLEY CROSS COUNTRY SKI TRIP 16-18 JAN 1989: Two nights lodging at North Cascades Base camp will run \$89-\$95 with meals. We need to sign up by 15 October. Call Jill Wyatt by 15 October to sign up.

EXPLORER SEARCH AND RESCUE LOOKING FOR A FEW GOOD LADS AND LASSES : ESAR is a great youth oriented organization in Kitsap County. ESAR is for 14 year olds on up interested in the out of doors and service to the community. It is a co-ed branch of the Boy Scouts of America. We train in all weather and terrain the year round developing skills in orienteering, first aid, radio communications, rough country travel, searching and leadership.

ESAR participates in searches all over the state under the State Department of Emergency Management and the county Sheriff or ranger department in the area of the mission. For more information, contact Larry or Kathy Thomas at 830-4456.

OFFICERS

PRESIDENT	Larry Thomas	830-4456
VICE PRES	Dick Roemer	297-2190
SECRETARY	Barbara Luddon	373-0431
TREASURER	Kevin Kilbridge	871-2537

NEWSLETTER STAFF

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OCTOBER 1988

-TIME DATED MATERIAL-

As most of our fellow PWC members know, David and Sue Ladd took an extended holiday in Africa this year with the express purpose of among other things, climbing Mt. Kilimanjaro (The Peak Hemingway made famous.) They will be sharing their experiences with a variety of slides showing among other things the pyramids of Egypt, the climb of Mt. Kilimajaro itself, and animals from the Ngornogora Crater.

ROYAL BASIN

6 August 1988

Bill Wallace

My friend Ron and I went into Royal Basin the first weekend in August. After one mile we came to a creek with a nice bridge. We decided that this was the Royal Basin Trail. However, after about 45 minutes we changed our minds and turned back and picked up the Royal Basin Trail. This is the fork at the bridge. I remarked that it would be nice if the trail were marked. Ron just muttered a few unpleasant words.

Editor's Note: It appears that this wrong trail leads eventually up to Mount Constance Pass and then down to Sunnybrook Meadows and from there down to the valley of the Dosewallips.

However, 6.5 miles later we found ourselves at Royal Lake. As there were so many people there already setting up their tents, we decided to camp in the basin where there are two campsites where campfires are permitted. I recommend the first campsite as it has a stream running nearby, just in case.

After setting up our camp and eating, we went back to the lake. By now it was 6:00 PM. After making a loop of the lake, we went over to a larger meadow. As the clouds parted we could observe Mount Clark. Ron asked asked me, "Bill, are you thinking of climbing that ." I smiled and said, "Not alone."

Note: Mt. Clark is one of the peaks of the The Needles.

By now it had begun to get dark so we returned to our camp. The next morning I was awakened by a loud snore at 4:30 AM and at 7:30 we were on our way out. The only bad part of this trek was the mosquitoes. I thought I had seen everything, but mosquitoes with syringes? As we left the next day, I asked Ron what he thought of the hike. He said it was a cake walk.

One word of advice. It would be advantageous to water proof your boots before going on this hike.

Note: To reach the trailhead, drive west on US 101 towards Sequim and take a left on the Palo Alto road. Signs will then lead you to the Dungeness/ Tubal Caine Trailhead.

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BUYING A STOVE By Doug Savage

In the last 10 years stoves have become increasingly necessary for hikers and

climbers. Some of the reasons for their popularity are:

1. At popular campsites natural supplies of firewood are all but gone.
2. Fires are banned above the 4800 foot level in the Olympics and Mt. Rainier National Parks.
3. Stoves have virtually no impact on the environment, whereas fires leave a visible trace that will last for decades.
4. The flame level of a stove is easier to control than that of campfires, and this reduces the chance of starting a forest fire.
5. Finally, during winter hiking, or climbing on snow covered peaks, using a stove to melt snow is usually the only source of potable water.

Stoves generally weigh about 500 grams (a little over a pound) and burn about 1/2 pint of fuel per hour. Good qualities to look for in a stove include a built in priming pump, large strong 'legs' to support a pot, folding support legs for easy storage, and an easy to use flame control valve. Stoves can be categorized by the type of fuel they use. Four types of stoves are currently on the market: Butane, white gas, kerosene, and multifuel.

Butane Cartridge Stoves are very popular, mainly due to their convenience. Refills are readily available throughout the U.S. and Europe. Unfortunately, as their use has increased, so too has the litter from the discarded spent cartridges. Last week I picked up two on Buckhorn Pass. Butane stoves are easy to light, flame control is very good and mechanical malfunctions are almost non-existent. The disadvantages of butane stoves are their poor performance in cold weather and their decreased output as the fuel runs low. At higher elevations, however, the stoves will work at lower temperatures. Table I shows the altitude/temperature limits of butane. The best advice for cold weather campers using butane stoves is to sleep with their cartridges in their sleeping bags if they want hot water in the morning.

TABLE I

ELEVATION	TEMPERATURE	
Sea Level	0 C	32 F
5,000 feet	-5.6 C	22 F
10,000 feet	-10.6 C	13 F
15,000 feet	-15.6 C	4 F

White Gas or naptha is a very pure petroleum product containing no additives or lead. It is highly volatile, evaporates readily and is very flammable. Never use automobile fuels in a white gas stove; they will clog the burners and the control valve. White gas stoves have a higher BTU/hr output than butane stoves. One potential hazard of white gas stoves is that they consume oxygen at a rapid rate, so only use the stove in a well ventilated area.

Kerosene Stoves work pretty much the same way as white gas stoves, however, kerosene is not as volatile as white gas. It's safer to transport and handle than white gas, but harder to get started. The kerosene bottle must be pressurized and the stove primed with a more volatile substance, such as alcohol.

A Multi Fuel Stove is designed to use either white gas or kerosene.

The chief enemy of any stove, regardless of what type, is wind. Try to set up your cooking area out of the wind as much as possible. This should make it easier to get your stove started. Use of a wind screen will also help to increase your stoves efficiency.

For those who enjoy accounts of adventure, and daring do, these two books, rather massive volumes, are must read books. Taken together, they constitute an account of the earlier years of Antarctic Exploration, and the lives and adventures of three men of the really not so distant past.: The Norwegian Roald Amundsen, the first man to make it to the south pole. Captain Robert Scott, the guy who got there second, but achieved the status of hero by getting himself and his team killed. And the third, perhaps less well known, Sir Ernest Shackleton, who while he never quite made it, was always ready to make the hard decisions and do whatever it took to get his men back alive.

To these years of exploration of the early twentieth century in perspective, almost nothing was really known of the arctic or antarctic regions until the late 19th century. It was not until 1820 that someone was able to reach the northern edge of the antarctic continent and as the years followed, explorers were able to reach the continent at a few points. Meanwhile, at the other end of the globe, around 1845, Sir John Franklin (promoted to Lord Franklin by the balladiers) perished with 102 men while exploring the sea passages around northern Canada. It was not until 1909 that the American Robert Peary reached the North Pole, or somewhere fairly close.

The first serious expedition of the Antarctic continent took place with the 1901 voyage of the Discovery, led by Scott with Shackleton as a member. Scott, accompanied by Shackleton and Wilson made a try for the pole but did not get very far. The next attempt in 1908-1909, was led by Shackleton, who had the idea that horses would be just the thing for antarctic travel. Despite everything Shackleton made it to within 100 miles of the pole. The horses did not. (Due to lack of experience with them, the British disliked using dogs.)

The final race between Scott, the glorious muddler, and Amundsen, the technical expert, took place in 1911. Amundson's team, using dogs won the race. Scott, again relying horses and manhauling, made it a month later, only to perish of exposure and starvation on the way back. One wonders about the kind of man who spends his last hours writing letters to various people explaining why it wasn't his fault.

And yet there was to be one more epic adventure. In 1914, Shackleton set sail on the Endurance to cross the Antarctic continent from one side to the other. His wooden sailing ship was caught in the ice, crushed, and sank. With no hope of rescue from the outside world otherwise occupied with World War I, Shackleton marched his men across the frozen ocean hauling the lifeboats with them for about 600 miles and then sailed in small boats across to Elephant Island, just off the tip of the Graham Peninsula. From there, Shackleton and two companions sailed 650 miles in an open boat to South Georgia Island where they had to cross difficult snow covered mountains to get to the whaling station on the other side. Then the problem was finding someone to go back and rescue his crew. It was not until August of 1916 that Shackleton was able, with the aid of the Chilean Navy, to rescue his men.

I found it fascinating to consider how these expeditions got underway. Since governments then provided only limited support, the main qualification for a would be explorer was the ability to wheel, deal and raise money. No fancy icebreakers for these guys. They went in often second rate wooden ships powered primarily by sail. Contrasted with the Norwegians, ignorance of the British seems amazing. The British did not know how to XC ski well, handle dogs or prevent scurvy. On his first short overnight trip across the ice in 1901, neither Shackleton nor his companions knew how to set up a tent or even start a primus stove.