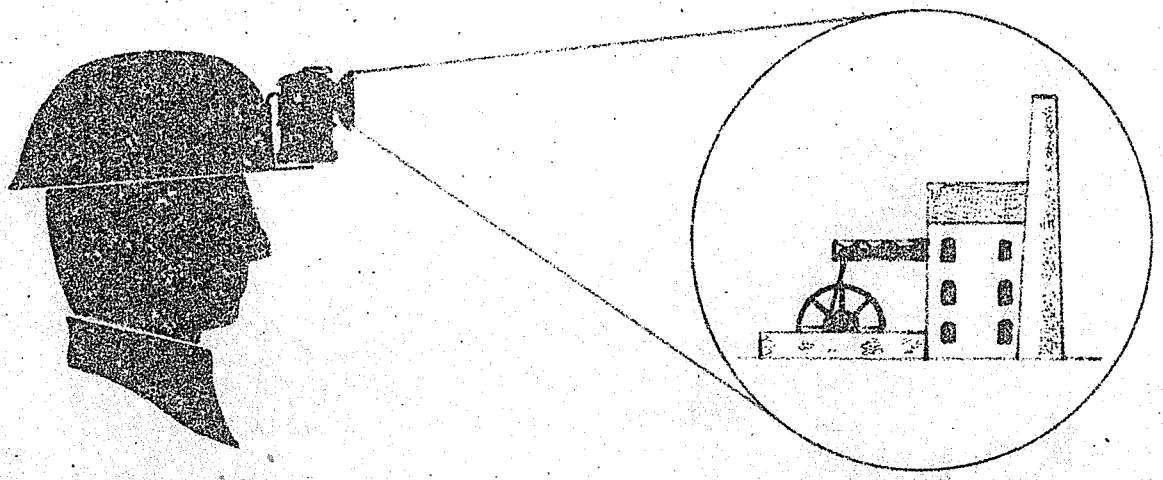
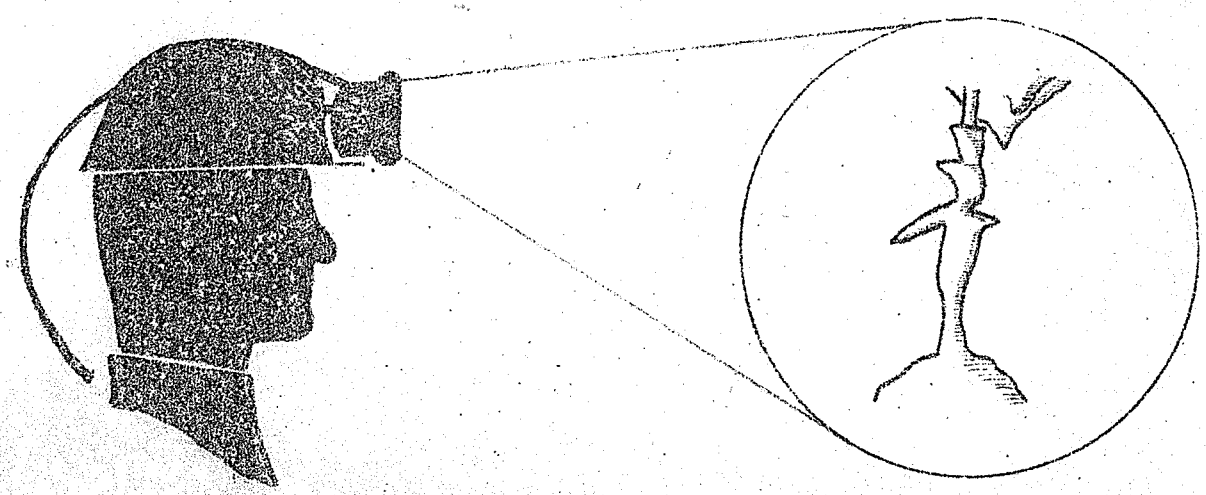


PLYMOUTH CAVING GROUP.



PLYMOUTH CAVING GROUP.

Newsletter & Journal. Number Twenty-five

February 1967.

Devon, Future S.S.S. Boredom or ...?

It didn't take a lot of imagination to gather that at the A.G.M. the cavers made their personal feeling towards the mining fraternity of the Group well and truly felt. Their main objection was the way in which the 'miners' had set about discovering an extra eight miles of passage this year.

For a start the 'Devon Cavers' accused the 'miners' of excluding novice cavers from their meets while another accused them of taking novices on trips that were too severe. Giving lifts to old and trusted friends rathervthan to left-overs from the S.C.G. who grumble when asked for their contribution to the petrol money; this was another example. Rebuked again for going 'caving in straight tunnels' on a day when there was an officia meet to Cattedown when nobody, not even the cave-dig clique turned up. Exclusive, illegal, black sheep ... and so it went o

But, like it or not, it is the miners that constitute the active part of the Group and any attempt to turn them into a load of cavers whose scope extends no further than a 'Buckfastleigh weekend' is slowly going to kill the Club.

Long drives through day and night, wind and rain, hail and snow, even split crank cases haven't stopped the miners remaining extremely active and the burblings of a few (single?) individuals certainly isn't going to stop us.

Perhaps if the cavers took a slightly more active attitude we might have a Special Publication by now.

The Editor.

Future Meets.

Saturday 25th. February.

Radford Cave.

Leader: Keith Loze.

10.19 am. bus (No. 6) from the viaduct to Radford Dip.

This meet will take the form of a training meet to encourage new members; the experience of older members on this meet will ensure its sucess.

Friday 3rd. to Sunday 5th. March.

Mendip Trip.

Leader: Dave Hobson.

Names to H.Browning, 37 York Rd., Paignton. The transport available is strictly limited.

Saturday 11th. March.

Virtuous Lady Mine.

Leaders: Roy Atkin and Howard Morgan.

Bus leaving Breton Side for Buckland Monachorum (No. 45) about 9 am. - check this time with the leaders.

Saturday 18th. March.

Kit Hill.

Leader: Terry Barbour.

The object of this meet is to have annother go at filming underground in a mine. There will be a meeting in the clubroom on the previous thursday to make the final arrangements.

The weekend of the 1st April (Fool's Day?)

Buckfastliegh weekend.

Leader: Bob Cawthorne.

Names to Hon. Meet Secretary, R.Atken.

Sunday 15th. April

The Tolgus Adit, Camborne .

Leader: Hugh Browning.

If sufficient transport is not available it will be necessary to travel by train. Exact details can be obtained from the leader nearer the date.

N.B. On the weekend of the 6th. and 7th. of May the C.R.G. have announced their intention to visit Buckfastliegh to meet the active cavers of Devon.

Private trips.

In addition to the official club meets run by the group there are many weekend and overnight mid-week private trips. Most of these trips require private transport and tend therefore to become rather limited. Information about any trips that might be in the offering can be best obtained from the informal thursday evenings in the clubroom or from the Hon. Meet Sec. Failing that try sending a stamped envelope to R.Cawthorne, c/o M.U.S.S.

.....

The Committee for the year 1967.

Chairman.	H.Browning, 37 York Rd., Paignton.
Secretary.	L.Rainsford, 28 Mt. Batten Way, Plymstock.
Treasurer.	J.Pullen, 56 Westbourne Rd., Plymouth.
Ass. Sec.	B. May, 28 Federation Rd., Plymouth.
Editor.	T.Barbour; 58 Whiteford Rd., Plymouth.(Ph. 61617)
Lib.& Recorder.	K.Loze, 233 Ridgeway, Plympton. (Ph. Ply. 37039)
Tackle Secretary.	H.Morgan, 108 Crossways, Plympton. (Ph. Plymouth 37371)
Meet Secretary.	R. Atken, 9 Ernesettle Rd, Plymouth.(Ph.31744)
H.Q. Warden.	N. Gay, 441 Blandford Rd, Plymouth.
S.P. Co-ordinator.	S.Poole, 1 Hermandale Rd., Plymouth.
Other Member.	T.Marston, 3 Maple Grove, Plympton. (Ph. Ply.37798

Odds and .....

Annual Subscriptions.

The annual subscriptions for 1967 are now due. The new rates are:

Under 15	5/-
Under 18	15/-
Over 18	£1 (Students or otherwise)

All of these rates include insurance against public liability. The subs. should be either sent to,

The Hon. Membership Sec.,
T.K.Marston, 3 Maple Grove, Plympton, Plymouth.

or The Hon. Treasurer,
J.R.Pullen, 56 Westbourne Rd., Peverell, Plymouth.

Northern Reminder.

The views expressed in this journal are not necessarily the exact opposite of 'our northern correspondent's.

Devon Cave News.

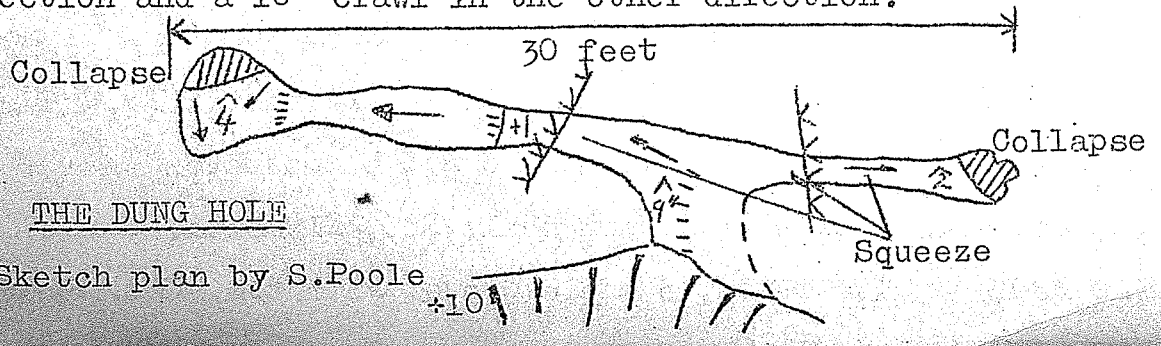
The Flooded rift - Pridhamsliegh Cavern.

Whilst taking Imperial College Underwater Club around Prid the other week some of us were rather surprised to find Olliver Lloyd, aided and abetted by the E.U.S.S., diving the flooded rift on the other side of the Well. As it turned out, the rift gave up its secret easily and ended in a mud choke within ten feet of the start of the dive.

Willmott's Quarry - Plymstock.

Les Rainsford and Steve Poole have found a new cave at Willmott's Quarry, Pomphlett, Plymstock. They were not however, the first explorers of the cave as they came face to face with a dozen pigeons. The pigeons had left their mark throughout the cave; hence the name.

The 'system' proved to be a 17' crawl in one direction and a 10' crawl in the other direction.



THE DUNG HOLE

Sketch plan by S.Poole

Annual General Meeting.

Minutes of the Annual General Meeting held on the 5th. January 1967, held in the library of the Virginia House Settlement.

.....

The meeting commenced at 7.50 pm. when a total of 23 members was present. The minutes of the last AGM. were read and signed as correct. The chairman read out apologies of absence from Miss V.Yates, P.Price, P.Nottle, T.Collings and L.Rainsford. The acting chairman, R.L.Hooper, declined to make any opening remarks as he had been out of touch for so long.

Officers' Reports.

The Secretary read out a complaint from himself which was something to do with the apparent drop in membership and the reindeer bones at Cattedown. He suggested that a circular be sent to the local state schools announcing a series of training meets. He continued, saying that a good year had been had as far as land relations were concerned. There had been several rescue practises held during the year - one of them in a mine! He reported that there had been several enquiries about the lesser known publicatio on The Caves of Plymouth. He then urged the miners into making a special publication on Kithill or Gunnislake. The display on minin made for the B.S.A. conference had been on show in Plymouth as a result of which the mining fraternity of the group had made a good name for themselves,outside of the group. Westward T.V. have state an interest in coming down a mine with us.

The Treasurer announced that this year we had only collected £1 - 8 - 6d in meet fees as opposed to £2 - 19 - 0d last year; and during the period while he was away and R.Cawthorne was treasurer there had been no meet fees collected at all - not to mention the fact that the books had gone to pot then. Although there had been a drop in provisional membership subscriptions we had a larger balance in hand than last year. He concluded by mentioning several unnecessary items of expenditure inncluding postage on the secretary's bulletin and a broken projector bulb.

The previous editor apologised for letting the group do towards the end of the year. Several changes for the best had been made to the newsletter including a new cover.

The tackle and meet secretary reported that 3 of the 6 ladders had been completed and that the 600' of ulstron had been cut up into 2 X 150' and one 300' length. Certain items of tackle had been lostvin the caves - probably as a result of the tackle rules not being enforced properly. Admittedly the winch had so far been a failure but no club money had been spent on this item.

The recorder, S.Poole apologized about the records having to be in storage. He showed dismay at the fact that the

active members of the group were showing a lack of interest in the quarries at Cattedown etc. and were going mining instead. Several discoveries had been made of minor extensions to existing caves as well as of small caves. Several of the caves had been scheduled as Sites of Special Scientific Interest by the Devon Trust for Nature Conservation.

The club-room warden said that although he had only recently taken over he would endeavour to get the club-room finished next year if he gets the necessary support.

There then followed a general discussion headed by R.Cawthorne in which the cavers of the group showed disatisfaction in the way that the active members were going mining instead of digging out reindeer bones at Cattedown or talus cones at Baker's Pit. The 'discussion' lasted some time; at the end of which no definite proposals or conclusions had been drawn.

Amendments to the Constitution.

By-law 2.shall read
The annual subscription for those under 15 years of age - 5/- for those under 18 student or otherwise - 15/- and for those over 18 - £1.

Election of Officers.

The posts of Chairman, Secretary, and Treasurer, were filled by H.J.Browning, L.Rainsford and J.R.Pullen, respectively. Eight members stood for the remaining seven places and those elected were B. May, T.F.Barbour, K.R.Loze, H.Morgan, N.Gay, S.Poole and R.Aitken. T.K.Marston automatically stands as an ex-officio member of the committee following his previous office as Chairman.

Any Other Buxsiness.

The question of a guidebook to the caves of Devon was then brought up by R.Cawthorne. After some arguement during which considerable opposition to the idea was shown, it was decided to leave the matter to the next committee.

It was then decided that the rise in annual subscriptions proposed by the committee and accepted should include the cost of innsurance against public liability for each member. It was decided by a show of hands to adopt an innsurance with a premium of around 2/6 per head.

There being no other business the chairman closed the meeting at 10.55 pm.

M.U.C.C.
"OFF WITH THEIR HEADS!"
REINDEER GONE
TAVI CAM
DING DONG
ROBIN SHAF
P.C.C.

T. F. Burton.

General Statement of Accounts for the Year 1st Dec. 1965 to 30 Nov. 1966

INCOME	£	s	d
Membership Subscriptions	29	1	6
Provisional Membership Subscriptions	2	4	0
Grants and Donations	80	11	9
Meet Subscriptions	1	8	6
Sales	4	19	0
	118	4	9
Balance from 1965	36	17	2½
Interest	1	19	3
Total	£157	1s	2½d

EXPENDITURE	£	s	d
Committee Postage and Running Expenses	15	11	9
Tackle	13	5	6
Publications	16	19	7½
Books		6	9
Clubroom	16	5	11
Subscriptions to Other Clubs	5	10	0
B.S.A. Conference	17	9	0
Miscellaneous	5	19	10
	91	8	4½
Balance at Halifax Building Society	58	16	0
Cash to hand	6	16	10
	£157	1s	2½d

The 4th. and 5th. Attempts on the County Adit

By Dave Hobson

"..... a long and many-branched system of drainage tunnels driven during the second half of the eighteenth century ..... Due to subsequent falls of ground, the water now emerges like a huge spring ....."
(Barton 1966.)

The morning of the last day of 1966 saw some PCG. members asleep in the only shed in the whole of Cornwall with three walls and half a roof. Hugh Browning, Terry Barbour, Howard Morgan, Mick Carter, Norman Gay, Bob Cawthorne and myself had found ourselves on the top of Gwennap after a rather hair-raising trip the night before to some mine or other. We had come to ladder some shafts, which we hoped would connect with the County Adit, and by noon we had found the first, near to Wheal Henry (see map, pg. 6, N.L. 24). As it had been my idea, I was first down into what we all hoped would be the first twelve inch air space of the level.

It sumped, quite hopeless to push it at all; and we turned our attention to a shaft nearby, which Howerd laddered to find filled. Thus the mood of the day was set. The next sump was laddered by Mick, who returned looking as if he had tried to dive it as well. Everyone was fed up, except someone who had been too "comfortable" to change, who came running up, entreating us to deladder the pitch, so that we could carry it further up the valley. When we arrived at the scene of this latest northern achievement, water could be heard below, so Hugh went down a little- far enough to see water pouring out of a level above the adit. Wondering whether this was or was not, The County Adit, we descided to leave it for another day.

A week and an A.G.M. (another northern achievement) later, Terry, Howerd, Pete Ossent and myself were back at the shaft on what must have been the coldest day that any of us have been mining. We strolled up to the shaft, and then a little further across the Poldice dressing floors, to see the condition of other shafts in the valley. They all appeared filled, and for the fith time we we expected the level to be impassable. In fact we were not at all sure that the level was The County Adit. Terry and I decided to see what the chances of it going were, before we all went down to 'push' it, so we went back to the car to change, leaving the other two to rig the pitch.

Terry descended the 60 foot pitch first, and then I went down to find out for myself the difficulties of getting off a swinging ladder onto a rotten wooden launder, which bridged one side of the shaft. We quickly explored the first level, which was six feet high to its end; we then lifelined each other across the launder. The other level had only a foot of water in it, and was only four feet high. Wondering whether we would have to crawl to Redruth, we set off up the passage whose walls were about two inches thick in ochre. Before long a shaft was reached; a shaft which was capped about 20 feet above adit. We pushed onto another shaft by a stope above adit; a stope far older than we were generally used to, in which an arch of rock had been left to support the deads, beneath which we could see the adit continue. No timbers had ever been used here, nor were they necessary. At the end of the stope there was a capped shaft again, so we returned to the shaft. Ascending, both Terry and myself managed to get the rope tangled behind the ladder, due to having to grab the rope, tie on, hang on the ladder and swing out into the middle of the shaft.

On top we had something to eat, and then froze as we waited for the others to change. By the time they were ready, we had almost decided to leave it for the present and go home. 1967 seemed to have started well, and we could do the other five miles or so another day ... Thank heaven we didn't !

When everyone was safely down the shaft we retraced our path, and then went on for a further 100 feet or so to come to some timbering that had seen better days. It was without doubt the worst I have ever seen, crumbling to pieces as you touched it. This was I thought. the 'portal' to Creebrawse Mine and and the first of the big stopes.

But fate, and the caving fraternity of the PCG. were not to be decieved. This was an ironic twist, in that we had never expected it, though we should have. It didn't sump, the level had merely been filled in. Not a roof fall, nor rubbish thrown down a shaft, nor a hundred and one other things which could accidentally block our way. This was good sandy material put there by miners for one purpose, to seal off the mine. Down in one corner, a small trickle of water ran through, all that remains of this branch of the County Adit. For the next half-hour the air was blue. Nobody attempted to dig through the muck. We went back to the last shaft we had come across, and Howard and Pete climbed up to a level above the adit to try and bypass the blockage. That didn't go either. Back at the surface we changed, and then de-rigged the pitch to find that the rope had frozen solid as had the C-links on the ladders. Before the A.G.M. we had seemed to be heading "Per Ardua ad Astra"; now it was perhaps "per ardua ad Speluncae Devoniae".

Perhaps the one hope we had was that the level was'nt the County Adit, but a subsiduary level. During the week various people had expressed their doubts here, the main objection being that an adit is a draining level, and as such is driven as deep as possible. However, I feel positive that the level described was the County Adit, for these reasons:

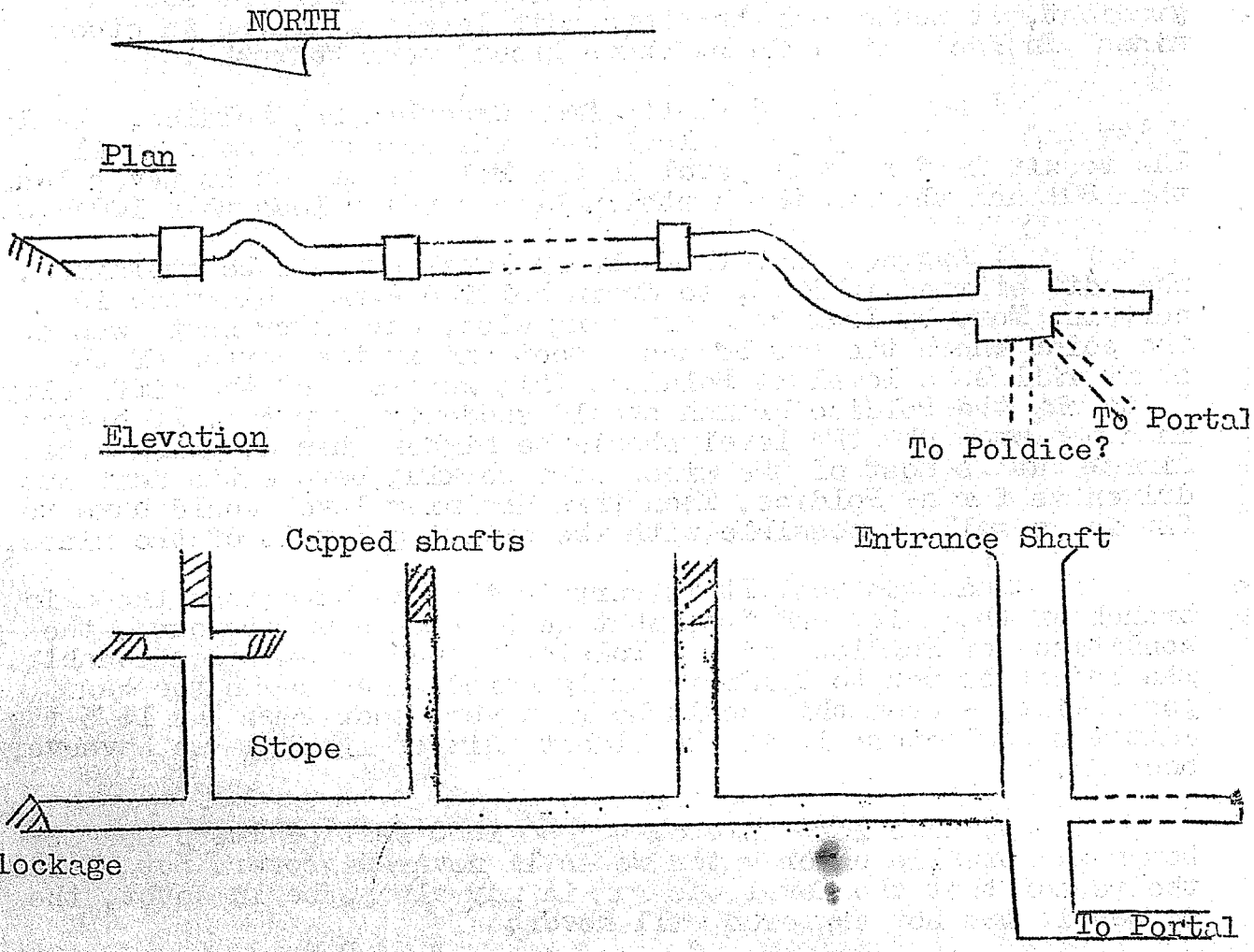
(i) The level was heading in the right direction for that particular branch of the adit. It was going north to Creegbrawse Mine.

(ii) There was water flowing, although not a lot; this is explained by the passage being filled, possibly at all the mines.

(iii) The amount of ochre on the walls and floor was exceptional for a small adit.

(iv) If the level wasn't the County Adit, then what was it? According to Dines and others the only other mines in the vicinity are Poldice, Wheal Henry, Creegbrawse and Perkevil. All of these connect with the adit, no other draining level comes into the arguement.

(v) The number of shafts is large. Two are certainly air shafts, and all are driven only to adit.



(vi) This point is perhaps the strongest of the lot. Consider Gill's Shaft of Creegbrawse Mine (SX 74065317), then we have:

Depth of entrance shaft to our level	= 58' (± 2')
Height of collar of entrance shaft	= 160' (± 4')
Hence, height of level	= 102' O.D. (± 2')
Height of botton of entrance shaft	= 80' (± 5')
Height of collar of Gill's shaft	= 196' O.D. (± 6')
Depth to C.A. (Dines - mine plan)	= 96'
Hence, height of adit	= 100' O.D. (± 6')

Now, this may not appear to prove anything definitely, but let us consider these figures. The distance from the portal too ur entrance shaft is about ¾mile, and the adit has risen about 5'. This gradient is in agreement with the calculated result taking the explored level as C.A. level, On the other hand this does not prove that the level could not be one from the bottom of the entrance shaft, gradually rising to the other level at Gill's shaft. But if the adit is driven fairly constantly at such a gradient, it would soon be above adit level as driven in other mines. In fact, it would be above ground near Redruth !

I have taken 5 shafts from Creegbrawse, Poldice, Wheal Unity and Wheal Busy and calculated the height of adit level. The result is that adit level in the Poldice Branch is never less than 80' and that in the northern branch never less than 100'O.D.

I suggest that this akward level can now be explained. The adit started in 1748, to drain Poldice Mine, this much is certain. More by luck than anything else, our entry shaft was at the point where the two branches meet and at the botton of the shaft will be a level to Poldice. This gets rid of the difficulty as to why the Poldice branch should suddenly jump 30'. It brings in a new one; why the level should be higher when draining other mines? But as most of the mines were working before the adit was driven as far as Poldice. Then this draining level would have to fit in as well as possible with the existing levels of the mines.

And what now? It is certain that we have lost the main branch of the adit, and from what we have seen underground, the conditions of Poldice and the Poldice branch become questionable. The lowest branch to Clifford Amalgamated Mines seems the best possibility - even this could be in a very poor way. By 1875 the adit was neglected; it is the oldest adit of its type we haveever been in.

We have now explored a good 1000 feet of its passages; how many more lie under water we shall never discover. But although the reason that the level was run in may always be in doubt, the reason it was not explored will never.

D.H.

The Preliminary Exploration of Wheal Betsy - Marytavy.

By Les Rainsford.

On Sunday the 12 th. of February a party consisting of Norman Gay, Peter Land, Terry Barbour, Mick Carter, Miss Carole Bray and myself decided that it was high time the PCG. explored the mining area around Marytavy. The happy little band reached the village of Marytavy at 11 am; we passed straight through the village and to the first track leading off to the right.

No sooner had the landrover turned off the track than it had a puncture in the back, offside wheel - on closer examination there was found to be a dozen building nails stuck through it. Help was sought at the farm. The farmer, Mr. Wood, was a stock car driver and sympathised with our plight; so much so that he drove into the village and had the tyre seen to. Before doing so he showed us the positions of the shafts to Wheal Betsy and vaguely indicated the portal of the adit. The engine shaft, which was next to the well known engine house beside the Okehampton road, proved to be filled with Mr. Wood's old stock cars about half way down the 100 fathom shaft. We wandered southwards down the valley until we came to several shorter shafts; either Bullen's or Taylor's Shaft according to Dines. We decided to rig a sporting looking shaft estimated at 40' deep but with a strange aura of death about it.

Terry and I descended first and alighted at a level at minus 20' having realized that the shaft was a good deal deeper than we had originally estimated; it was a good 80' to be exact. We waited at this level, which went nowhere in particular, while the extra ladder necessary was fixed on at the top. Pete then went down to the bottom - as he passed us by he threw in a rope attache to the ladder. This made the tiresome business of retriving the ladder from the middle of the shaft a lot easier. We were soon all at the bottom.

We expected the bottom to be flooded below the adit leve but at the time it appeared pretty solid, being filled withseveral decomposing sheep and odd bits of cars. Two small passages leading off to the side failed to go anywhere, so Mick decided to cross th suspicious looking floor by means of a tarzan act on the ladder. He touched the far side alright but on moving foward sank into a quagmire of indescribable material. That did it we all burst into fits of laughter, but the smell was wicked and for something invisible it was mighty strong. We all shot up that ladder , breaking every speed record for ladder ascents. On the surface once more we concluded that the shaft was not a sucess; and after convincing Mick that he had contracted everything from anthrax to black death we set off to search for the main drainage adit.

We found the portal to the adit without much trouble about half a mile or so downstream - Peter discovered it almost concealed in the bushes next to the river Burn.

Terry, Mick and myself dived in and began breaking our way through the ochre banks that had formed over the year. After several hundred feet we saw around the bend in the adit an errie looking light together with some mumbled voices. (I was convinced we were going to come face to face with Mike Bond and the D.S.S. - Ed.) There was a rational explanation, of course; for it turned out to be a shaft connecting to the surface on top of which were sitting Norman and Peter. We swam out into the shaft which was flooded to the same level as the adit and enjoyed the afternoon sunshine before continuing the exploration.

We followed the adit eastwards into the side of the valley. Eventually we came upon Duck 1, where our air space was reduced to three inches from nine inches. At this point Mick, who was without a wet suit turned back, muttering something about the water being a &@/"%+ site colder than Bedford. Terry passed through the duck and disappeared around the corner. I soonjoined him and we followed the adit northwards (to Wheal Betsy?).

The going was difficult with such a confined air space; this space gradually lessened until it became more or less non existant, and we were back to sucking air off the roof again. A fair distance on we came to a bend to the east i.e. into the side of the valley - the passage also carried straight on but had become hopelessly choked with ochre. The bend to the east soon righted itself and we found ourselves in the middle of a passage running North South - the level of the water being only waist deep now.

We took the north branch and after several hundred feet of splashing and swimming came upon a flooded winze. Terry swam across this while I waited for him; he brought back the news that the level continued up the valley. It was at this point that we deemed it suicidal to push it any further with just the two of us.

We duly turned about and found that the current made travelling out much easier. Norman and Peter had by this time discovered three more adits. Judging by the state of them and the small amount of water in them I would say that that the adit we originally discovered will be the one which will lead us into Betsy - just as soon as there is time to go there again.

L.R.

The Winch.

By Hugh Browning

The winch idea was born over two years ago, but for more than a year nothing was done about it, apart from talk. The Lou Fletcher came up with the idea of a capstan, or whim as a miner should call it.

A whim was built using a modified car wheel but after being used only on three occasions it was discarded as useless. Its chief failing was the horizontal cable drum. The machine tended to tilt and spill wire off the drum. It also lacked the necessary mechanical advantage and required level ground as well as space for the operators to walk around it.

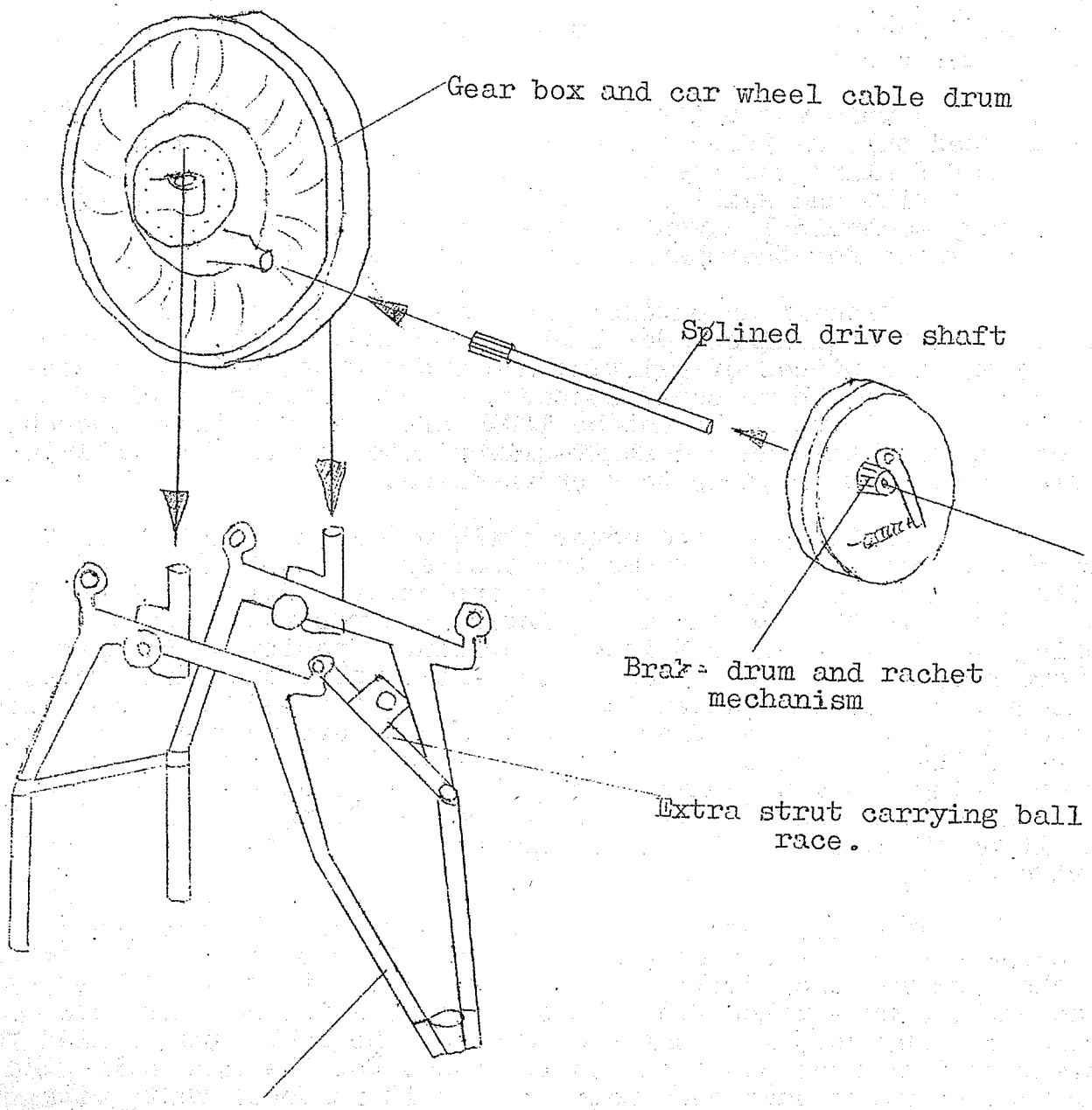
Obviously an entirely new machine had to be built on more conventional lines. Our lack of workshop facilities forced us to examine pieces of existing machinery such as motor cycle rear wheels, which we could convert. General opinion decided that a chain drive might not be 100% safe. We were lucky enough, however, to obtain an old shaft-driven motor cycle which eliminate this factor with regards to a chain-drive.

The frame of the motor cycle was sawn in half and the rear part retained as a frame for the new wheel. As it stood, with the wheel on its original suspension, the drive shaft would be underneath the machine and pointing towards the ground. To bring the drive shaft out into a horizontal position attempts were originally made to modify the wheel hubs, but this proved inconvenient so the suspension units were stripped down. Two mild steel clamps, salvaged from the old winch, were then used to hold part of the suspension units to the frame in a vertical position; there being two very conveniently placed lugs on the frame, being big enough to take ⅝" bolts. The frame was further modified by the addition of an extra strut carrying a ball race to support the drive shaft.

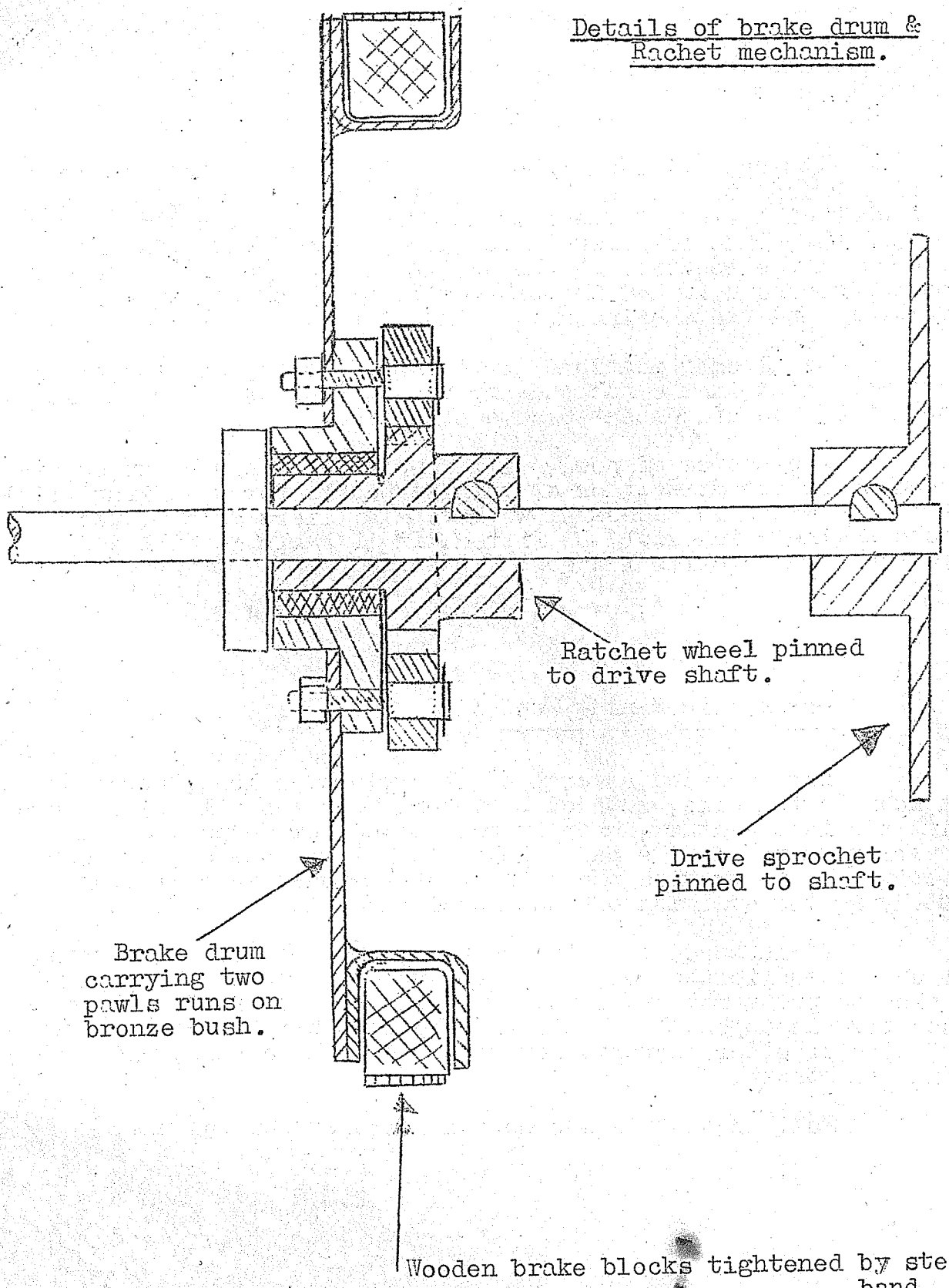
The motor cycle rear wheel was unsuitable for use as a cable drum so it was unspoked and the rim was discarded. The brake drum was then drilled to take the bolts that would hold the cable drum - taken from the old winch. This, however gave rise to a new complication: the heads of the cable drum failed to clear on the brake shoes and fouled them. For the time being the brake mechanisms have been removed, but it is hoped that, with modification, it can be replaced and used as an emergency brake.

The ideal brake would be a screw and disc brake, as used in Morris pulley blocks. This type of brake incorporates a rachet mechanism and provides a braking force directly proportional to the load. Unfortuneately have no facilities to build the device. After considerable thought had been put to the

General arrangement of the component parts.



Details of brake drum & Rachet mechanism.



matter, it was decided to use a simple handbrake, incorporating a rachet mechanism and using wooden brake-blocks, which will be easy and cheap to replace when worn. This device is under construction at the present time, and when complete will be pinned to the drive shaft behind the drive sprocket.

Its operation will be extremely simple. When the load is being raised the brake will be locked hard on, and through the rachet will prevent the machine from running back. To lower the load the brake will memely be slackened off until the load descends at the required at the desired speed. To allow the wire rope to descend unloaded the brake will be slackened off completely and the machine driven in reverse.

As already mentioned it is hoped to replace the original brake mechanism in the hub and arrange it to operate automatically, should the rate of descent become excessive.

The source of power will almost certainly be an experienced caver (or R. Cawthorne) turning pedals for the first trials, but if the winch is sucessful we have a Villiers 92 c.c. two stroke engine which could be fitted. If it fails we will just have to learn to climb ladders!

H.J.B.

Scientific Mining Meet !

Last weekend several of us explored a long, straight adit near Gawton Mine, soth of Dartmoor. This was a large concern during the last century, when it was worked for Copper, Arsenic and various minerals. We had a portable geiger counter, and our objective was to examine the ammount of radioactive radiation, by studying the emmision of Gamma Radiation within the adit.

It is hoped that the results, when plotted on a graph, will show anomalies corresponding to stoped portions of the mine, and also to parts not stoped but carrying a vein of minerals with radioactiye isotopes. It should also be possible to account for any faults or other tectonic movements which have taken place within the strata.

Full account in the next newsletter and journal.

D.M.H.

Meet Report.

The PCG. Christmas Dinner held in Polberro Mine.

By Terry Barbour.

Guests: Bob Cawthorne, Dave Hobson, Norman Gay, Terry Barbour, Hugh Browning and Miss Pat Evans.

The Xmas dinner wae arranged for the day after Boxing day. We reached St. Agnes Head late in the morning after waiting for Howerd who was under the impression that we were leaving Plymouth at 7 in the evening rather than 7 in the morning. No sooner had we set foot on the beach than half the party went for a round the beach walk; the others disgusted by the sudden outbreal of madness headed in the opposite direction to find a more festive way of celebrating the Xmas spirit. It wasn't long before hunger drove everybody back to the landrover where we promptly changed and kitted ourselves out with the calor gas, water carriers, food and the like.

It had been our original intention to explore the mine before eating, but such was our hunger that we made an all out dash up the adit to the main stopes. We had certainly picked an ideal place for the meal. The immense size of the stope set us guessing as to just how many double-decker buses could be fitted in

The first course was soon ready - jointed chicken with bread sauce, potatoes and peas, with an excellant white wine of Dave's chosing to follow. The meal was prepared without the mad rush one would have expected, considering that we only had two burners on the calor - even the wine was opened with ease relative to the trouble we normally have with a sardine tin. This part of the dinner was enjoyed by all and we waited for the second course. This part was prepared by the Queen's Scout amongst us; needless to say the pudding was not a sucess.

After taking a photograph of the occasion to prove that we did, in fact accomplish the bizarre feat we set off to explore the previously untouched portion of the mine. After picking our way between the stacked deads and the roof of the stope we came into annother gallery which sloped steeply downwards. A short way past this we came to a 'hole in the floor'; this turned out to be an ore shute connecting with the lower levels of the mine.

We dropped down the shute on electron to find ourselves in another gallery. This soon ended it one direction after first connecting with another ore shute. In the opposite direction we came across a partially submerged launder; we followed this along and it led into a rotten level We were relieved to find it blocked by the ultimate roof fall and we beat a hasty retreat. Just at the start of the rotten section we had noticed a rise.

We returned to the rise and managed to free climb it without much difficulty. This level must have been directly above the rotten level for, some way along the upper level we could clearly hear the voices of the others who were still exploring the level beneath us. We waited for the others to join us before continuing the exploration. The passage ended before long in a large winze, it was difficult to see if there were any passages leading off from the bottom but in any case it was impossable to get down the winze without a ladder.

By this time the dinner was begining to take effect and we decided to head for out. Norman, Dave and myself were slightly puzzled by the others urgently dashing up the ladder in the ore shute ahead of us. We soon realized why when the end of the ladder disappear up the shute. This was the inspired work of the Queen's Scout and it became pretty obvious that calling him such AGM.-worthy phrases as 'Northern Twit' wasn't going to induce him to lower the ladder. Free climbing up the shute wasn't difficult but nevertheless we thought it rather exclusive and insulting etc.

On the top we headed right back to the stope, pausing there only long enough to take a few photographs before descending to the adit level. It was, perhaps, on the way out that we realized the back-breaking length of the adit. We emerged to find that the tide had almost reached the portal. The Atlantic breakers were whipped up to massive size by the strong wind and those of us who went for a 'swim' were soon washed up, high and dry, by the waves.

We left St. Agnes Head, Cornwall, in the early evening and wondered whether we could last out a whole week before we could return to our favourite part of the country again.

T.F.B.

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