

INTRODUCTION

The initial aim of the expedition was to attempt a new route on the south east face of Mt. Dickey. The original team was then approached by two other climbers who wished to make an attempt on the Mooses Tooth. Who all consequently combined to facilitate easier travel, accommodation, provisioning etc. One of the Mooses Tooth team dropped out at the last minute so the other member joined the original Dickey team. Four climbers eventually left for Alaska and these were:

Keith Myhill: 38 years old. Industrial Engineer from Sheffield. Several years experience in Britain and the Alps. Expeditions include:-

1965 South Face of Engolsfield in Greenland

1977 North Face of Fortress in Patagonia

1979 North Face of Fortress in Patagonia.

Robert Toogood: 38 year old Tooling Engineer from Sheffield. An experienced climber in both Britain and the Alps. Bob is also an accomplished speliologist.

Expeditions include:-

1963 Descent of the Gouffre Berger

1973 Descent of the worlds deepest cave Pierre St. Martin

1974 West Face of Ali Ratna Tibba

1978 Barnaj II in the Greater India Himalaya

1979 Barnaj II in the Greater India Himalaya.

John Bates: 38 years old. Teacher from Manchester.
Several years climbing experience in Britain and the Alps.
1979 Barnaj II in the Greater India Himalaya.
John Hardwick: 24 year old Graphic Artist from Sheffield.
Climbing experience in Britain and the Alps with a
special interest in climbing photography.

TRAVEL

We left Heathrow Airport on 22-6-80 with the British Airways flight for Anchorage. At Anchorage Airport we hired a car from Rent-A-Wreck in order to do some shopping, transport gear to the station, and to sleep in for the night. Transportation from Anchorage to Talkeetna is via the Alaskan Railroad. Return tickets being for 28 days only. Freight is paid on any excess baggage (2 bags allowed per person) but prices reasonable. On arrival in Talkeetna we were met by a car from Air Taxi, who we had previously contacted, and taken out to the airstrip. Provisions are available in Talkeetna but they are expensive. Fuel for stoves was bought here and proved no more expensive than Anchorage.

Doug Geetings firm, the local Airline Co., flew us in on 26-6-80 and dropped us on the glacier under Dickey's East wall. Pilots will make every effort to land as close to the route as possible but the condition of the glacier is very critical so as the summer progresses the degree of choice decreases. The earlier one goes the wider the choice of landing spots.

FINANCE

| <u>Income</u> | £ | <u>Expenditure</u> | £ |
|------------------------|-------------------|--------------------------|-------------------|
| Personal contributions | 2,013.00 | Travel: | |
| M.E.F. | 500.00 | Flights | 888.00 |
| B.M.C. | 400.00 | Train | 60.00 |
| Others | 200.00 | Air Drop | 255.00 |
| | | Man.-London return | 90.00 |
| | | Misc. Travel | 100.00 |
| | | | <u>1,393.00</u> |
| | | Food & Fuel | 550.00 |
| | | Equipment | 800.00 |
| | | Insurance | 120.00 |
| | | Miscellaneous | 100.00 |
| | | Photos/Expedition report | 150.00 |
| | <u>£ 3,113.00</u> | | <u>£ 3,113.00</u> |
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CONTACT ADDRESSES

John Yates,
Flat 3, 94, Northenden Road, Sale, Cheshire.

Keith Myhill,
29, Pothouse Lane, Stocksbridge, Sheffield.

Bob Toogood,
49, Kendal Road, Sheffield 6.

THE CLIMBING

The biggest single problem facing a team on Dickey, is finding a route through the fusillade of avalanches. For this reason it was decided to study the paths and frequencies of these avalanches before venturing onto the face. This proved more difficult than we had imagined as the face was frequently obscured by cloud. We observed these avalanches for two clear days after some heavy weather and noted their frequency, path, and size. The upper section of our intended route was swept several times by these avalanches, especially after bad weather. As the difficulties of this very hard looking pillar would be considerable we all realised that we would face bad weather for much of the time and consequently be in the avalanche area for long periods of time. We mutually decided that an alternative venue must be sought. In response to this decision we spent two days exploring the South and East walls of Dickey. The South wall appeared to have the most potential and revealed two lines of weakness. On the 4-7-80 the whole camp was moved to the foot of the South wall. Both lines appeared to be free from the major avalanche dangers though they did receive some peripheral stonefall. It was decided, however, that this was an acceptable risk and we selected a grey looking pillar about a $\frac{1}{4}$ of a mile west of the Rowel route.

On the 7-7-80 the whole team approached the base of the route. After soloing up mixed snow and ice for about 500 ft. we arrived at the foot of the first major pitch.

This proved to be quite easy and led to a straight-forward artificial pitch giving access to a system of cracks and chimneys. These were followed for a further two pitches before we retreated leaving 4 pitches fixed. The following day Toogood, Hardwick and Yates ferried gear up to the high point and fixed 4 more pitches. After a couple of days of rain Myhill, Toogood and Yates ferried gear up to the new high point but rain in the afternoon prevented any further progress. This bad weather persisted for a further 8 days confining the team to base camp.

The climbing was done in P.A.'s using chocks, friends and occasional pegs for protection. The standard on the first section was around H.V.S. with good rock and protection until pitch 7. Here the first band of loose rock was encountered resulting in long unprotected run-outs and poor belays.

On the 18-7-80 Yates and Toogood set off to attempt to push the route further. The previous high point was reached by early afternoon and 4 further pitches were climbed enabling the pair to reach a large prominent block. It was initially intended that this would serve as a bivouac site but heavy rock fall and lack of shelter prevented this. Ropes were fixed, therefore, and the pair bivouaced lower down. The 4 pitches pushed that day had been on gradually worsening rock with runners and belays becoming scarce. A brief look at the upper wall (above the block) revealed large areas of loose rock lacking

any natural line through it. The pair decided that continuing was too hazardous under the present circumstances and a retreat to base camp was undertaken.

Several days bad weather rendered the team immobile and brought our date for departure closer. By this stage of the season the glacier had opened up to such an extent that the plane could not land despite our attempts to flatten a landing strip. In response to this the whole team moved camp to the hut behind Mount Barille where a permanent landing strip is in operation. On the 29-7-80 we were lifted out.

SUPPLIERS

We are grateful to all the various suppliers who generously donated their products to this expedition. The extent to which manufacturers and distributors continue to aid expeditions of this sort, often for little tangible return, makes them very much an essential part of the expedition effort. Some suppliers have expressed a preference not to be named or their sponsorship detailed, so rather than publish a list we shall be contacting each one personally with a report on their product. We are, of course, willing for any of them to use the expedition name in connection with their sponsorship, and we are willing to work with them on promotion.