

信毅 News Letter

IN THIS ISSUE:

- 信毅飛行夢
- 49 Desperate Days on Trango

FEATURE ARTICLE: **The Eiger Nordwand's dream**

各位會員：

一年之始，用一個新的版面和大家見面；但途具外表，空無內涵的會訊，你們都不會收貨！執筆問字，腦海一遍空白之際，驚鴻一瞥，今期特稿“艾格峰北壁夢”。靈機觸動，好吧，今期專題說夢！有人話：〔climber 是一些喜歡張大眼做夢的人。〕無論你同不同意；相信都不會否定，人生需要有夢，一個無夢想的人，仿如行屍走肉，半腳已踏入黃土！

夢可以是簡單如：〔某年某日做到單手引體上升或爬到 E3 6A。〕

亦可妙若：〔Solo Eiger〕

實現大小的夢，尤如將握於手中的寶石，拋進人生的湖面，蕩漾圈圈漣漪，激勵淡淡人生！

世上，做任何事都有成本〔payoff〕，實踐閣下夢想須要多大的支付，有何回報？只要你審慎考慮後，三思而行；經過計算，無論成敗都對得住自己。最〔驟忌〕是滿口夢想而不附之行動的人，只會空談吹噓！南柯一夢！將夢想束之高閣，空遺憾事．．．．不知道可否稱之為〔夢遺〕？

宏偉的夢想通常由很多小夢想所組成，比方你要攀一個 7000m 的高山，先要訓練身心、準備器材及搜集資料等。實現這些小目標，便成圓夢的必備條件。

早前與一眾信毅前輩把酒言歡，席間一位提到；人生之夢應是：〔中年；發達；死老婆。〕

到底何許人說出這番話，我辜諱其名，免得為其妻所發現，先下毒手。可知道〔中年；發達；死老婆。〕都是一些條件，背後由甚麼宏圖夢想驅動，無須佻言都知道，定是一個荒誕不經淫賤夢！

今月，會員人數已接近一百四十人，想眾會員中必有奇人異士，固現誠徵湖南殺手、北越刺客，為這位老友圓夢！

讀罷今期文章；獨攀艾格峰北壁、信毅飛行夢、49 Desperate Days on Trango。你們又要指責，個什街秘書又鼓吹不負責任冒險行為！非也，我最想各位知道的是：圓夢需要勇氣和運氣，若果時不與我，尙欠運氣。令各位渡過人生種種難關的最重要因素是；**Sense of Humour**，幽默感！

來吧；無論你的夢想為何！人生無常，把握機會〔枕邊人還未狠下毒手前〕；寫個計劃，一步步實踐它吧！舉筆之際，收音機傳來法國名曲“La Vie En Rose 玫瑰人生”悅耳動人，繞樑三日。願各位的夢想如玫瑰般，姿彩奔放！

秘書 譚永發



The Eiger Nordwand's dream

伍世維

The Eiger Nordwand is the last great problem in the Alps. It was an awesome and storm-battered crag rising in the Bernese Alps. Eighteen men have died in the twenty assaults that have been made on it.

Sometimes Eiger was being struck by lightning while the people enjoyed sunshine somewhere else. One day I read above story from Reader's Digest that interests me. I had a chance to go Europe to take a look how's Eiger look in 1984. [編者按：唔知現在還有沒有人看讀者文摘？幾精彩呢！]

I took the plane to Paris and took a bus to rail station. I bought a next-day ticket to Chamonix. I lost one film on top of my backpack because there is a young thief stole something when I lined up and he was behind me. I took a walk to see some famous building. I slept outside the station at night. When I waked up in the morning, I saw a cleaning truck cleaning the street with water. There was two guys got wet while they were sleeping. I took all my stuff and went away.

When I arrived at Chamonix, I saw many big snow mountain and got excited. I rented a room to wait my partner for a few days. I went around this climber's paradise with postcard as a guide. I followed the rail and through the tunnel to the glacier. I enjoyed some wonderful scene from glacier. Sometimes I climbed up stair rail and visit small hut to learn some custom. Some people liked to build up a sign with small stones on hiking trails. On my way back to inn, an ice climber fell on practice zone. I

伍世維先生，卓號〔大力水手 popeye〕，信毅資深會員，八十至九十年代，香港首屈一指 Climber，當時香港是無 Bolt 線，他首攀了香港大部份難度極高的路線，試過跌斷腳，康復後技術更進一層。

亦師亦友的他，教懂了我很多攀石知識。我最欣賞他面對危險時的冷靜頭腦。從他身上學到云云眾多的知識；其中以〔詐聾〕絕技畢生受用。



put my coat over him. He was rescued by a helicopter.

Most people took a cable car up to 3842m high. I liked to start from ground. I bought two days package food at night. Next day I followed the cable car towers to the top of Mont Blanc. When I reached the snowline, the dense cloud surrounded entire mountain. The people stopped going to snowline. I held my compass as my guide to carry on. I went into a hut to register one overnight stay just before dark. I reached the top of Mont Blanc in the morning. I didn't have a chance to see below on cloudy weather but only the Sun. I went back to inn quickly. After my partner came to my room, we moved to campground. We climbed a small mountain together first time. He saw my left knee didn't recover at all. He didn't say a word all night and disappeared the following day.

My next goal was spectacular Matterhorn. I packed my stuffs and ready to go boundary of Switzerland. I carried a big backpack with a medium size backpack on top. After I walked one and half days on the road, a small car dropped by me and asked me where to go. They gave me a friendly ride to Switzerland. After passing boundary of Switzerland, I took a train to Zermatt. I saw a horse drawn carriage parking at station. I couldn't see the entire face of Matterhorn. It always was masked in cloudy weather but I still could see some Swiss chalets.

When I arrived at Hornli Hut afternoon, all people ended their strip here. I got information from postcard that there was a emergency hut at 4000m. I approached to the wall and saw some circle paint on the route along the ridge. I found the Solvay hut after dark. The sky was opened up with stars hanging high. I left sleeping bag and stove inside the hut and continued to climb within a few hours good weather. There were two pitches of fixed rope on snowy slope. After reaching the summit, I looked around the slope to the Italy side and laid down to look down overhanging head. I went back the hut to spend a cold night. I stepped out the hut in the morning and took a spectacular panoramic view. The hut was decorated with snow and ice strip on roof.

Matterhorn changed her face with white snow everywhere after snow storm. I could breathe very fresh air in a new weather. I saw a simple washroom without toilet. If somebody tried to climb new route on north face, he probably will be hit by shit above. It was time to go back Hornli Hut. Nobody came on the way down.

My another goal was Eiger Nordwand. After coming down to Zermatt, I took the train to lauterbrunnen valley. Visitors can take the train to Kleine Scheidegg from here, just on the right of Eiger Nordwand.

I still took a walk to there. I passed some beautiful gardens and farms. I saw a bath tub in a big farm and took a shower in sunny day. The water was conveyed by crescent-shaped wood. Many bell-ringing cows on hiking trails. Two Alp-horn blowers greeted visitors at Kleine Scheidegg. They put across the more than two body height horns and blew together. What a strong air blowers! Eiger Nordwand was the same strange as Matterhorn. I couldn't see the upper wall. I rented a room to wait for good weather.

The second day Eiger Nordwand was still cloudy. I went up train station to check barometer. The atmospheric pressure was a little bit higher. I planed to climb up The Swallow's Nest to spend one night. When I approached to the bottom of Eiger Nordwand, it became more cloudy. I passed Japanese Direttissima route to traverse Hinterstoisser. I used the very old fixed rope to traverse. The wall was very ugly because it was drawn too much paw track with crampons. The Swallow's Nest was natural shelter. I spent a comfortable night.

The weather was better on the third day, I climbed up The Ramp Icefield, below The Spider. After turning far left side, I made a flat bivouac to spend chilly night on top of snow field.

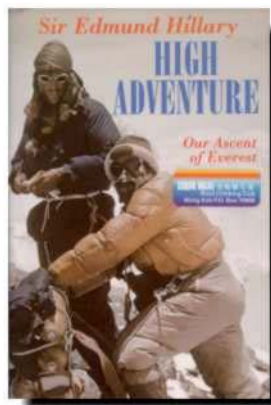
On last day of climbing was Ice climbing. This was famous The Exit Crack to the summit. After viewing panorama a few minutes on the summit, I descended west flank to train station. I liked Switzerland very much. The people were friendly comparing to France. I left Kleine Scheidegg to Paris in the morning.

二月及三月晚間訓練活動

日期	活動名稱	時間	費用	地點	負責人
1/2/2005	晚間攀登訓練	1900~2300	全免	石碇尾	柯弘毅 94777694
17/2/2005	晚間攀登訓練	1900-2300	全免	石碇尾	胡國華 82090830
2/3/2005	晚間攀登訓練	1900-2300	全免	鯉魚門體育館	柯弘毅 94777694
10/3/2005	晚間攀登訓練	1900-2300	全免	順利村	胡國華 82090830
16/3/2005	晚間攀登訓練	1900-2300	全免	鯉魚門體育館	柯弘毅 94777694
24/3/2005	晚間攀登訓練	1900-2300	全免	鯉魚門體育館	胡國華 82090830
30/3/2005	晚間攀登訓練	1900-2300	全免	石碇尾	柯弘毅 94777694

如有錯漏，以網頁公佈為準。

資深會員林鎮球先生，於加拿大送給信毅，兩本經典攀山書籍，爲了令各會員可借閱，幹事會將於本月例會擬定借書手續。
在此代表信毅向球叔至上萬二分謝意！





1984年9月沙木尼的攀山嚮導 Roger Fillon 從 Mont Blanc 飛起，飛行傘在一夕之間聲名大噪，風行世界。1988年9月26日法國攀山家 Jean - Marc - Boivin 成功從 Everest 世界之巔飛起返回基地營，從那時起除了 First Ascent 外還多了一個 Term “First Descent”。

當時出色的法國攀山家，經常背負飛行傘及簡單的攀登器材攀登 Alps 山峰，用飛行傘當作睡袋、繩作地蓆，在山頂露宿，於晨光初現後，飛返基地。你話幾咁浪漫自由，唔學；點對得住自己！



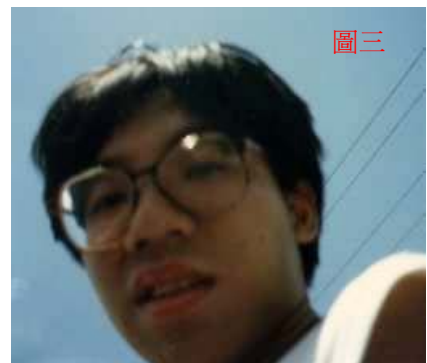
圖一



圖二

可惜八十年代香港是這無玩意，其時我們幾個信毅小輩，自不甘於後人。正苦無出路之際，忽然得悉，敝會創會元老〔鄭錦華先生〕因為身廣體胖，不再爬石，改行在台灣玩飛行傘！於是三個小輩便一個飛身，到台北拜見祖師爺，學飛了！時為 1988 年盛夏，〔長髮〕文志光、大哥良和我便展開這個魔幻之旅。一到台灣，因天雨關係〔下雨不能飛〕，老鄭帶領我們踏腳踏車〔圖一〕遊覽台灣最南端鵝鑾鼻，從〔圖二〕可見車頭是現任幹事文志光、中間最縮骨是我、後面是大哥良，十多年前文幹事還長了一頭秀髮呢！

噲〔圖三〕呢張有黃家衛 feel 嘅相，是今期主角大哥良最後一張玉照，影完後佢個樣就 Men 咗好多了……！



圖三

處女飛行

我們的學習場地位於南部屏東縣賽家飛行公園的 400 米的山上，學費？老鄭話一場師徒，隨便幾百元港幣便可！唔係佢教，佢找了位絕世高人做我們的師傅，叫我們放心好了！[台灣在 1987 年才開始引進此運動。]

第二日我們在屏東找到其貌不揚，身材細小的簡姓師傅，方知道他剛從空軍特種空降部隊〔神龍小組〕退役。嘩 Rambo？有料到啫！〔圖四〕是簡教練穿著空降特種部隊的短褲〔有個骷髏骨綉花〕為我檢查飛行傘。

當天乘車約兩小時後，下車便是起飛地點〔圖五〕。起飛地點是一個和石澳龍脊相似的 400 米山頭，場地開拓得相當開揚，平坦的山頭下，是一個筆直的山坡，極目四望，山坡下面是一大遍果園，果園與果園間阡陌縱橫，小路上還佈滿電線桿，在眾多果園中闢出兩個籃球場地大小的著陸場地〔圖六〕。從山頂下望著陸場顯得非常細小，心中暗自恐慌！忙問道：〔若在其他地方著陸可有問題？〕教練答曰：〔最好不要嗎！一定飛得到呢！〕飛行傘的起飛程序是：

- 穿上全身式套帶〔安全帶〕。
- 將傘衣展於地上，檢查有無破損。
- 理順吊繩。
- 將傘鋪成扇形，風口朝上。
- 扣好安全帶，手握左右操縱帶。
- 朝著對風的方向跑出，讓風進入鼓弄傘衣。
- 起飛或降落必須逆風。

上述所有步驟教練都無講過，是我們後來才知。教練為我們打點一切後，從車上拿來兩部無線電通話機，在我們面前按兩按，然後幽幽地道：

【媽的！通話機壞了，無法啦，張起傘，衝出去，往左拉轉左，往右拉轉右，向〔郵票大小〕著陸場降落，離地約三公尺拉繩制動便可。】

十多年後教練這番簡潔的說話仍然言猶在耳！原來浩翰精深的飛行傘知識，竟可以濃縮在這幾句話中，雋永千古。高人，高人，真是高人！就係嘍，無 lecture 無練習下，我們三個就完成了人生第一次飛行夢。



圖四



圖五



圖六

正常著陸場地

良哥失事著陸的果園

飛行時拍下的空中照片

天外天，人外人

你們可能覺得咁兒戲呢？

是的，當攀石可細分為一、二及三級，性交亦分為五味，海嘯遇難者的同學；動輒要心理學家安慰，社會每個人的價值都可量化為一個金額時，在這麼一個過度制度化(Over Institutionalize)的社會；成長一代；覺得唔 comfortable 實不為怪！

從前傳統攀石是和性行為無異，兩樣嘢你係唔會練 (Training)，只有做！解決問題是通過實踐和執生，而唔係靠制度！通過過這樣子的考驗，成為當年信毅攀石會員，你都咪話唔堅！



接下來經過兩天〔七次飛行〕的訓練，我們已經基本掌握使用飛行傘的方法，意識到面對的風險。

- 〔一〕 起飛時；可能揚不起傘或風未完全鼓起傘衣，以致浮力不足，而跌下筆直的山坡〔必經階段〕。
- 〔二〕 起飛後；可能遇上飛行傘故障或亂流，以致失速，粉身碎骨。〔當時是沒有後備傘〕
- 〔三〕 降落時；可能落在樹林中〔掛樹經常發生〕，碰上電纜或衝撞在柏油路上受傷。

其中以降落意外為最。咁咪好危險？第二晚我們自然將以上的擔憂，向經驗豐富的祖師爺訴說。誰知老鄭聽後，雙眼一厲，裂口笑道：

〔妖，咪和爬石一樣，危險只有一個；就係掂到地先有危險嗎。胡思亂想，幻覺來呢！〕

真人一語，點化滄海眾生；今時今日，我依舊這樣開導信毅的學生，薪火相傳！是否有些禪宗味道．．！

涅槃歸天〔險些兒！〕

第三日下午，就在我們的訓練差不多完成時。山上吹起一陣怪風，簡教練向我們說：〔你們小心，有亂流！〕我們言聽計從後，大哥良一馬當先，縱身飛出，只見平日可滑翔而出的飛行傘，就像一斷線紙鳶，在空中搖擺，急墮山谷中，平時飛十分鐘的航程，兩分鐘內便見大哥良於山腳下面的果園降落。

眾人抹一額汗後，蛇精和我都有驚無險地完成；最後的亂流訓練。

在我們收好傘後，發現良哥重未浦頭，終於在路邊找著，他一手按著鼻子，滿身血跡，用很性感的鼻音說：〔斃，爆咗江添！〕原來良哥著陸的果園，有些果樹被齊眉削尖，仿若越戰陷阱。

所謂冥冥之中自有靈光一瞥，由此普渡眾生，莫過於此矣！良哥就在幾百公尺高空，選定了一棵削尖了的果樹降落，還要不偏不倚，將鼻子插在果樹上。緣起緣滅盡在此中。

妖，六合彩又唔見中噢？

接下來的自不然是送良哥去醫院了！

病院之旅



轉眼間，良哥便被速遞到全屏東最有名的大夫。



一進門口，便見識到大夫之醫術高明！



良哥被送進加護病房〔深切治療部〕，爲了鄭重其事，院方還加派兩隻警衛看守！



嬌媚護士和病榻上的良哥



最後大夫因良哥傷勢太重，打發他到高雄醫學院治療！

高雄醫學院原來容許家屬在院中留宿，照顧病人，我們爲了照顧良哥和節省酒店費用，自然在醫院留宿。醫院還有洗衣機可用、又有空調，真一流！美中不足是膳食不夠三人享用！



右圖是我剛從良哥的病床睡醒。



左圖是日間和蛇精到高雄攀石，Bowline，Body Belay 唔識點得！



所謂塞翁失馬，焉知非福，良哥病癒後，麥當勞叔叔就重金禮聘了他做代言人。

各位會員，每當您吃漢堡飽時，不要忘記，敝會這位勇敢的資深會員〔大哥良〕。

I'm lovin' it.



i'm lovin' it™

49 Desperate Days on Trango

A JAPANESE BIG WALLER **GAMBLES BIG**, AND LIVES TO TELL THE TALE.

BY GREG CHILD



The east face of Trango Tower with Minamiura's solo first ascent shown

IT WAS SEPTEMBER 9, 1990, AND TAKEYASU MINAMIURA STOOD PANTING WITH TREPIDATION, POISED IN FRONT OF A 3300-FOOT ESCARPMENT OF GOLDEN GRANITE AT 20,000 FEET, JUST UNDER THE SUMMIT OF PAKISTAN'S TRANGO TOWER (AKA NAMELESS TOWER). SPREAD OUT LIKE A HUGE NYLON TABLECLOTH ON THE SNOW AND ROCKS BEHIND HIM LAY HIS **PARAGLIDER**. THE HEIGHT OF THE SPIRE AND THE 3000 FEET OF STEEP FROZEN GULLY BELOW IT ADDED UP TO A 6000-FOOT VERTICAL DROP TO HIS LANDING ZONE ON THE DUNGE GLAZIER.

MINAMIURA, A BARRELL-CHESTED, 33-YEAR-OLD JAPANESE, BIG-WALL CLIMBER WITH A RANGE OF EXPERIENCE FROM 5,13 SPORT ROUTES TO AN ALPINE-STYLE ASCENT OF NEARBY

MASHERBRUM, HAD JUST SPENT THE PAST 40 DAYS SOLOING A NEW ROUTE ON THE NORTHEAST BUTTRESS OF TRANGO TOWER, HIS ROUTE HAD FOLLOWED A LINE THAT HAD THWARTED MARK WILFORD AND I A YEAR EARLIER. WE HAD REACHED HALFWAY UP THE WALL BEFORE A WEEK-LONG STORM PINNED US DOWN. DURING A BREAK IN THE TEMPEST WE BAILED, LEAVING OUR PORTALEDGE FROZEN IN PLACE. THE ICE-ENCRUSTED PLATFORM STILL CLUNG TO THE CLIFF A YEAR LATER, AND ON HIS ASCENT MINAIURA HAD WELCOMED THAT LEDGE ON THE OTHERWISE SHEER WALL.

AS IF PULLING OFF ONE OF THE GREATEST BIG-WALL ACCOMPLISHMENT OF ALL TIME WAS NOT ENOUGHT SOLOING THE FIRST ASCENT OF A 30-PITCH WALL, WITH PITCHES OF A4, ON THE MOST FEAKISHLY SYMMETRICAL AND DAUNTING SPIRE ON EARTH, MINAMIURA PLANNED TO CAP OFF HIS CLIMB BY PARAGLIDING DOWN TO BASECAMP. AFTER REACHING THE SUMMIT

HE'S COMMITTED HIMSELF TO THE SCHEME WITH SAMURAI DEDICATION BY THROWING OFF HIS HAULBAGS, ATTACHED TO A CHUTE WHICH CONTAINED HIS 350 POUNDS OF CLIMBING AND BIVOUAC GEAR. OMINOUSLY, THE GEAR FLIGHT WENT AWRY, AND HIS BAGS PLUMMETED DOWN THE CLIFF, BOUNCING OFF LEDGES, CATAPULTING INTO THE AIR, THEN SLIDING AT WARP SPEED DOWN THE ICE GULLY LEADING TO THE GLACIER.

For his flight, Minamiura needed a stiff headwind and 10 minutes of flyable air. But the winds that had blown all day suddenly died, leaving his chute limp on the snow. Worse, the weather was deteriorating and he feared that a storm would trap him on the summit for several days. With only two meals left he had to fly now.

日本仔 Minamiura 於 1990 年 9 月 9 日經過 40 日 Big wall Solo climbing 成功登上巴基斯坦的 Trango Tower，登頂後將 350 磅器材連著降落傘拋下山底。背水一戰，張開飛行傘，準備飛下山腳。起飛時，飛行傘失靈，墮下崖壁，幸而飛行傘掛著崖壁，割斷傘繩後，爬到一個 16 吋闊台階，斷水斷糧，渡過六日，最後被同伴拯救。文中無任何九死一生的吹噓，只有淡淡幽默感！請細心欣賞！

Suddenly a head-on breeze came around and he tugged the thin riser cords of his rig. He felt a backward pull as the canopy inflated, then he paced briskly forward, driving the leading edge of the sail into the wind, increasing the airspeed, turning the nylon sheet into a wing. Pushing his feet off the edge of the cliff he entered the realm of the scavenging ravens that had followed him up the wall for the past month.

Like any game against the odds, on Trango Tower **you pay your money and you take your chances**. "As soon as I released myself from the belay," said Minamiura, "the tension of the paraglider was lost from the right side and I was falling upside

down. I knew I had been caught by a tail wind, but I tried to convince myself that I was in a bad dream. But at the next moment a strong shock hit me in the back and reminded of the reality. I was hanging in space."

His chute had collided with the cliff and deflated like a pricked balloon, sending him sliding and bouncing down the south face of Trango Tower. But, 150 feet into what was shaping up to be a terminal fall, fate had a change of heart: The paraglider snagged on a rock horn, and Minamiura stopped, hanging at the end of a tangle of strings, wheezing and breathless from the impact, his feet dangling in space and his smashed eyeglasses bent around his face. The ice axe strapped to his back had prevented his back from breaking.

"I could not breathe well due to the pain, and could not even look up to check how my paraglider caught the fall," says Minamiura.

While he fought to control his pounding heart, he considered for just a moment that it might be better to have plummeted down the wall and died quickly, rather than to hang on Trango and slowly freeze and starve. He was 150 feet below the summit rocks, 3100 feet above the start of his route, without ropes, climbing gear, sleeping bag, food, water, or a stove. He took stock of his possessions: a warm down jacket he was wearing, a pocket



knife, and, mercifully, a radio. Still hanging in the paraglider harness he switched the radio on and contacted four Japanese friends far down the glacier. They were relaxing after completing a 24-day ascent of the Norwegian Buttress of Great Trango Tower.

"I thought I should keep my pride, so instead of asking for help I told my friends I had had an accident and needed a helicopter."

Soon darkness came and he spent the night dangling in his harness. On the morning of September 10 he disentangled himself from the snarl of parachute cords and traversed 15 feet to a ledge. This ledge just **16 inches** wide - would be his home for the next six days. Without gear, he could not even anchor himself to the wall. He covered himself with his reserve parachute for warmth and analyzed his situation. The paraglider was ripped, so reinflating it for a launch was impossible. Without gear, climbing the icy cracks back up to the summit was also impossible. Descending the wall without ropes was equally out of the question. "I had a choice to BASE jump with my reserve parachute, which was now my blanket, but I knew the chance of success was nil [due to lack of control because of its round shape]," says Minamiura. "I would save this for my last resort."

When they heard Minamiura's call, the four Japanese climbers mobilized into two teams: two men hiked up the glacier to try to spot Minamiura; the other two, Tetsu Kimoto and Masanori Hoshina, hiked as fast as their feet could take them to the Pakistan army helipad at Paiju campsite, 12 miles away. The pilots at the airbase were confused by the two Japanese climbers elbowing their way past the sentries, but they quickly determined from their broken English that an emergency was afoot. Boarding a stripped-down Lama helicopter, hot-rodded for the Karakoram high altitude, Kimoto and Hoshina directed the pilots toward Trango Tower on September 11. Rising to maximum altitude, the machine shook like a jalopy. At 20,000 feet they spotted Minamiura waving frantically from his perch. But, due to dangerous crosswinds that might smash the chopper into the cliff, the pilot could not maintain hovering position to lower the rescuers to Minamiura. They radioed him that rescue was impossible.

"I was desperate but immediately regained my morale," he says. "I could die at any time, all I needed to do was lean a little bit forward."

Meanwhile, the other two Japanese climbers embarked on a daring plan: they would be flown to the Trango Glacier side of the tower, and from there climb as quickly as possible up the original British Route.

No one had repeated the British Route since Mo Anthoine, Joe Brown, Martin Boysen, and Malcolm Howells had made its first ascent in 1977. The route also had something of an epic flavor to it, having been the scene of a bizarre incident in 1976 during a failed attempt. On that occasion, Boysen had been shimmying up a wide fissure at 19,000 feet when his knee got stuck. Struggling for three hours, he squirmed and tugged at his pants, but the crack gripped him like the jaws of a giant clam. When evening shadows and trickling water lulled Boysen into what he called the "trance-like, painless oblivion" of hypothermia, he slumped shivering onto his knee, ready to

die. But he rallied to make one last escape bid. Taking a blade piton, Boysen hammered it into a jagged saw edge and began hacking at his pants and his flesh. Blood oozed from his thigh. Slowly, the fabric ripped. Greased with blood, his mangled knee slid out and he plummeted onto the rope. Helped down by Mo Anthoine, the pair retreated. Ever after, the killer crack was dubbed the "Fissure Boysen."

The British Route takes the prominent weakness splitting the fortress-shaped south face, and when the Japanese climbers started up it they found canyon-like ice gullies and gaping chimneys, festooned with ancient fixed rope. Clasp their ascenders to the tattered ropes they gingerly moved up. In many places the sheaths had been stripped from the core. Fourteen years of ultra-violet degradation, storm, and stonefall had reduced the ropes to bootlace-strength. In places they belayed each other on a separate rope and placed protection while jumaring the old ropes. "Yes, those ropes very dangerous," laughed Hoshina when I met him a few years later.

While the rescuers battled weathered ropes and waterfalls pouring down the offwidth of the Fissure Boysen, Minamiura bided his time. On September 12 a helicopter dropped food and a first-aid kit, but Minamiura couldn't catch them. "A pack of mango juice crushed in front of me, leaving the smell and a few drops. It made me laugh rather than disappointed."

The nights of the 13th and 14th were bitterly cold and sleepless. Minamiura sat up all night rubbing his feet. During the day, in the sunlight, he slept.

"When I could not stand the cold and hunger I called Takaaki Sasakura at basecamp. We talked about the foods we would eat back in Japan," says Minamiura. "Talking about food was an escape from reality. My thirst became stronger each day but my body could not eat ice."

〔編者按：攀山時經常在腦海中浮現的；不是家人伴侶，而是茶樓的蝦餃燒賣！〕



Thin to win: Takeyasu Minamiura after his rescue from Trango Tower.

On September 15 a helicopter returned and dropped another load of food, but it, too, disappeared. Then, on the radio, the pilot called down that a can of cheese had jammed in a flake 15 feet above Minamiura. Minamiura knew that if he left the ledge he may not be able to downclimb back to it. But he was starving and decided to go for the cheese. Standing up, he wobbled on his legs, then battled up the flake. "I immediately found the cheese, and ate it. It was my first food in six days."

He found a new ledge, which was more spacious, and the pilot successfully dropped more food to him and he filled his belly. Soon after, on September 16, Hoshina and Kimoto rappelled to Minamiura, having blitzed the British Route in three days. Together the climbers rappelled to the bottom of the Slovenian Route on the south face. By September 18 they were back on the Dunge Glacier. Minamiura had lived on Trango Tower for 49 days.

會務動向

【協調運動攀登教練，確認場地機制。】

- 由於近日政府運動攀登設施被濫用，引致出現投訴，令場館職員執行取場程序非常嚴格，如未有教練在場不得取場，而數次晚間練習時，會中教練因急事未能按時出席取場，令取場出現困難。本會將設立教練取場輪值時間表，協調會中各教練定下可以當值日期，以免取場重擔經常由在幾位教練肩負。
- 秘書將發信予各教練，希望能協定未來可當值時間表，此舉純屬自願，在此呼籲各合資格教練鼎力支持，以助信毅發展會務。大恩大德，不勝感激！



【信毅傳統中級攀石訓練班】

本年度傳統中級攀石班已經完滿結束，雖然是次訓練班並無任何教練津貼發放，仍有多名教練鼎力支持，本人謹代表幹事會向各位參與過的教練致謝，包括潘耀雄、譚永發、霍玉貞、何錦雲、簡沛山、許炳業、林明超、文志光、柯宏毅、賴家豪。(排名不分先後)

寄望各位教練繼續支持本會之教練事務，各位會員努力攀爬！

幹事 陳志雄啓

【二級攀登訓練班】

- 特別為會員而設的二級攀登訓練班，暫定於四月逢星期六舉行，由現任香港代表隊教練陳玉蘭小姐任教，各會員請把握這千載難逢機會，詳情如下：
 - 負責教練 – 陳玉蘭
 - 一講四習，人數 – 12 位
 - 理論課於 6/4 (三) 19:00 – 22:00 九龍公園三號壁球室。
 - 實習課暫定四月份四個星期六，地點容後公佈。
 - 參加者須自備基本攀登器材，安全帶、防護器及攀石鞋。
 - 參加者必須為本會會員。
 - 填妥報名表格〔可在本會網頁下載〕郵寄到本會郵箱。
 - 以郵戳日期為準，先到先得。
 - 截止日期為三月二十日。
 - 費用 HK\$800。

【二月、三月份會活動】

所有活動老幼咸宜，唯**必須報名參加**，若無人報名活動將自動取消。有意者請至電聯絡活動負責人。

所有活動參加者必須自備糧草、安全帶及攀石鞋。

二月：

- 20/2 自殺崖攀石
 - ◆ 負責人文志光。[90283434]
 - ◆ 集合時間：8:30。
 - ◆ 集合地點：彩虹地鐵站恒生。
 - ◆ 自殺崖位於飛鵝山山頂，由山腳步行約 45 分鐘。
 - ◆ 攀登難度低，俯瞰整個東九龍，優美風景儘入眼低。
 - ◆ 參加者須協助背負部份攀登器材至山頂[集合後分發]。

三月：

- 20/3 春茗及下花山抱石
 - ◆ 負責人：柯弘毅。[94777694]
 - ◆ 地點：下花山及荃灣區酒樓〔春茗〕
 - ◆ 抱石 Bouldering 集合時間：09:00
 - ◆ 集合地點：荃灣地鐵站
 - ◆ 春茗報名截止日期：7/3
 - ◆ 春茗費用：參加者需自行支付約 HK\$150，三歲以下免費，十二歲以下半費。
 - ◆ 報名後，直接交費予負責人。
 - 13/3 花山瀑布石
 - ◆ 負責人 文志光。[90283434]
 - ◆ 集合時間 9:30am
 - ◆ 集合地點 北潭涌巴士站
 - ◆ 參加者需自行帶備個人攀石器材
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