

A Guide to Riding in the Remote Areas of the Yorkshire Dales National Park.

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Riding in remote areas of the Yorkshire Dales will have an element of risk, which of course is an important part of the adventure. Without an element of risk, the adventure would be reduced to the commonplace and the experience less worthwhile. So the risk is essential, but so is the assessment of that risk. First lets consider what could generally be perceived as a remote area. If you've never visited an area where you can ride for an hour or two and not meet anyone or see any town, village or habitation, then you are likely to perceive this as being remote. When, because of bad weather, visibility is less than 20 metres and there are no signposts, then you are also likely to perceive this as being remote. Combine the two, add wind, rain, sleet or snow and you will not only feel remote, you may also feel exposed, concerned and even frightened. If you are also inexperienced then you're now in a remote area and in trouble. We haven't even mentioned bogs, stony tracks, and rivers, large hills and gates that are very difficult to open.

The Yorkshire Dales can at times contain all these elements of risk.

The following article should at least make you aware of the problems associated with riding in the remote parts of the Yorkshire Dales and go some way to addressing how to overcome them. Because of the vast range of experience and abilities of both horse and rider, there is no simple set of rules to follow, you have to **think about what you are doing and be honest about what you are capable of doing.**

Part 1 of this article along with map and photos should give the rider some idea of the landscape, rights of ways and weather conditions in the Dales, Part 2 is as near to a list of do and don'ts, Part 3 Map reading and finally Part 4 Case Studies of difficulties experienced in the Dales.

Part 1

The Yorkshire Dales Landscape

In 1984 the Yorkshire Dales National Park carried out its first review of the Park. In that review there was a section that outlined the distinctive character of the different areas of the Park by Landscape Zones. The Map of Landscape Zones along with the brief descriptions of each zone should provide the rider with basic information about the terrain through which they will ride.



Dales Heartland and Three Peaks



Bridleway passing Crina Bottom leading to the Top of Ingleborough

The weathering of the Great Scar Limestone has produced a series of features that is unique in Britain: limestone pavements, cliffs and scars, cave systems and underground rivers occur from Whernside in the west to Malham in the south. These features blend into a wide, sweeping landscape of pasture and meadow, in which the isolated Millstone Grit caps of the Three Peaks are dramatic landmarks. There are few woods and trees but the system of dry stonewalls is extensive.

Villages are small and the number of field barns is decreasing. There is

widespread evidence of historic interest ranging from hill forts to Celtic field systems. Public access is widespread and in places intensive.

Southern Fringe

There is a small zone between Settle and Threshfield that forms a link with the lower, more industrialised countryside outside the Park. It is gently undulating, still predominantly grassland, and contains some of the few areas of traditional parkland in the Park. Hedges combine with walls, and trees and small woodlands are important.

Eastern Moors

The Millstone Grit outcrops in the south and east of the Park extend eastwards into Nidderdale. The acid rock produces moorland vegetation dominated by heather and bracken. The woodlands, which include the best oak woods in the National Park, cover many of the lower slopes where extensive coniferous plantations are also evident. The valley of the Wharfe provides a dramatic backdrop for Bolton Abbey and here and on the moors public access is widespread and in places intensive.

Mid-Wharfedale

From Beckermonds and Litton to Stump Cross Caverns, the landscape is dominated by the Carboniferous Limestone and by the Rivers Wharfe and Skirfare. Although the landscape character changes from the remoteness of Littondale and Langstrothdale to the more densely populated countryside around Grassington and Burnsall, outcrops of limestone and hanging woods are constantly recurring features. The valley floors are flat meadowland and permanent pasture occupies the valley sides. Dry stone walls are typical features of the landscape and villages range from hamlets such as Halton Gill to the small town of Grassington.

Central and Northern Watershed

The Millstone Grit sweeps across the centre of the Park from east to west and then northwards to form a spine from which radiate the surrounding dales. The bleak moors are used as high pasture and are frequently dominated by heather although they also contain extensive upland bogs. Boundary walls traverse the area and there are a few isolated farmhouses. The largest single block of commercial afforestation in the National Park occupies much of Upper Langstrothdale and other blocks are becoming established in Widdale.



Ingleborough from Cam Fell

Wensleydale

This is the widest of all the dales, with a system of side dales unlike that of any other. Limestone outcrops of the Yoredale Series, often with horizontal bands of woodland, extend along the upper slope of the valley above the pasture and meadow. The side dales are narrow and remote: Wensleydale itself is dotted with small villages and field barns are frequent in the wall-enclosed meadows. The River Ure has developed dramatic waterfalls at Aysgarth. Visitors tend to concentrate at the waterfalls and in the villages.

Northern Dales

Swaledale and Arkengarthdale are narrow limestone valleys enclosed by the Millstone Grit of the northern watershed. The small walled fields with their barns are particularly distinctive features of upper



Cautley Spout - Howgill Fells

Swaledale. There are a few woods in the upper dales but in the Swale gorges near Richmond, broad-leaved woods clothe the steep slopes. Extensive remains of the lead mining industry are found throughout both dales.

North Western Fells

The ancient rocks of the northwest corner of the Park have been eroded into steep-sided, bare, rounded hills that extend northwards outside the Park. The vegetation is grass and heather moorland and there are very few trees. There are isolated farmhouses, similar to those in the Cumbrian dales.

Weather Conditions in the Yorkshire Dales.

In the high remote parts of the Dales difficult conditions are the norms not the exception, snow and sleet can be expected even as late as June. In the summer heavy rain can very quickly swell rivers and streams making fords dangerous and impassable. Many a caver has lost his life because of these flash floods. Some routes are impassable for most of the year depending on the how wet the winters have been. Bad visibility, mist and low cloud, is also common and unlike the walker you can't climb over a wall with your horse if you can't find the gate. It is the unpredictability of the weather combined with where it can catch you out that are the main dangers, therefore if the weather forecast is not good don't go into the remote areas. One can expect extreme conditions on British hills, you are **not** unlucky if you meet them, but lucky if you don't. There are many trails in the Dales that are in excess of 1,600ft (500 metres). For example; the "Craven Way" from Ribbleshead to Dentdale, "Cam High Road" Ribbleshead to Hawes, the unclassified county road from Arncliffe Cote to Street Gate at Malham Tarn, Gilbert Lane and Busk Lane Tracks from Buckden over to Bainbridge and many more. High on the fells the wind is greater and can be 2 to 3 times the speed of the wind in the valley. The effects of rain are often more dangerous than snow, wet can destroy

insulation and rapidly drop body temperature.

Note! A 7-day regional weather forecast for West and South Yorkshire and the Dales can be acquired by telephoning 09068 232 787, all calls are 60p per minute.

Remember: Time and weather are your main concern in the hills, dress appropriately and allow plenty of time to complete your ride. It always takes longer than you expect.

Access for the Horse Rider

There are approximately 1315 miles of definitive footpath and bridleway in the Yorkshire Dales National Park, of which about 30% are bridleways (385 miles of bridleway). There are also approximately 130 miles of Unclassified County Roads (UCR) to which the rider has access. There are also in excess of 100 miles of Ratione Tenurae Roads ((RT roads) public roads not maintained at the public's expense). Some UCR's and RT roads also have lower rights that have been recorded on the Definitive Map the remainder are shown on the List of Streets and other archival documentation not readily available to the horse rider. Therefore there are many routes to which the rider has access and some of the tracks shown on the OS Maps are not shown with any status at all. The Ordnance Survey Maps does not show UCCR's or RT roads unless they also carry lower rights as footpaths, bridleways or byways open to all traffic (BOATs). In 1999 the National Federation of Bridleway Associations started to publish on its Web Page all the Obstructed or Dangerous Bridleways in the Yorkshire Dales National Park, to date there are in excess of 20 such bridleways and more which have been reported but have yet to be surveyed. All this makes it very difficult for the rider not familiar with the Dales to plan a route. Not all riders who encounter difficulties or blockages report them and the Park is too big for any single person to know the exact status of all the rights of ways at any one time. What may have been rideable one month may not be the next.



The Slopes of Ingleborough in May

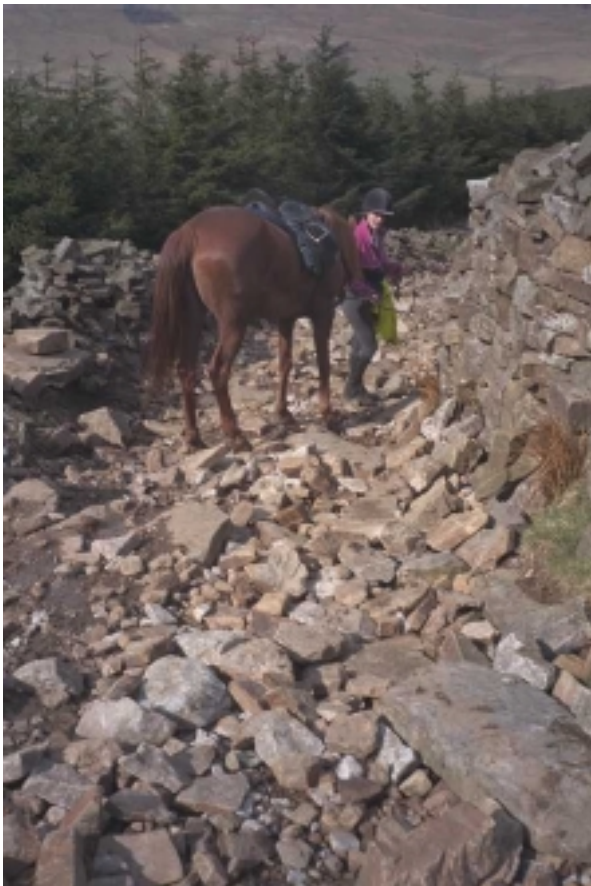
All these problems associated with accessibility only reinforce the previously mention statement under weather conditions: **allow plenty of time to complete your ride, it always takes longer than you expect.**

If you intend to ride in the Dales for the first time or just want an up date then, if you have access to the Internet, visit the Federations Web Page at www.rightsofway.org.uk or telephone John Conway at 015242 41254 after 6-o-clock in the evening. Also contact John if you encounter any obstructed bridleways or ones that you consider dangerous. A copy letter should also be sent to the Yorkshire Dales National Park Authority addressed to the Recreation and Access Dept., Yorkshire Dales National Park, Colvend, Hebden Road, Grassington, Skipton, North Yorkshire, BD23 5LB.

To ride safely in the remote areas of the Dales it goes without saying that you must be able to read a map and use a compass. The essential four OS maps are, "Outdoor Leisure Maps" 2,10,19 and 30 scale 1 : 25,000 (4cm to 1 Km - 2 1/2" to 1 mile).

Condition and Grading of the Bridleways Tracks and Roads

The history of the tracks and roads in the Yorkshire Dales dates back to Prehistoric, Roman, Monastic and Industrial times with each adopting, modifying, abandoning and adding new route to their predecessors.



Track off Cam Fell

The character of the tracks that remain to day depends upon what they were originally designed for or modified to before they were abandoned.

Today's rider can experience all the historical phases of this very rich network of rights of ways, form hardly distinguishable tracks over inhospitable moors and fells, narrow packhorse trials, wide drovers roads and old carriage roads with all manner of fords, bridges and gates. From the time of abandonment up to the introduction of heavy and powerful agricultural vehicles and the steady increase in recreational activities, the old tracks grew old slowly and gracefully without maintenance. This is not the case today; many bridleways, tracks and roads are in a terrible condition that makes traversing them difficult, dangerous or impossible. It is not therefore possible rely on working out from the OS map alone the grade or difficulty of a chosen route without also having some first hand information of the routes condition just prior to the time you intend to ride. High altitude tracks, especially those which cross the Central and Northern Watersheds can fall into disrepair incredibly quickly, a collapsed drain and a bad winter plus aggravated vehicle use are all it takes. The only answer to this problem is good feed back from those riders who traverse these routes and the National Park Rangers. To this ends the YDNP will establish a 'Condition of ROW working group' to develop appropriate means of collecting information, incorporate first-hand information on the condition of routes on the ground and explore involvement of Three Peaks Bridleway Association volunteers in surveying routes suitable for horse riders and cyclists. A possible method of grading

routes based on the speed that an average rider can complete the route, along with a note on how the route rides in particular weather conditions will also be explored. Reference can also be made " Obstructed or Dangerous Bridleways in the YDNP" on the Internet at www.rightsofway.org.uk it is

intended that this web page will, in the future, carry photographs of the particular obstructions and dangerous sections and will continue to offer the best ways around these difficulties.

Part 2

Planning your Rides in the Dales

Before you plan your route consider the task you are going to undertake and ask yourself these questions.

How long will it take, am I fit enough, is my horse fit enough, if I'm riding with others; are they and their horses fit enough?

In an unfamiliar area, riding is slower than riding on home territory. Experienced riders can average about 4 to 5 miles per hour (mph), but slower over hard terrain and quicker while trotting on the road and tracks. **Do not compare ride times with those achieved in endurance riding competitions**, it's an entirely different game.

To gain experience a little practice would not go amiss before attempting long rides or multi-day rides, especially if they are in remote country. Try riding four hours consecutively on a Saturday and Sunday, then over the three days of a Bank Holiday. Get someone to take you riding in a remote area in both good and bad weather. Alternatively, visit one of the Trekking Centres in the Yorkshire Dales National Park.

Safety for Horse and Rider Riding in Remote and Hilly Country

General

1. Ensure that someone knows your route, destination and expected time of arrival, so that you would be missed if you did not arrive and they would know where to search. Ensure that any escape route you might take in bad weather is also known. With the advent of the mobile phone, keeping people informed is much easier, but don't rely on this method of communication, mobile phones don't always work in the Dales, talk to your phone company if you need to. In a serious emergency the Mountain Rescue Service, manned by volunteers, can be called by dialing 999. **Do not abuse the Rescue Services**, they must only be contacted in an emergency.
2. Always carry the appropriate 1:25,000 Ordnance Survey map in a weatherproof case. A compass to check the direction, a whistle to attract attention if injured and a torch to read the map in poor light.
3. Note the weather forecast, and do not go into remote areas if it is unfavourable but ensure that you inform those who are expecting you that you have changed your plans. A 7-day regional weather forecast for West and South Yorkshire and the Dales can be acquired by telephoning 09068 232 787, all calls are 60p per minute.
4. If you have to leave an injured person, or horse, alone while you seek help, make sure they are left well wrapped up and that you know exactly where to come back to or to direct others to, not as easy as it may seem when you are leaving.

Solo Riding

Some people prefer to or can only ride on their own. Remember that in remote or hilly areas, the risk of becoming stranded following an injury or illness is greater than it might be if you were travelling with companions. You should be a very experienced rider and both you and your horse should have proved your competence in remote hilly areas in all weather, before Solo Riding in the remote areas of the Dales.

Remember: Time and weather are your main concern in the hills, allow plenty of time to complete your ride. It always takes longer than you expect, but don't forget to take care on the roads as well.

About yourself

1. The two most hostile elements that distance riders or serious trail riders face in Britain are the rain and the wind. Most riders will only associate hill and mountain hypothermia with the cold, but the colder it is, the warmer you dress, and the more aware of the temperature you are. The sad fact of the matter is that hill or mountain hypothermia most commonly occurs when the ambient temperature is between 5 deg. C and 10 deg. C. If you are soaked to the skin, your wet clothing will conduct heat away from your body at many times the rate as similar dry clothing. It is essential that you have adequate protection against both the wind and the rain. Consider jackets made out of a modern, two-way 'breathable material' that are both light and waterproof. Clothing need not be bulky or expensive. Although several layers of cotton or thin wool will be far more useful than just one sweatshirt or a large jumper, it is better to use modern thermal underwear or fleece because cotton will absorb sweat and hold it, whereas thermal underwear will allow the moisture to wick away from the skin. Warm air will be trapped between the layers and provide better insulation and you can remove a layer as you get hotter. Similarly, a top with a zip down the front allows you to ventilate as much or as little as required. Remember you will be in the saddle a long time; ensure your jodhpurs and underwear fit extremely well. Modern endurance riders now wear riding tights, half chaps' (gaiters) and lightweight walking boots. **It is not advisable to ride in jeans.** Over trousers will be required if you intend to ride in all weather and again these can be made out of a modern, two-way 'breathable material' which are both light and waterproof.
2. Carry with you: emergency rations, spare warm clothing, a first aid kit for yourself and the horse (ask your vet for advice), a whistle and a survival bag (a heavy-duty polythene bag for body insulation in an emergency). Ensure that your means of carrying these items do not prove a nuisance to carry. Carry the whistle, your first aid kit and the survival bag in a "bum-bag" tied around you, so if you get dumped on the floor at least you will have the means to attract someone and keep warm. If a real emergency occurs when out on the hills the **international distress signal** is six loud blasts of a whistle, repeated at one-minute intervals. Carry a card with some basic information; who you are and where you live and who to contact in the case of an accident, any medical information such as blood group and if you are diabetic etc. and all those telephone numbers you will need if an emergency occurs.

Your Horse

Some horses may not be happy or suited to some of the tracks and roads in the Yorkshire Dales; think about whether yours is likely to be happy on steep slopes, rocky surfaces, or on boggy ground. Native ponies are much more likely than most; to be sensible about bogs, how is your horse in traffic? Are you overhoused? Remember you will have to dismount to open most of the gates in the Yorkshire Dales and serious map reading is better done on foot and out of the wind. Consider your companions and their horses, you will progress at the level of the "weakest" member of your party. It is advisable to ride with a headcollar and lead rope as well as a bridle, or with a combined headcollar bridle, so that you can tie up your horse when you stop and lead it on steep or rough sections. Synthetic riding gear is lighter and more convenient especially, if riding continuously day after day in bad weather. You may want to consider fitting a breastplate that will prevent the risk of your saddle slipping back on steep climbs. Remember that if your horse should lose a shoe or go lame you may have to walk for a long distance over rough country so your footwear should be suitable for walking as well as riding. Pay particular attention to your horse's shoes. Make sure your horse has been recently shod before you start out. The tracks in the Dales are stony and if your horse has sensitive feet, you may need to have your horse shod with pads (ask your farrier). If you carry, Equiboats / Shoof / Dalmar Clog, ensure they fit your horse and that you know how to fit them. Carry a spare set of shoes, you could lose one on the first day.

Part 3

Map Reading

Understanding the different map scales is not as difficult as it may seem! For example, 1:50 000 (the Landranger series) means that 2cm equals 1 Km. Remember, a map is simply an accurate picture of the ground as seen from above, with size and distance relative to the scale employed, and features denoted by particular symbols.

In order to measure the approximate distance of your route, take a piece of thin string and lay it carefully along the exact route on the map - then lay it straight along the scale line on the map's margin. One misconception is that you travel much further going up and down hills, you do but it is a very small amount, however, never overlook the extra effort involved where significant height is lost or gained. With practice, you will soon begin to use your eye to estimate inches or centimetres along your set route, and convert them into miles or kilometres.

It is important to understand the symbols and features on a map: buildings, woods, a church with spire, electricity pylons, disused railways, scrub or marshland, scree slope or crags, etc. The best way to recognise them is to relate both map and features when out in the countryside itself. Similarly, the skills of appreciating relief and contours denoting the shape of the land are best acquired through practice and experience outdoors. From the natural features indicated on the map you should recognise overall height (low/high ground), the steepness of slopes (e.g. tightly packed contours mean a steep slope), and the major natural landforms: valleys, ridges, spurs, etc. Pay close attention to the contours, since they vary from 5 to 10 metre intervals on different types of maps.

There are certain map markings that do not show on the ground, such as parish boundaries and footpaths. But take note: for every right of way indicated on the map you will usually find a path or track on the ground, but in less well walked areas the path may not be visible.

"The most important part of successful walking navigation lies in the use of the map. No matter how good your compass technique, it is useless unless you have at least the modicum of skill at map interpretation" (Kevin Walker, professional mountain walking instructor) and don't forget that the principle of navigation with a map assumes you know where you are to start with.

Remember that a map is out of date as soon as it is published, since the landscape is ever changing: paths and bridleways can be diverted; landslides may occur suddenly, new roads are built and forests planted.

Grid references

On all OS maps for walkers there are a series of vertical and horizontal lines overlaid for mapping purposes. It divides the country into 100 km squares, and within each 100 km square, numbered grid lines are placed at 1 km intervals. These can be used in assisting with navigation, and also as a means of identifying a precise location on the map (the grid reference). The method is explained in the key to most maps.

Using the compass

Many people who walk or ride in lowland areas never use a compass at all, and rely purely on map-reading skills. However, the ability to use a map and compass will help you follow your route with much more accuracy, particularly in woods, and in the hills it is a vital skill that could turn out to be a lifesaver. The following notes simply identify the main points - to learn how to use a compass properly you should consult one of the recommended books or, better still, take a short professional course. Remember, you must ultimately practice out in the countryside and on a regular basis if you want to acquire effective and lasting navigational skills.

The compass is an integral part of navigation. The walker will need what is known as an orienteering or protractor compass with a rectangular base plate; although more sophisticated (and expensive) optical sighting and mirror sighting compasses are also used. The compass can be used in a number of ways, but there are three main techniques that should be mastered:

1. Travel on a bearing (the angle between where you are and where you want to go): first find the grid bearing from your location to your objective; second, convert the grid bearing to a magnetic bearing; third, travel on the magnetic bearing. Note this may be extremely difficult to do for the horse rider who may have to deviate around bogs, peat hags and ditches not to mention finding a suitable fording place for the horse.

2. Set the map by compass (in other words, correctly aligning the map in the direction you are facing).
3. Check the direction of the path or bridleway.

Part 4

True Case Studies on difficulties encountered by riders in Yorkshire Dales

The purpose of these few case studies is firstly, to show you that misadventure do happen whilst riding in the Yorkshire Dales and secondly to enable the reader to learn from other riders experiences.

- 1 Sunday 2nd July 2000 - On a very wet and misty day five riders set off from Blackburn Farm at Gayle, just out side Hawes, to continue a multi-day ride through the Dales for the Fat Lamb Inn near Kirkby Stephen to Long Preston. Leaving their overnight accommodation they made their way to Burterset then up the bridleway towards Cam High Road. They followed the track to a gate and onto the open fell where three paths seemed obvious. They tried one, which petered out and returned to the gate. Vicky armed with compass walked a way in the direction she thought was correct and Eve rode round on a path which followed the wall. Both then returned to the gate and they then decided to follow the wall. Because of the mist they did not realise that they were following the bridleway round Drumaldrace but thought that if they kept going they would soon see the Roman Road (Cam High Road) but they didn't. Instead they came across a horrid bog where they had to jump down. Three fell ponies scrambled through but Eve's horse kept sinking and lunging out and the fifth pony wouldn't go through. Eventually they found another way to jump down and then all continued to follow the wall on their right. The three on the Fell ponies rode and the other two walked and lead their horses. They did eventually meet Cam High Road after loosing their bearings in the mist. After this experience and the mist they decided to alter their route and follow the Cam High Road and the Pennine Way down to High Birkwith and Horton-in-Ribblesdale instead of going over Horse Head Moor because the information on this high level routes condition was two years old.
- 2 August 1994 Three girls completed a six-day ride in the Dales covering 130 miles. The following is their account of what happened on the first day: -

"Sunday: Having fed the horses before breakfast so they can digest it while we have ours, we hope that they can be caught once more to be saddled-up! On leaving the farm we turn onto the road towards Horton, over the hump-backed bridge, immediately left pass the pub and onto the Pennine Way heading towards Cam Fell. Mountain-bikers, walkers and cavers were part of the scenery, so we were not alone. Three miles further on the Pennine Way turned left but on this occasion we decided to carry on towards the Langstroth Dale passing through the Forestry Commission Woods. There was quite a few gates on this section, none of them rider-friendly, meaning that we had to get off and on because the catches were half way down the gate and no way could you reach from the saddle unless of course you happened to be riding a Shetland, (perhaps that's he answer). We followed the road beside the river when we came across the teddy-bears picnic, which was a sports car rally in disguise, we were all praying that the horses would go past without too much fuss or we would be white-water rafting down the river instead. At last our first bridleway sign and it was going in the direction we wanted. Just as we started up the hill, eight or nine scrambling motorbikes shot past us at great speed and noise, by the time we got our act together, they had disappeared from view but still making a dreadful racket. The hill got steeper and steeper, colder and colder, then I suddenly realised that my saddle had slipped further and further back and I could read Gaye's freeze-mark which was normally underneath the saddle, if I didn't get off and re-align the saddle, the chances of me and the saddle sliding over her tail was a foregone conclusion. With great difficulty I dismounted and stood on a near vertical hillside and put the saddle back where it should be in the first place. Both dawn and Shirley's

skullcaps were blown off in a galeforce wind, which they both retrieved. As we went over Little Fell, frozen rain fell from the skies, and riding was supposed to be fun? Going down the other side was a bit better as we zigzag our way to Litton. On reaching the road turned right to Foxup Moor along the blue marked bridleway for about four miles, the path surface was deteriorating fast, I somehow negotiated a way round, both Dawn and Shirley were hesitating, while they plucked up courage to follow me, I went on to see what lay ahead. What I saw made my heart sink, there was a bridge over a black hole, with very few planks making it unsuitable even to attempt to cross with horses, with Horton so near and yet so far, I returned to my companions to find that they had indeed crossed over the muddy patch only to say for safety sake we must retrace our steps. Somehow got passed the muddy patch with the three of us feeling very scared and frightened, we were soon back on the road. It was mid-afternoon by now we didn't like the idea of returning the way we had come and voted to follow the road to Stainforth, a distance of eight miles, this was not without problems either. We had a couple of cattle grids to pass by, using the horse gates, four miles further up the road and the last gate to freedom, disaster struck. The hinges had dropped and the gate was well and truly jammed fast. No way did we have the strength or the tools to deal with this. By now we were tired and felt so alone, when a car came up to the cattle grid, the driver and his wife could see that we were in trouble and they stopped, what a sheer relief. He could see what the problem was and by chance he happened to have a crow-bar in his car - perhaps he has helped damsel's in distress before - at last released from our prison we made our way to Stainforth, turned right towards Horton and home, a distance of another six miles. We had travelled 36 miles in eight hours, tired and hungry and more than ready for bed."

3 The following is an extract from John Conway's ride log for Inca Princess: -

Saturday 19th June 1999

Over to Kettlewell to look at Walden Bridleway. From Kettlewell up Top Mere Road, left onto Starbotton Road, right across bridleway to Walden Road and up onto parish boundary, across to Hard Rake Quarries and down to Fosse Gill Pike. Back same way to parish boundary and all the way down Walden Road into Starbotton then road back to Kettlewell.

Weather drizzly and misty clearing up as day went on. Rode out with Rachel and Rosie from car park in Kettlewell. First mishap on bridleway across from Starbotton Road to Walden Road, Rosie sunk in water logged hole on bridleway, went over backwards and cut her off fore leg, fortunately not badly. Next incident was on boggy ground just above Fosse Gill Pike when Inca went down in bog and it took 3/4 hour to dig and roll her out of bog onto slightly better ground. Inca now very tired! Shortly afterwards on our retreat Rosie lost a front off fore shoe and we had to walk all the way back over Buckden Pike ridge and all the way down into Starbotton where we mounted and plodded back along the road to Kettlewell. Both horses OK - very serious incident nearly lost Inca better keep away from bogs from now on!

Start time 11:20 hrs. - Ride Time 5.16 hrs. - Distance ridden 10.6 miles - height climbed 550Metres.