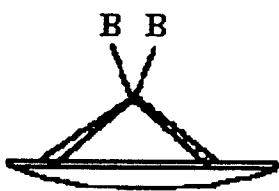
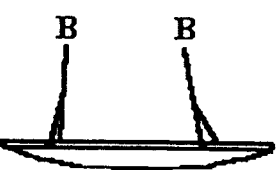
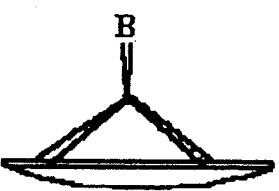
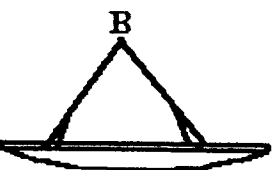




How about a Lowering Operation with Two Tensioned supporting elements?

An examination of the literature shows that there is some confusion about the naming of these systems. The following appears to conflict the least with recently published material and supplies the necessary distinction if close attention is paid to the correct application of the terms. In all four cases it would be possible, with various levels of complexity, to add a third rope for a belay in its traditional sense. This is seldom seen in practice. In most cases the operators of these systems intend either rope to act as the backup in case of the failure of the other. This is termed a conditional belay. Close attention must be paid to the mechanism that can make this type of belay successful or one will instead have a pseudo conditional belay.

	<u>1 POINT ATTACHMENT</u> (most often with 1 attendant)	<u>2 POINT ATTACHMENT</u> (most often with 2 attendants)
TWO BRAKES ON TOP	 <p>TWO ROPE</p>	 <p>DUAL ROPE</p>
ONE BRAKE ON TOP	 <p>TWIN ROPE</p>	 <p>DOUBLE ROPE</p>

It would appear that there could be parallel chart with four types of two tensioned rope lowering systems with traveling brake(s) on the stretcher rather than on top of the cliff. In practice only one of them is regularly seen and it would be properly termed the traveling brakes dual rope system. Again, a third rope could be added for a belay however, this would negate many of the advantages claimed for this system. If only the two lowering ropes are used to back each other up we have a conditional self belay. The significance of the added features that must be present to prevent this from becoming a pseudo conditional self-belay cannot be overemphasized. Considering the difficulties in attaining security in this system, even when auto belay devices are used, one should be cautious when evaluating it and not let its other advantages over balance this and the other disadvantages it has.