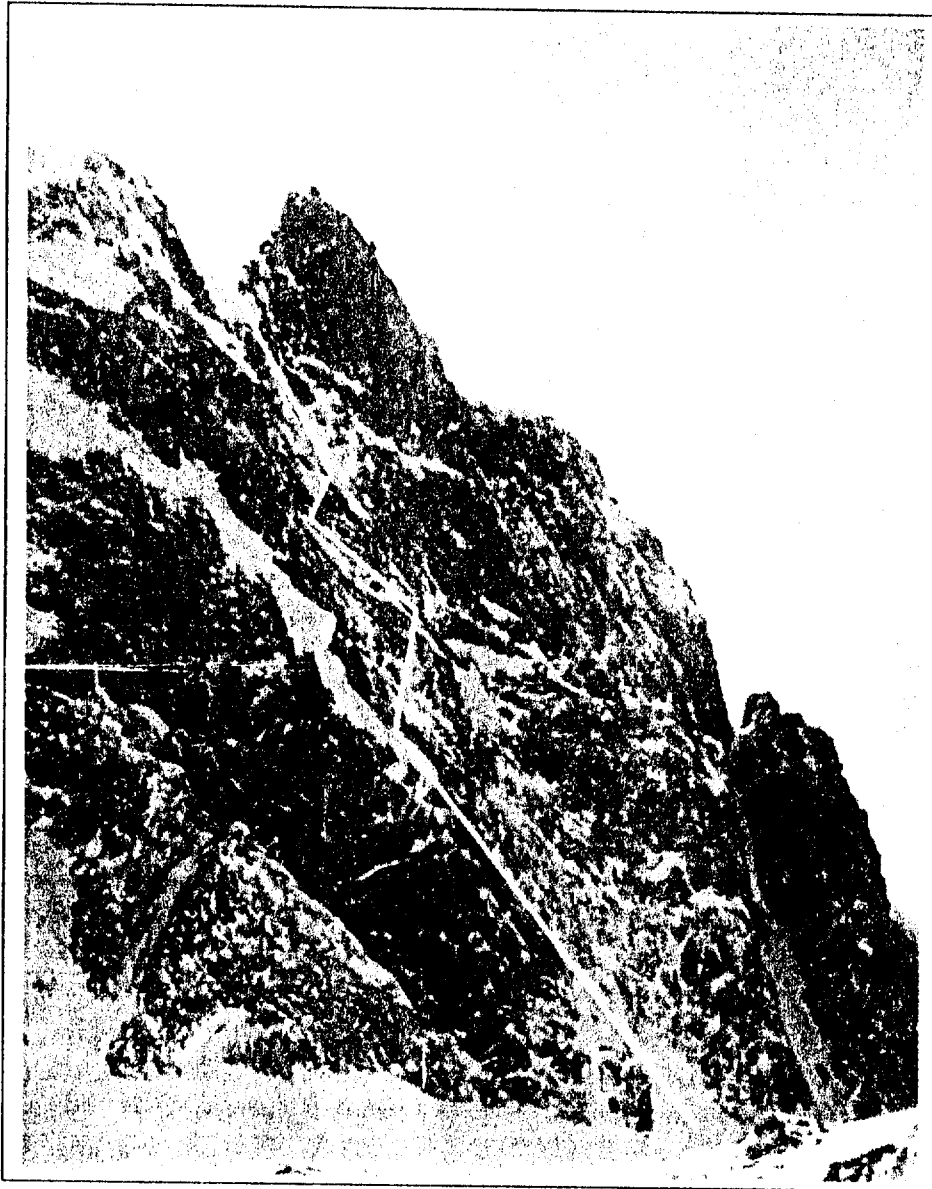


GREENLAND WINTER EXPEDITION 2001

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Supported by

**BRITISH MOUNTAINEERING COUNCIL
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**MOUNT EVEREST FOUNDATION
NICK ESTCOURT AWARD**

Assistance from

**NORTH CAPE RAB CLOTHING TROLL EQUIPMENT
TERRA NOVA GARMIN WHOLEBAKE**

Dates

30TH MAR 2001 – 3RD MAY 2001

Location

**KNUD RASMUSSEN GLACIER,
SCHWEIZERLAND, EAST GREENLAND.**

Climbers

**AL POWELL JON BRACEY
CHARLES HALSTEAD JON MORGAN**

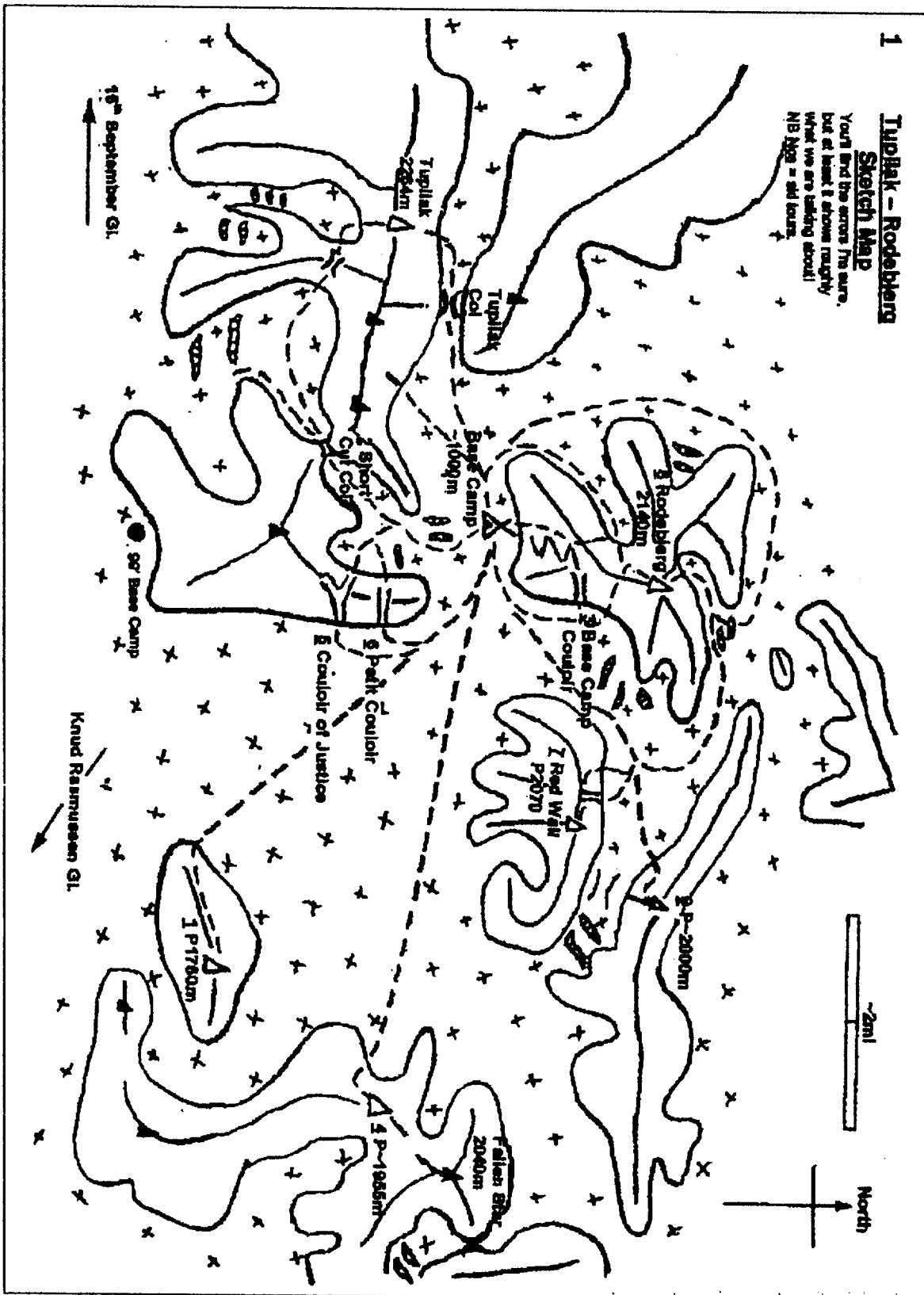
ABSTRACT

First Ascent of N Face of Tupilak (2264m, 66°19'N, 36°32'W) in the Schweizerland region of East Greenland. New route on S face of Rodebjerg and several first ski descents in the Tupilak/Rodebjerg area during April 2001.

ExpPg 01/16

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2 Introduction

Schweizerland lies on the East coast of Greenland 80km N of Ammassalik and the airstrip of Kulusuk. The area around the summits of Tupilak and Rodebjerg contains a number of Alpine faces and couloirs suitable for mixed climbing and steep ski descents. This report is intended to help other parties interested in visiting the area early in the year, in addition to recording our own activities. So if you fancy your chances battling the arctic cold, or (more likely) cruising acres of steep and deep - then read on.

Team This consisted Al Powell, Jon Bracey, 'Stan' (Charles) Halstead and Jon Morgan climbing as two pairs and skiing as an awesome foursome. All are referred to by initials in the report. With a good balance of youth and experience, this made for a harmonious team.

Plan The idea had been to visit East Greenland early in the year to attempt some technical winter climbing as no one had yet tried, plus undertake a few good ski descents. We decided to helicopter directly into BC to maximise time, rather than undertake a lengthy ski approach with pulks.

Objectives Our objectives were to make the 1st ascent of the N Face of Tupilak and explore the area for winter climbing and skiing potential. As Tupilak was duly climbed, together with a new route on Rodebjerg and several excellent ski descents - we had a very successful trip.

3 Expedition Diary

Date	Event	Weather
30 Mar	Fly Stanstead - Reykjavik. Bivi in Camp ground.	Cloudy
31	Fly Reykjavik - Kulusuk. Chopper delay, bergs, camp out.	Sunny
1 Apr	PM Fly to Rodebjerg. Load carry to BC site.	Cloudy, brighter later
2	AM Sorting BC. PM recce Rodebjerg + Tupilak.	Sunny
3	Ski asc of P1720. Awesome powder ~35dg 8hrs to BC	Mist y cloud + Sun
4	Drying kit. PM AP+JB abort ski nr BC due to avalanche risk	Cloudy start then Sunny
5	Igloo building. PM Explore sht cut col+ski couloir OJ (40dg)	Sunny
6	Igloo Building Day	Sunny
7	AP+JB start Tupilak, bivi. JM+SH Skin to col nr P~1955+bivi	Sunny
8	AP+JB do 2 pitches+abb off. JM+SH traverse P~1955	Sunny
9	Rest Day	Cloudy
10	JM+SH climb S pillar Rbjerg, bivi.AP+JB ski BC coul.~45dg	Sunny
11	JM+SH return to camp AM. PM all recce couloirs+Tupilak	Cloudy AM, Snow PM
12	Dossing - snow, wind + poor weather	Snow, cloud + windy
13	PM Skied Petit Couloir. Weather slowly improving	Snow AM, cloud PM
14	All ski/climb P2070(Red Wall) W ridge + Ski N couloir.	Sunny
15	AP+JB haul gear to Tupilak. SH+JB likewise to Rodebjerg	Sunny AM, cloud later
16	JM+SH finish off Rodebjerg AP+JB bivi 2/3 way up Tupilak	Sunny
17	AP+JB finish Tupilak + bivi on col. SH+JM retrieve their skis	Sunny + high cloud
18	SH+JM place skis on col AP+JB abb S face+col+ ski to BC	Cloud and some snow
19	JM+SH ski couloir OJ from top (50dg start) 750m in total	Cloud AM, Snow PM
20	All Doss - snowing	Snowing all day
21	Still dossing	Still snowing
22	All ski round Rodebjerg + climb NW ridge. 8 1/2 hr round trip	Cloud clearing to Sunny
23	All rest and eat	Sun AM, few clouds PM
24	All attempt couloir nr BC+retreat. PM ski couloir OJ from top	Cloud AM, Sun PM
25	AP+SH+JM ski P~2000 N of Red Wall 5 1/2 hr round trip	Sunny
26	No sign of chopper. Weather craps out by L/T	Blizzard PM + night
27	Stuck on glacier waiting	Cloud AM, sun PM
28	Waiting all day. Chopper pick up @ 8pm. Sleep Kulusuk YH	Sunny
29	Stormbound in Kulusuk	Blizzard
30	Stuck in Kulusuk, dance PM	Blizzard AM clearing PM
1 May	Flight cancelled, move from YH to Airport to Hotel	Sunny
2	Fly Kulusuk to Reykjavik. Lost luggage in Greenland	Sunny
3	Fly Reykjavik to Stanstead. Hire car to Yorkshire	Overcast

4 Travel

Basically we flew to Kulusuk via Iceland, collected our airfreight and choppered into BC. This presented a bit of a delay on the way in and all kinds of mayhem on the way home.

Flights We booked in Feb over the net for GO flights to Reykjavik (they start up on 26th Mar) – trading up to a 'Saver' fare so we could change at 2hrs notice (for a £25 charge) in case of delays on our return. Stanstead – Keflavik cost £168 (can be as little as £125). When we came to change the flights at short notice however, the call centre was shut and GO had no system for out of hours calls. After a big ring around we found someone who claimed to be taking care of it, then had a nightmare next day avoiding buying new tickets when they had no record of our calls. After the second flight delay we had to cough up the changing fee yet again.

Reykjavik – Kulusuk flights were booked over the phone with visa for £273 each, direct from Air Iceland (00 354 570 3610). They are now ticketless, so get a reference No before leaving Iceland in order to get on the return flight. Thankfully the check in girls hadn't paid much attention in physics lessons so we managed to get ~140kg of luggage to weigh 68kg on the scales. Winter schedules come out late, but are usually Tue + Sat (sometimes Thur). Allow time in your schedule for delays, particularly in Kulusuk which is highly weather dependant.

NB The airstrip also changes from ice to gravel in mid/late April, so flights always get cancelled for a week due to mud on the runway. The resulting backlog caused us not to be picked up off the glacier on time and hence miss our flights. Further to this, the next flight out got delayed by the continuing poor condition of the runway (a small plane actually crashed trying to land) and to cap things off the baggage handlers sent ½ our kit to god knows where, never to be seen again. Tupilak was obviously exacting its' revenge

Reykjavik The ATM is on the L in the airport foyer for cash (£1~125Isk) and the Flybus to town cost 800Isk. We had problems booking cheap accomodation, as everywhere that was open this early in the year was full (try the Youth Hostel info@hostel.is, Seamans Hostel or Strond Hostel nr Keflavik airport and book early). In the end we bivied at the Summer campground round the back of the YH which was quiet and free. Catch the No 5 bus into town and it takes you straight to the city airport. NB Iceland is on GMT all year.

Kulusuk The village itself is 30min walk from the airport. The shop has been done out recently and has most things you could need – from readybrek to rifles. They also have a cashback facility (Danish or foreign currency). We freighted all our food out, as the shop shuts at L/T Sat for the weekend.

The kiosk in the community centre is open Eves + W/Es with a small selection of food, but importantly this is where you can get a shower (10Dkk) or check out the local disco on a Friday night. No one has running water in the village so it has to be collected from the well and the shit bucket man empties the chemical loos.

The Youth Hostel is run by Icelander Johan Brandsson (160Dkk/night - kulusuk@greenet.gl), but you don't get much for your money. He will pick you up from the airport with a skidoo for another 200Dkk. The best thing going for this joint is that you get to meet lots of friendly locals. About 75% of the villagers survive largely by subsistence hunting + state benefits, so buying a few local handicrafts direct over a cup of tea goes down very well. We got an inkling of just how harsh this spot must be whilst walking through a blizzard to the shower, when we encountered three newborn puppies cowering from the storm in an upturned crate. Next morning only one remained alive, whilst another was being eaten by its mother. A grim place indeed in December. If you have the cash however, or your plane is delayed then the Hotel is the place to stay for decent food and a bed. We also camped by the airport on the way out. NB Greenland is 2hr behind Iceland.

Helicopters These are based in Ammasalik - book with Air Alphas' agent (moh@greenet.gl). The chopper will take 4 people and kit. Our total payload (incl passengers and gear, but not the pilot) was 680kg. We were quoted 35,000Dkk to Tupilak and back, but on the way out delays mean't we got stung another 7500Dkk by Greenland Air to open the airport on a Sunday. Adding this to a slightly longer than anticipated flying time, we ended up paying 45,000Dkk (ie £4K instead of £3K).

Most concerning however, was that we were left stranded on the glacier for 3 days after the pickup date before the chopper arrived and consequently missed our flights. Basically Air Alpha were overstretched and chose to put us at the bottom of the list, despite assurances on the way in that getting us out after a month on the glacier would be a top priority. At best they were slack and at worst negligent, as we had 3 men already frostnipped and were running out of food and fuel.

We were very grateful to Sven the relief pilot (who was only informed we were out there at 5pm three days after our pickup time) and Thomas in the control tower, who realised more bad weather was on the way and worked late to pick us up. The VP of Air Alpha was simply not interested when we phoned and after we refused to be fobbed off he resolved our grievances by hanging up. Give that man a customer service award. In future they are going to advise teams to take plenty of extra supplies, which doesn't really address the issue that when paying a premium price for chopper hire you expect a decent service. To minimise the risk of such problems occurring, I would strongly advise taking a Sat phone (~£400/month) or consider skiing out to the Tasilaq Mtn hut at the end of your stay (there is a radio here and pickup should be more reliable).

5 Environment

Base Camp This was located in a small S facing bay SE of Rodebjerg and offered a sheltered spot close to Tupilak N face, but allowing easy access to other objectives. The helicopter had to land on a small knoll a little to the E due to snow conditions. Once stamped out, the addition of a latrine and finally a large igloo made the spot very amenable.

Our first plan for an emergency snow hole literally fell through when the roof sagged, but the igloo proved invaluable in combating low evening temperatures and periods of poor weather. During a stretch of milder weather it buckled and dripped alarmingly but remained solid enough for all of us to stand on at the end of the trip.

NB Snow saws would help considerably for cutting blocks. The general plan is to dig a hole to save a lot of work, then build your blocks up in a spiral - tilting in as you gain height. It all gets a bit hectic at the end, till you get the capstone in place. Finally lob a load of snow on to cover the gaps.

Flora and Fauna We saw a snow bunting and one other small bird at BC, heard a ptarmigan and saw a couple of fox tracks and lemming turds. God knows how small birds survive at -30°C . We had no firearms as the chances of meeting a polar bear this far in land are very slim, but it has been known.... Some pencil flares may add piece of mind as deterrent, should 800lbs of snarling meat come tearing at you from over the horizon. Indeed four days before we got back to Kulusuk one of the locals arranged a double barrel reception for a curious bear that was about to take a stroll through town - no doubt attracted by the lure of 'Funky Called Medina' playing at the community hall disco....

Rock, Snow and Ice The region has some excellent rock (see British Schweizerland Exped '99 report) and a lot of choss. In general the rock on most faces was OK for winter climbing purposes, but in April there was very little ice in evidence. There was quite a bit of hard neve in spindrift conduits on the N faces, but apart from Tupilak the area doesn't really qualify as a winter climbers' mecca. As Stan and Jonny discovered, the S faces tended to be covered in thigh deep sugary mush by mid morning. We had a few good dumps of powder however, so enjoyed a lot of excellent skiing down surrounding peaks and couloirs. Glaciers were well covered as you'd expect at this time of year and presented minimal dangers (apart from our sojourn through the icefall N of Rodebjerg).

Weather It was cold... When we arrived daytime temps hovered around -20°C , dropping to -35°C in BC at night. Despite this it felt quite warm on still sunny days and wasn't too grim for technical climbing in the shade, though cold feet were a constant problem (only Stan came home without frostnipped toes). Having read about notorious *Pitera* storms ripping off the icecap at 200mph we were always on the lookout for tell tale (lenticular) alien death clouds, but fortunately nothing too knarly came our way. Poor weather brought in milder conditions akin to alpine winter temps, but it cooled off again at the end of the trip. We experienced a fair bit of clag + snowy weather coming in on a NE wind, caused by depressions tracking across S Greenland. This either restricted us to camp or short days skiing nearby couloirs. Some years see long settled spells in April, though statistically the weather improves through May to bring stable weather by June. Initially it was dark by 8.00pm and light at ~5.30, but night time rapidly shrank to 10.00 while 3.00. Aurora displays were visible on just about every clear night at some time or another, but getting out of a warm sleeping bag to go photograph them proved more of a challenge.

Waste Management We adopted a minimal impact approach as usual - having reduced packaging and equipment brought in to the area as much as possible. A latrine was dug next to BC for human waste, and all other litter packed out to Kulusuk to be burnt before disposing of the ash (it is quite important to burn stuff down, as local disposal facilities are limited). Best practice would be to take some lime and use an expedition barrel for human waste too, though I'm not too sure what the helicopter pilot would think. There are appropriate disposal facilities in Kulusuk though (see comments about Kulusuk above).

6 Climbing

Tupilak (2264m) N Face - $66^{\circ}19'N$, $36^{\circ}32'W$

The N face is 1000m+ high, very sustained and composed of slabs with discontinuous grooves and corner features. We found route finding very intricate on the face - draw a good topo before you set off.

Directissima attempt: JB+AP 7-8/4/01. Optimistically, we figured we ought to first head straight up the middle to see what would happen. On close acquaintance the face proved to be buried in deep snow blasted on by some heinous storm. This meant the mixed and aid climbing was very time consuming and we ended up with a sitting bivi under heavy spindrift bombardment. Next day a couple more mixed and aid pitches lead to a zone of suicidally loose blocks under a roof. With flanking options all leading to slabs and no



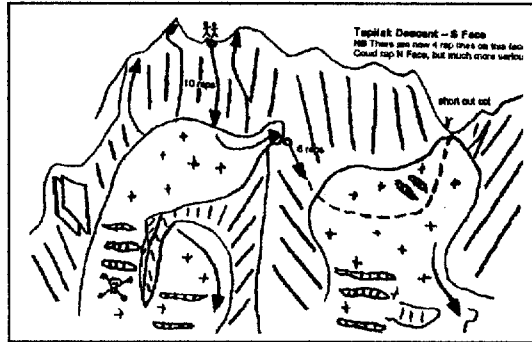
idea where we were on the face, it seemed prudent to ab off and take a proper look.

Silence of the Seracs ~900m, ED2 (26hr climbing, see topo) Al Powell + Jon Bracey 16-18/4/01

Following a good survey of the face we decided to take advantage of the snowy conditions, finding a line that followed a series of ramps and slabs linked by mixed ground. This worked far better (despite a few tenuous sections where the snow was a bit too thin on the slabs).

After a comfortable bivi 2/3 of the way up, more mixed ground lead to the final slab traverse where we had to do a lower off to reach a dodgy belay. The rock got very compact at this point, necessitating a bit of moving together with tied off pegs and skyhooks as runners to reach the top grooves and hence the col where we made a second bivi.

Any thoughts of aiding/rock climbing to reach one of the summits were dismissed at 4am when the weather closed in amid a sprawl of alien death clouds, so we legged it by abbing the S face followed by a nearby col to pick up skis (dropped off by SH+JM) and schuss back to base camp for tea and medals.



NB *Tupilak* are small bone carvings made by the locals in this area. They depict hideous multi headed creatures and were originally used to curse ones enemies by bringing misfortune and harm upon them. Given the uncanny regularity with which attempts on the mountain seem to trigger bad weather and the fact that all the routes are at least ED, it would appear to be aptly named.

Rodebjerg (2140m) S Face - 66dg 21'N 36dg 25'W

The S Pillar is 1100m high, but has a large shoulder at 700m that provides easy escape/access to the upper section. Due to the intervention of poor weather, the route was climbed on 2 separate days a week apart.

S Pillar Winter Line 1100m, ~TD (see topo) Stan Halstead, Jon Morgan 10 & 16/4/01

Initially taking the gully L of the pillar, the line cuts back right up snow ramps and mixed ground to the shoulder. After an extremely cold bivi in a snow coffin, deteriorating weather forced a retreat to Base Camp before the excellent upper section was completed 6 days later. This follows a series of chimneys and snow bays on the W Face, leading to an obvious notch in the summit ridge from where the top was easily reached.

Couloir Attempt 24/4/01

We also took a look at an ~800m couloir on the wall E of Tupilak Col. Unfortunately the 1st steep bit was capped by a large unstable snow mushroom which we failed to out flank and didn't fancy dropping on our heads. The days' sports plan was therefore rescheduled and we abbed off, had a kip and went skiing instead.

7 Ski Mountaineering

We had banked on a bit of skiing, but never anticipated throwing ourselves down quite so many awesome couloirs and powder fields as we did. Low temps and generally light winds kept things well preserved for quite a while between dumps, NE facing couloirs proving best. Many southerly slopes were very avalanche prone - especially the one above BC. Below is a summary of what we got up to on the planks:

NB The numbers correspond to those on the sketch map at the front.

1. **P1760m SE Flank** 1000m ~35° max. Skin up the long bowl then cut out L on to the bounding ridge, which leads to a shoulder and the summit (1 ¼ hr). Descent by the same route. It also looks possible to cut NE from the summit passing the other side of the seracs, or to ski the bounding ridge right to the glacier.

2. **Short Cut Col** 200m, 40° max on N side. We also made a recce ½ ml down the S side, where by sticking on the L it looks possible to get down to the upper Knud Rasmussen GI, though quite a lot of heavily crevassed terrain needs to be negotiated.

3. **Base Camp Couloir** 450m 40/45°. After a very scary experience skinning up the dodgy slope behind BC this couloir reached 45° after a narrow entry, then remained sustained at 40° for most of it's length - mighty fine.

4. **P~1955m (S of Fallen Star)** S ridge incl S summit (~AD). From a bivi on the broad col S of the peak, the fore peak was traversed with a couple of abbs before following the main ridge to the summit. From the col bivi a fine glacier ski leads back down to flat ground.

5. **Couloir Of Justice** 500m 40° or 750m 45(50)°. Ski up to the col round the back, then either head straight down (40 then 35°) or boottrack up to the very top for another sphincter twitching 250m @ 45° (the RH start is steepest, with a 50° entry pitch). Awesome!!

6. **Petit Couloir** 400m 40°. Skin to a smaller col ½ ml N of the previous one. We had to down climb rock for the first 15m before strapping in for the ride.

7. **Red Wall (P2070m) E Ridge + N Couloir** 200m 40°. Ski up round the NE flank of the mountain and carry skis up onto the ridge. Leaving them at the top of the couloir, we walked to the summit and back before scaring ourselves nailing turns down an icy 40° gully.

8. **Rodebjerg 2140m NW ridge**. This would be an awesome ski - given the right conds. Unfortunately when we went to try it recent high winds had scoured the ridge down to hard pack and ice so we walked up. Skiing commenced ~100m below the ridge crest and continued in an exciting fashion down through the icefall to the N to complete an anticlockwise circuit of the peak.

9. **P~2000m (N of Red Wall) SW flank** 500m 35° max. Skin up the bowl N of Red Wall, then head up to the prominent col S of the summit. Boottracking to the top of the crest gives access to the upper 200m, 35° pitch.

8 Equipment

Maps The standard 1:250,000 Danish Survey maps are available mail order from Stanfords in London. These do contain inaccuracies though. 1980 aerial photos can be bought - at a price - for more accurate navigation direct from the Danish Survey. Finally Hans Christian Florian will sell you a decent 1:100,000 map of the area between the Mtn hut above Tasilaq Fjord and the Sept 16th and Knud Rasmussen GI's for 100Dkk. Unfortunately this doesn't cover Tupilak/Rodebjerg area. All heights are around 50-100m lower on this map than the older survey. NB Magnetic Deviation is quoted at 30° 30' W of true north (rather than grid) in 1998, decreasing by ~1dg in 4 years for this area. This amounted to ~37° W of Grid North on the Danish Survey map.

Tents Two Hyperspaces courtesy of Terra Nova loan stock graced Base Camp and the 'Coffin' hooped bivi found use on Tupilak. Bubble wrap laid directly under groundsheets, plus thermarests inside proved the best combo for staying warm and keeping condensation at bay. We also carried ultralight hanging bivi seats on Tupilak, but thankfully never needed them.

Climbing Hardware On Tupilak we took 60m ropes and large Scottish mixed racks, with a big selection of pegs plus a couple of hooks and rurs. An ice fifi was useful to carry, but of the 16 screws brought between us, only a couple were used due to the scarcity of ice.

Skis and Boots Everyone had Randonee kit - 3 being shod in Dynafits and 1 in TR9s (not warm enough), together with Fritschi bindings on various skis. Most also had leather boots for travel and knocking around BC.

Stoves and Fuel We got 25l of Heptane off HCF, which was about right and burns very cleanly (it cost 25Dkk/l + we worked on 0.2l/man day). This went into an XGK, a Dragonfly and a Coleman Apex II (converted into a good hanging stove by mating it with a Markill cookset).

Food and Stores This was all bought in the UK and air freighted out. We worked on ~1kg of dry stuff per man day, but had a fair bit more. Some people take great delight in packaging up entire menus and day packs for the whole trip, but as long as you calculate sensible weights then buy stacks of expensive condiments you wouldn't normally get - your imagination can do the rest.

We had everything from standard spag bol and curries to Mexican meals with tortillas and Bangers and Mash with gravy. 200g Breccie cereal and 300g day food, then 200g carbs + 100g meal would be a good base when topped up with soups, drinks, custard etc, etc, etc. Take a weeks extra food and fuel if Air Alpha are picking you up...

Air Freight We used Panalpina and 190kg cost £800. It went a week or so in advance and full packing spec is required. Avoid using the word 'chocolate' or you may be stung for an import tax in Greenland.

10 Sponsorship + Grants

We are extremely grateful to the following companies and organisations, who were so generous as to support the expedition:

Garmin kindly gave us a very clever 'etrex summit' GPS unit which kept Jonny amused for hours on end, deprived as he was of a house full of small children and toys.

North Cape supplied a whole range of fleeces, thermals, hats and gloves, which were very welcome indeed given how cold it was.

Outside offered a hefty discount on all those last minute items on the way to the airport.

Rab kitted Al out with new waterproofs and a prototype top, plus supplied two top quality sleeping bags at trade for Jon B and Stan.

Terra Nova came up trumps as usual with 2 hyperspaces from their loan stock and took the news that Greenland Air had lost them both with remarkable grace. Thank god for BMC insurance.

Troll Equipment emptied all the boxes in their office and donated lots of abb tat, several slings, two harnesses and a carbon fibre helmet to the cause – all very useful.

Wholebake in Corwen supplied 180 Crisp Bars to keep us alive on the hill. These really are the best route bars around and I couldn't believe it when they offered to give us the whole lot for free. We did have to promise the secretary a full monty shot of us on the summit though....

Also:

The Gino Watkins Memorial Fund give grants to arctic expeditions and kindly granted us £1000.

The British Mountaineering Council administer Sports Council grants, so duly administered £1800.

The Mount Everest Foundation support exploration in the greater ranges and gave £690 in support.

And last but not least:

The Nick Escourt Award gave us £1000 because no one on the illustrious committee had seen it first!

9 Finance

Accounts Below is a summary of finances for the trip. We were extremely lucky to get four major grants as mentioned above. This eased the financial burden considerably, especially given the large extra costs that were incurred due to transport difficulties.

Item	Income	Expenditure
Flights		-1982
Helicopter		-3943
Freight		-800
Food + Supplies		-511
Travel Expenses		-573
PLB + Radio Licence		-172
Admin + Misc		-173
BMC Grant	1800	
MEF Grant	690	
NEA Grant	1000	
Gino Watkins Fund Grant	1000	
Personal Contns (£916x4)	3664	
Balance	8154	-8154

Budgeting The following may help in planning a future trip.

Flights We paid £440 return to Kulusuk (before coughing up to get them changed - twice)

Helicopter We were quoted 35000Dkk, but the final bill was 45000Dkk

Air Freight 190kg cost £800

Food ~£120 each

Fuel Heptane from HCF @25Dkk/l. We used 0.2l per man day.

Travel Expenses ~£150 each.

PLB Ours cost £110

Radio Permit ~£65

Admin At least £150

Insurance BMC Sun Peak ~£130

10 Formalities

Permission The Danish Polar Centre (www.dpc.dk) issue permits for expeditions to uninhabited areas in Greenland. Send Iris Madsen (im@dpc.dk) an email and get the forms to fill in off their website. These need to be completed 3 months before departure. We did not get sent a written permission letter this time, just replies to our emails confirming that the DPC were happy and had all our required documentation. It seems they are not too fussy about trips to the local Tasilaq area.

Insurance You will need BMC expedition insurance (~£130 for a month) and get their insurers to stamp the insurance form so you can send it to the DPC.

Radio Licence You must have a Personal Locator Beacon (PLB) and apply for a radio permit from the Radio Admin Dept in Qaqortoq (jp@tele.gl). This costs ~£65 by the time you pay for the money transfer. We bought an ACR 'Mini B300' PLB online for £110 from TCS Chandlery.

11 Other Objectives (of a wintery nature)

1. Tupilak N Face Directissima ~a week. Full big wall rack reqd incl hooks, heads etc I suspect.
2. N Facing Wall E of Tupilak Col. Several lines – couloirs, ramps etc. We attempted one.

3. N Face of P1800 (SW of Tupilak) ~800m wall, looks steep.
 4. N Face of Red Wall. ~550m looks good and hard, but not too long.
 5. E Face of Rodebjerg ~500m, a number of reasonable mixed lines.
 6. Ski Descent of Rodebjerg - would be a major coup if you got the right conditions.
- NB** April was great for skiing, but May could well be better for hard mixed climbing.

12 Assistance and Info

Contacts Here is a list of useful folk to speak to.

Contact	Assistance
Air Alpha Box 1, 3952 Ilulissat, Greenland. Tel -299 94 3404 Fax 3400 Agent: moh@greennet.gl	Helicopter flights from Kulusuk or Tasilaq
Hans Christian Florian Sygehuset, DK-3913, Tasilaq, East Greenland. Tel 00299 98 1320 florian@greennet.gl	Local climber and doctor - runs 'Mt Forel Expedition Support' Can arrange boats, transport and fuel in Greenland. Highly recommended.
GO www.go-fly.com	Cheap flights to Iceland (from 26 th Mar onward)
Air Iceland - Reykjavik Tel - 00 354570 3610	Flights to Greenland
Panalpina www.panalpina.com	Airfreight
Derek Fordham 66 Ashburnham Grove, Grenwich London, SE10 8UJ Tel/Fax 0181 692 7651 Derek.Fordham@btinternet.com	Arctic Veteran - edits AC journal on Greenland. Good source of advice and info.
Jim Gregson Tel/Fax 0161 9698233	Jim has visited this part of the world several times and is full of ideas
Paul Walker 3, Millbeck, New Hutton, Kendal Cumbria, LA8 0BD Tel 01539 737757 paul@tangentexp.demon.co.uk	Knowledgeable commercial operator who specialises in East Greenland. For around 2 grand he will organise your logistics for you
Danish Polar Centre Strandegade 100H, DK - 1401 Copenhagen K, Denmark Tel 0045 3288 0100 im@dpc.dk	Issue permits for expeditions to uninhabited areas. Apply 6months in advance for trips to the National Park, 3months in advance for other areas.
Danske Bjergklub Dolfi Rotovnik, Solgardsvej 5, DK-2927, Skodsborg, Denmark dolfi@vip.cybercity.dk	Send your report here. They try to record all climbing activity in Greenland. V helpful for info.

Bibliography These may prove useful or inspirational.

Iceland, Greenland + the Faroes
British Switzerland Expedition 1999
Desnivel No 142
The Undiscovered Mountains of East Greenland

Lonely Planet Guide
Our summer trip report (via BMC)
Stefan Glowacz article on Tupilak
Hans Christian Florians' book

Further Info If you want to know more, just drop us a line at any time:

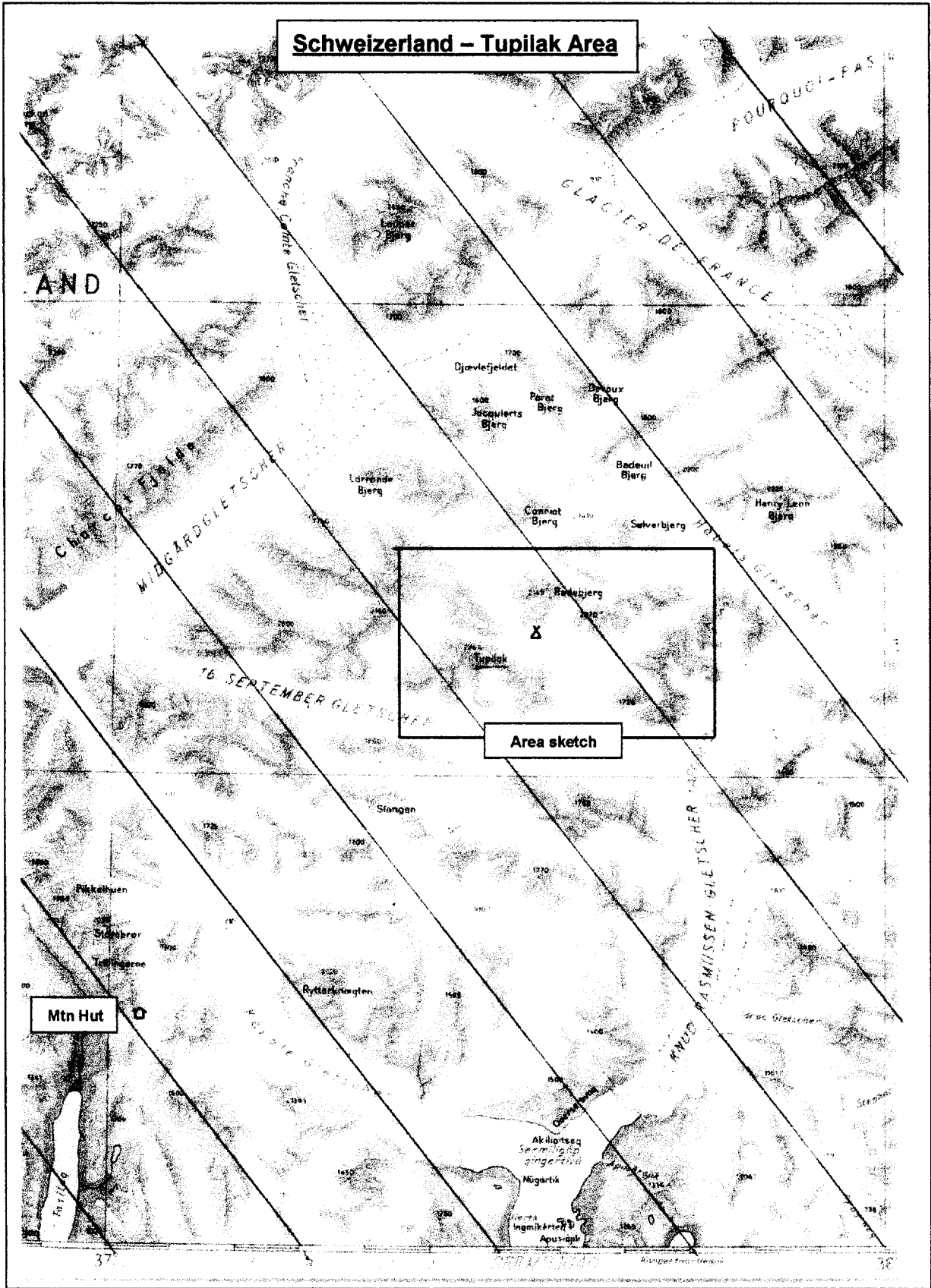
Al Powell, 15 Hessle Walk, Hyde Park, Leeds, LS6 1EJ Tel 0113 2740484 powellalun@hotmail.com

13 Thanks

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The compilers of this report and the members of the expedition agree that any or all of this report may be copied for the purposes of private research.

Al Powell
6/01



Tupliak (2264m) N Face
Silence of the Seracs ~900m ED2
Al Powell + Jon Bracey 16-17/4/01
(NB All Scottish Winter Grades)

