

Chomolhari 7326m

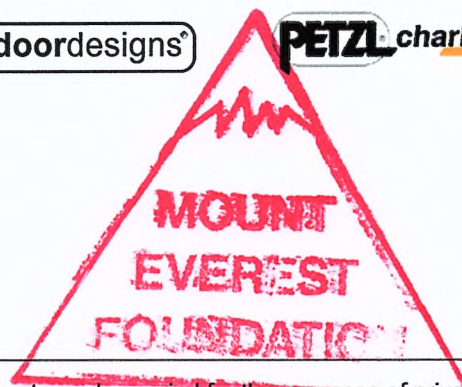
Yadong County, Tibet

Report of the British Chomolhari Expedition April-May 2004



Julie-Ann Clyma on the summit of Chomolhari, at 11:50 on 7 May 2004

Supported by:



Expedition Members

Julie-Ann Clyma
Roger Payne
Dawa Tsering (Liaison Officer/Guide)
Pemba Chiri Sherpa (Cook)

Acknowledgements

The expedition thanks the following for their support, without which the expedition could not have taken place:

National Bodies

| | |
|---------------------------------------|-----------------------------------------|
| British Mountaineering Council | Approval and expedition grant. |
| Mount Everest Foundation | Approval and expedition grant. |
| UK Sport | For grant support provided via the BMC. |

Clothing and Equipment

| | |
|------------------------------|--------------------------------------------------------------|
| Beal | Reliable high quality climbing ropes. |
| Berghaus | Reliable high performance clothing and rucksacks. |
| Charlet Moser | Reliable high performance crampons and ice tools. |
| HB Climbing Equipment | Lightweight high performance karabiners. |
| Kayland | Lightweight high performance high-altitude boots. |
| Lyon Equipment | For supplying products from Beal, Charlet Moser and Petzl. |
| MACPAC | A lightweight and storm proof bivouac tent. |
| Outdoor Designs | High performance gloves. |
| Petzl | Lightweight and reliable hands-free lighting. |
| RAB | Lightweight high performance down jackets and sleeping bags. |

Expedition services

| | |
|---------------------------------|-----------------------------------------------|
| Himalaya Expeditions Inc | Support for logistics and base camp services. |
|---------------------------------|-----------------------------------------------|

Time Chart

| | | |
|-------------------|----|---------------------------------------------------------------------------------|
| April 2004 | 02 | Fly to Delhi |
| | 03 | Fly Delhi to Kathmandu |
| | 04 | Kathmandu |
| | 05 | Kathmandu |
| | 06 | Fly Kathmandu to Lhasa (3600m) |
| | 07 | Lhasa |
| | 08 | Lhasa |
| | 09 | Lhasa to Gyantse c3900m (via Karo La pass 5045m) by Land Cruiser |
| | 10 | Gyantse to Base Camp c4400m by Land Cruiser |
| | 11 | west face: reconnaissance to 5200m |
| | 12 | Base camp rest day |
| | 13 | west face: reconnaissance to 5300m |
| | 14 | west face: explore glacier and possible start to northwest ridge – return to BC |
| | 15 | Base camp rest day |
| | 16 | north face: reconnaissance to 5300m |
| | 17 | north face: continue reconnaissance up to 5500m |
| | 18 | Attempt on acclimatisation peak c5900m – bad weather |
| | 19 | Return to base camp |
| | 20 | Base camp rest day |
| | 21 | Base camp rest day |
| | 22 | south face: reconnaissance to 5100m |
| | 23 | south face: continue reconnaissance to 5300m |
| | 24 | Return to base camp |
| | 25 | Base camp rest day |
| | 26 | Base camp rest day |
| | 27 | Attempt on northwest Ridge: BC to 5100m beside lake |
| | 28 | : continue up glacier to c5400m |
| | 29 | : bad weather, move to foot of starting couloir c5500m |
| | 30 | : climb couloir and buttress to c5900m |
| May 2004 | 01 | : climb to 6000m but turned back by strong winds |
| | 02 | : strong winds continue – descend to BC |
| | 03 | Base camp rest day |
| | 04 | BC to 5300m under south ridge |
| | 05 | Climb through icefall and up to col at c5800m |
| | 06 | Bad weather – wait at col |
| | 07 | Climb from col 5800m to summit 7326m via south ridge – return to col |
| | 08 | Descend from col to BC. Land Cruiser to Gyantse. |
| | 09 | Land Cruiser from Gyantse to Lhasa. |
| | 10 | Lhasa |
| | 11 | Fly Lhasa to Kathmandu |
| | 12 | Fly Kathmandu to Delhi |
| | 13 | Fly Delhi to Geneva |

Report

1. Background

The objective for this trip came from scanning through photographs in a book promoting the mountains of Tibet "Immortal Mountains in the Snow Region" published by the Chinese Mountaineering Association. Plate 104 showed a striking ridge bounding an equally striking mixed face of peak Chomolhari (7326m) in Yadong County. A review of mountaineering archives revealed that the peak was first climbed in 1937 by Englishman Freddy Spencer Chapman and Sherpa Pasang Dawa Lama. Starting as a team of five they started from Gangtok in Sikkim and in seven days walked to Phari on the plains of Tibet from where they carried out a reconnaissance of the south ridge. Finding this impassable they spent another four days making a detour into Bhutan, and then continued on directly to make an alpine-style ascent of the mountain in just seven more days. The original line of ascent followed the broad south-east spur, merging in the last few hundred metres with the south ridge.

It wasn't until 1970 that the mountain received its second ascent, via the same route but starting in Bhutan, by a joint Bhutan-Indian military expedition. The third ascent was made in 1996 by a joint Japan-China expedition from the Tibetan side. They climbed via the south col and then followed the south ridge to join the original route below the sharp crest of the summit ridge. The lack of activity on this notable summit is because of access restrictions on the Bhutanese side, and the difficulty of access into Yadong County on the Tibetan side.

2. Getting to the mountain

Permission for an expedition to the northwest ridge of Chomolhari was first sought in 2002. A peak permit was granted by the Chinese Mountaineering Association in 2003, but at the last minute it was not possible to get the military permit to enter Yadong County. One year later permission for the expedition was granted with the able assistance of Bikrum Pandey and Himalaya Expeditions in Nepal working with the China Tibet Mountaineering Association in Lhasa. Based on weather records and our experience of climbing in the east of Tibet in the previous year, it was decided to attempt the mountain in the spring when temperatures would be warmer, there would be more sun on the northwest ridge, and the winds (in theory) not so strong. We arrived in Lhasa on 6th April and spent three days there, meeting with CTMA staff, buying provisions, sight-seeing, and waiting for local travel permits. A few days stay is recommended for acclimatisation in Lhasa which is at 3600m.

From Lhasa we travelled with our Liaison Officer by Land Cruiser to Gyantse (3950m) on 9th April. The route crossed the Kamba La (4794m), contoured around the massive Yamdrok-tso Lake, and then crossed the Karo La (5045m) before dropping down to Gyantse. Much of the road was under construction, and the journey took 9 hours. At Gyantse we met up with our cook who had travelled overland from Nepal, and the following day the whole team continued on to base camp. On the map the distance from Gyantse to Chomolhari looked almost as long as the distance from Lhasa to Gyantse, but the time taken was much shorter (5 hours). From Gyantse it was only one hour to the town of Kangma (4175m), soon after which we passed through an army checkpoint without problems. The route continued past the small town of Gala to the Gala-tso Lake from where we had our first sight of Chomolhari. After a photo stop we continued to the village of Tuna, finally turning off the highway near a road-workers shelter, about 2 kilometres before the Tang La (c4760m).

Topographic map of the Omo Tethyan Himalaya region. Key features labeled include:

- NW Ridge**: Indicated by an arrow pointing to the northwestern ridge.
- BC**: Bharatpur Complex, marked with an orange triangle.
- Omo Tharri**: A central valley or pass, marked with an arrow.
- S Col**: South Col, marked with an arrow.
- Lhaman La**: A pass or lake, marked with an 'x'.
- SE Ridge**: Indicated by an arrow pointing to the southeastern ridge.

Elevation markers and other labels include: 6706, 6912, 7236, 6436, 5302, 4900, Tanggula, and Junglha.

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4. Exploring the Northern aspect

Hoping that there might be more amenable access on the other side of the northwest ridge, we set out to explore the northern aspect of the mountain on the 16th April. A long, rising traverse across the plateau took us in two hours to a ridge overlooking a major stream-bed and with views onto a small settlement. A local shepherd told us that the village was called Lhague, and that the stream led up to a holy lake called Chomo Lharang, which many pilgrims visit in the summer months. We crossed over the stream to follow the grassy ridge on the far side, and were rewarded with views of the enormous still frozen lake at c5100m, which fills the basin beneath the north face. We continued higher to a camp in a small hanging valley at c5300m. There was no running water, but patches of old snow provided enough to drink. During the afternoon we scrambled along a long rock ridge which pushes deep into the glacier under the north face to reach an altitude of c5700m. For here we had a great vantage point onto the north face and the northwest ridge.



View of the north face from the holy lake

The face drops directly below the summit as a huge, slabby, granite wall covered in smears of ice. To the left are two spurs exiting onto the north ridge – either would give hard mixed climbs, but both have approaches threatened by seracs. One striking line is a huge ice couloir dropping from the summit beside the first spur. This is highly polished though, due to it being a major drainage line for spindrift whenever snow starts to fall. On the main face there are no obvious natural lines, but it is conceivable that the various ice smears and slabs could be linked together. Further left again and below the north ridge, the face is pure ice with many seracs, and any climbing there looked to be a combination of tedium and extreme danger.

Turning to the northwest ridge, our hopes of gaining the ice boss which we had seen from the other side were dashed. Access to the boss was a steep hanging glacier covered in more impassable seracs. Scanning the bottom of the ridge through binoculars though, a small fan of snow could be seen at the base of the wall. Above was a slanting rock rib which led to a snow basin that in turn led onto the northwest ridge. It seemed that there might be a hidden couloir that would give us access. Scrambling further up the ridge we were able to see into the bottom half of the couloir which appeared to be good ice – but the middle section was blocked from view. We were encouraged though that this looked much more feasible and appealing than the approach from the west side. Over the next two days we tried to climb a small peak (marked 5900m on the map) for acclimatisation, but we were stopped by persistent snowfall and eventually returned to base camp on the 19th April.

5. Exploring the Southern aspect

Having spent a long time looking at the northwest ridge from different vantage points (and assuming we could get onto it) it was clear that the crux of the route would be climbing a series of rock buttresses between 6500m and the summit. Once on this ground there looked to be little chance of using a tent, and open bivouacs seemed likely. We estimated that the ridge would be likely to take 5-7 days to climb, and then there was a question of descent. It would be possible but difficult to abseil back down the line of ascent, but an appealing alternative was to do a traverse of the mountain and descend by the south ridge which had been climbed in 1996. From a very brief description of this route by the Japan-China team, there was obviously a significant barrier in the form of an ice-fall near the start of the route. Having seen the ice conditions on the rest of the mountain we decided to go around to the south side to look at the descent and check whether the ice-fall was still passable.

We left base camp on 22nd April and in three hours reached the valley where the Japan-China team had placed their base camp. We continued upward on moraine, and contoured around the left side of another enormous, frozen lake to reach the edge of the glacier and a camp at c5150m. The day had been cloudy and cold, and as we set up camp it started to snow. The snowfall continued all night and through the next day, but we continued up the glacier until we were in view of the icefall. This was about 200m high, steep and very broken, and with very large seracs to either side. It was impossible to see a way through from our vantage point, but what was obvious was the threat posed by the huge seracs on both sides of the ice-fall. Not wanting to proceed in such poor conditions and visibility we camped at c5300m, hoping for a better view the next day. Unfortunately the bad weather continued, so we left a small amount of food, and then returned to base camp on the 24th April.

6. Attempt on the North West ridge

Having looked at all the options we decided to try and gain the northwest ridge from the north side, and set out from base camp on the 27th April. It wasn't an auspicious start as there had been snowfall overnight and the day remained cloudy and cold with the odd snow flurry. We camped beside the holy lake at c5100m and hoped for an improvement. The following day we had a late start first drying out the tent and sleeping bags, and then set off at mid-day to traverse around the right side of the lake. We were surprised to find a good trail, presumably from the many pilgrims who visit the area. From the lake we then struck up a grassy ramp running under a rock wall, which took us easily into the moraine at the edge of the glacier. The first section of the glacier was straightforward, but by 5pm we had reached a very broken section, and with the sun now beating down we decided to stop and camp at c5430m.

The next morning we had expected to be starting the couloir, but waking at 04:00 we had more snow and no visibility, so went back to sleep. The bad weather continued, so we decided to just finish the route across the glacier and then camped again right beneath the couloir. In the odd clearing and between spindrift avalanches we could see good neve leading into the first part of the couloir, although this seemed to run out into huge rock walls at the top.



Below the access couloir

The next day (30th April) dawned clear and cold. We set off moving together in the first part of the couloir for around three rope lengths. Following that we pitched another four rope lengths on good snow and ice, with occasional rock runners in the side walls. We were completely sheltered in the couloir, but strong winds were evidently blowing up high, as we could see great plumes of spindrift

streaming off the ridge high above, and periodically great cascades would pour down the side walls and into the gully. At this point the couloir petered out, and we were forced to traverse rightwards onto a mixed buttress. Two awkward pitches took us around the nose of the buttress, but then to our great relief we could see the route to the crest of the northwest ridge. Two more excellent pitches on easy mixed ground led to a shallow snow spur dropping from the ridge. This was the perfect campsite (c5900m) – flat enough to dig a platform for the tent, and completely sheltered from the prevailing wind. Feeling really pleased with our route finding, and amazed at the good climbing conditions we settled in for the night.



We had some concerns about the wind on the ridge

The 1st of May dawned clear and sunny, and at our campsite, quite calm. Unfortunately though, strong winds were still very evident above. We climbed onto the ridge and immediately felt its full force. From 6000m to around 6500m the ridge is a gradually steepening ice crest. The climbing initially was straightforward, but the ropes blew in a great arc and it was almost impossible to stay upright in the gusts. While the wind speed was strong at our altitude, it was clearly even stronger above. Faced with difficult climbing above, and the likelihood of an open bivouac, it didn't seem wise to continue in the strong winds. After only a hundred metres, we made the decision to return to our campsite. We woke on the 2nd to another perfectly clear day, but the same strong winds. Technical climbing on the ridge would simply be impossible with the high winds so there was no point trying to go up. We had already lost time to bad weather and sitting out another day would mean that we were past the point of having enough food and fuel to complete the climb. Feeling very despondent we abseiled back down the buttress and returned to base camp arriving just before sunset.

7. The South ridge – one perfect day

Taking a rest day at base camp we considered our options. With only five days left we didn't have enough time for another attempt on the northwest ridge, and anyway the winds continued to roar up high and at base camp. However, the sun continued to shine, and finding it impossible to sit at base camp to wait for the jeeps to arrive, we decided to try another quick foray to the south side of the mountain and a closer look at the ice-fall and seracs below the south ridge.

On the 4th we retraced our steps back to the glacier under the ice-fall. On the 5th we spent a fraught morning working our way up the centre of the ice-fall which involved various athletic manoeuvres to overcome obstacles. Finally we were forced out to the left to make a quick dash up the slopes under the smaller serac barrier. This then led to long but easy slopes to the south col at around 5800m (the Japan-China sketch map shows this as 6000m). Our luck was no better here though, as the snow started to fall at 16:00 and a ferocious storm blew up in the night. In the early hours of the 6th we abandoned attempts to sleep and got fully dressed fearing that the tent could not withstand the constant battering. It did though, and a long, tedious day was spent until the storm abated in the late afternoon.



Approaching the glacier leading to the south col



At the south col looking towards the SE ridge

By now we were resigned to descend the next morning to arrive at base camp just before the transport. But by midnight a much-needed miracle had taken place - the wind had dropped to a gentle breeze, the skies had cleared, and the full moon was up illuminating our side of the mountain. This was not just our last chance for the summit, but our last chance to do anything. We set off at 01:30 on the 7th. The serac band above the col was the first obstacle, but having found a way through that, the route up the south ridge was obvious.

Moving together we covered ground quickly. It was bitterly cold, and some large sections on the lower slopes were hollow windslab that echoed sparily under our feet. By sunrise though we were on safer ground, and the ridge continued to narrow to a most spectacular knife-edge. Looking down into Bhutan we could clearly see the line of the first ascent up a broad southeast spur. The knife-edge ran out into final gentler slopes to the summit, where a 45 minute rest was taken before reaching the top at 11:50. In contrast to all the other days on the expedition, it was totally calm.



The ridge leading to the summit

We spent half an hour on the top taking photos of peaks in Bhutan, Sikkim and Tibet, and left a small tribute with a prayer flag to honour Buddhist faith and appease the mountain gods. Descending, we took an easier line in the upper section, following a large glacial shelf. We then picked up our tracks in the lower section to go back through the serac barrier and down to the south Col, which we reached at 17:00. Having been up and down the south ridge we now realised that our plan to make an on-sight descent after attempting the northwest ridge was extremely optimistic. Finding the route down to the south Col was complex and not at all obvious, and we would have been likely to have descended too low on the Bhutan side. The following morning (8th April) we left the south Col at 05:00, made a nerve-wracking descent bypassing most of the ice-fall by descending the large avalanche below the seracs, and arrived back at base camp at 10.30 just as the Land Cruisers arrived. Everything was quickly thrown into duffels for an immediate departure, and by early evening we found ourselves back in a hotel in Gyantse. The rapid transition in just over 24 hours from being on a summit at over 7000m, to sitting in a restaurant drinking beer, was most bizarre.

The next day we spent the morning in Gyantse, visiting the beautiful Pelkor Chode monastery, then drove through the afternoon and evening back to Lhasa. There was no requirement from the TMA for any form of debriefing, so we spent the 10th sightseeing, and then on the 11th flew back to Kathmandu. There were widespread strikes in the city when we arrived, in protest at the political state of the country, but this did not affect our plans and we flew from Kathmandu back home on the 12th April.

Appendices

1. Mountaineering Associations and Regulations

The China Tibet Mountaineering Association (CTMA) is the official body through which climbers can arrange their climbing plans in Tibet. However, we were not successful in making direct contact with the CTMA by fax or telephone. Instead we used the services of Himalaya Expeditions (HimEx) in Kathmandu who acted very effectively as our liaison. HimEx has considerable experience of organising trips to Tibet from their Kathmandu office. Their services are efficient and cost effective.

Part of the communication problem is that there are few staff at CTMA who understand English (although this is changing rapidly throughout China and Tibet). Also, CTMA is not used to making arrangements for expeditions travelling to peaks other than the three Tibetan 8000ers. The HimEx representative in Lhasa, Chombey Pasang, worked out our initial travel itinerary and the route to get to Chomolhari base camp. However, CTMA are very keen to open more peaks and to develop services for smaller expeditions. Madame Tsomo, the Vice General Secretary of TMA visited our base camp during the expedition, as part of a month long tour researching other 6000m and 7000m peaks which might be opened to foreign visitors.

Tibet Mountaineering Association
10 East Lingkor Road, Lhasa 850000,
Tibet, China
Tel: +86 891 633 3720
Fax: +86 891 633 6366
Email: cuomu@public.ls.xz.cn

Peak permits are required for any mountain activities (climbing, skiing, flying, etc.) on peaks over 5500m. Applications should be sent by letter or fax to the address above, and should contain the following information:

- Name, height and geographical position of peak to be attempted
- Outline time chart for expedition, and details of route to be attempted on peak (also details of route into Tibet)
- Number of expedition members, with full name, nationality, address, telephone and fax details for each
- An outline of the services required from TMA e.g. arranging accommodation, transport, guide, base camp equipment, cook, food, etc.

2. Local Organisations & Staff

As our route to Tibet was via Kathmandu, using HimEx made life very easy. We spent two days in Kathmandu while they sorted out our permits and visas. HimEx also booked our onward flights to Lhasa, and negotiated a comprehensive package that included:

- CTMA peak permit, Tibet travel permit and visa authorisation, services of English-speaking liaison officer/guide.
- Services of cook, all food and kitchen equipment for base camp, camping equipment for base camp.
- Airport transfers and transport Lhasa-base camp return by Land Cruiser.
- Provision for 5 yaks per member from base camp to advance base camp return (*not needed*).
- 4 nights twin sharing accommodation (bed & breakfast) in 3 star hotel in Kathmandu.
- 5 nights twin sharing accommodation (full board) in 3 star hotel in Lhasa.
- Supply of portable oxygen cylinder, gammow bag and small first aid kit (*not taken*).

HimEx have an office in Lhasa run by local Tibetan agent Chombey Pasang. He was also extremely helpful in preparing our trip, putting together the overland travel arrangements from Lhasa to base camp.

Through CTMA we were allocated a Tibetan Liaison Officer and Guide throughout the trip - Dawa Tsering. He speaks good English and helped us in many ways - shopping for high altitude food and gas, managing our overland transport and accommodation en route to base camp, dealing with officials at military checkpoints – and he was a great companion at base camp. While he works for CTMA on mountaineering expeditions, he also works independently and we would highly recommend him for trekking and cultural tour groups.

HimEx arranged for us to have one of their best Nepali cooks - Pemba Chiri Sherpa. However, CTMA prefers that expeditions use a Tibetan cook.

Himalaya Expeditions Inc

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3. Transport & Accommodation

Transport and accommodation were arranged by HimEx and CTMA. The expedition used one Land Cruiser and a truck for the two day journey to base camp, and two Land Cruisers for the return to Lhasa.

Accommodation in Lhasa was at the Himalaya Hotel, which was only a few minutes walk from the CTMA office. Meals could be taken at the hotel, but better was to go the CTMA Summit Café/bar next door. The Himalaya Hotel was modern and clean, although without much atmosphere, and more interesting alternatives can be found in the old part of Lhasa. The expedition spent one night in Gyantse en route to base camp, and stayed at the Jian Zang Hotel run by Dr Gyantsen. This is highly recommended for cleanliness, good food and a warm welcome. (Hero Centre Road, Gyantse, Tibet, China. Tel: +86 (0)892 817 37 20 Fax: +86 (0)892 817 39 10).

4. Provisions

Provisions for base camp were bought by our cook. Provisions for above base camp were bought by us in Lhasa. There are a couple of large modern supermarkets and an outdoor market that sell a comprehensive range of appropriate foods. Items purchased included:

Breakfast:

Puffed rice cakes

Porridge

Sweet biscuits

Lunch:

Savoury biscuits

Cheese*

Dried fruits and nuts

Sweets

Chocolate bars

Dinner:

Instant soups

Instant noodles

Cake

Brews Tea, coffee, hot chocolate, milk powder, sugar, Tang

* It wasn't possible to buy cheese in the supermarkets as this is not widely eaten by local people. However, the TMA Summit Café makes a range of western dishes, and it was possible to negotiate buying half a kilo of imported cheese from the kitchen there.

There are a number of shops in Lhasa that sell climbing clothing and equipment, as well as cylinders of propane-butane gas for use at altitude. We were taken to a new climbing shop opposite the Potala Palace which sold 'second hand' gas cylinders from other expeditions, but these were very expensive (60 Yuan each). We found it was better to visit the climbing shops in the old Barkhor market (near the Yak Hotel), where brand-new cylinders of propane-butane gas were being sold for 30 Yuan each. We purchased 16 small cylinders (250g) without any difficulty.

5. Reference Material

Immortal Mountains in the Snow Region

Copyright: China Mountaineering Association, Mountaineering Association of Tibet Autonomous Region of China

Executive Editors: Yu Liangpu, Chen Qun, Xue Yun

Publisher: Tibet People's Publishing House

Price: \$US50

- a hardcover book with pictures of many summits in Tibet, and a limited number of maps

The Alpine Journal, 1937. "Chomolhari" by F. Spencer Chapman pp.203-209.

- an account of the first ascent from Bhutan via the southeast spur / south ridge, with photographs

The Himalayan Journal, Vol. 54, 1998. Expeditions and Notes - The Ascent of Chomolhari by Yoshihiko Miyamoto pp.172-175.

- A brief account of the third ascent of the mountain, the first from the Tibetan side (via the south ridge), by the joint Japan-China expedition in 1996.

The Himalayan Journal, Vol. 56, 2000. Expeditions and Notes - Ascent of Chomolhari by Dorjee Lhatoo pp.149-154.

- An account of the second ascent of the mountain from Bhutan in 1970, by a joint Bhutanese-Indian expedition.

Tibet (5th edition)

Publisher: Lonely Planet Publications

- An excellent general guide, with useful details and maps on the journey from Lhasa to Gyantse.

6. Accounts

| <u>UK Expenditure</u> | £ | £ |
|-----------------------------------|-------------|----------|
| Airfares (Geneva-Delhi-Kathmandu) | 1471 | |
| Film | 227 | |
| Insurance | 218 | |
| Admin | 142 | |
| Visas | 82 | |
| Other transport | 56 | |
| Subtotal | 2196 | |

| <u>Nepal/Tibet Expenditure</u> | £ |
|---------------------------------------|-------------|
| Agent & TMA fees (note 1) | 5554 |
| Airfares (Kathmandu-Lhasa) | 593 |
| High altitude food | 148 |
| Accommodation & meals (note 2) | 113 |
| Excess baggage | 85 |
| High altitude gas | 73 |
| Miscellaneous | 57 |
| Airport tax | 46 |
| Tips to drivers | 25 |
| Medical supplies | 13 |
| Subtotal | 6707 |

| | |
|--------------|--------------------|
| Total | <u>8903</u> |
|--------------|--------------------|

| <u>Income</u> | |
|----------------------|------|
| MEF Grant | 650 |
| BMC Grant | 1800 |
| Member contributions | 6453 |

| | |
|--------------|----------------------|
| Total | <u>£ 8903</u> |
|--------------|----------------------|

Note 1: The fee paid to our agent, Bikrum Pandey of Himalaya Expeditions, covered the following services:

- TMA peak permit, Tibet travel permit and visa authorisation, services of English-speaking liaison officer/guide.
- Services of cook, all food and kitchen equipment for base camp, camping equipment for base camp.
- Airport transfers, and transport Lhasa-base camp-Lhasa by Land Cruiser.
- Provision for 5 yaks per member from base camp to advance base camp return (not needed).
- 4 nights twin sharing accommodation (bed & breakfast) in 3 star hotel in Kathmandu.
- 5 nights twin sharing accommodation (full board) in 3 star hotel in Lhasa.
- Supply of portable oxygen cylinder, gammow bag and small first aid kit (not taken).

Note 2: The extra accommodation cost was incurred in Delhi because of the long stop-over in our flight schedule. The extra food costs were lunches and dinners while in transit in Kathmandu for 3 days.