

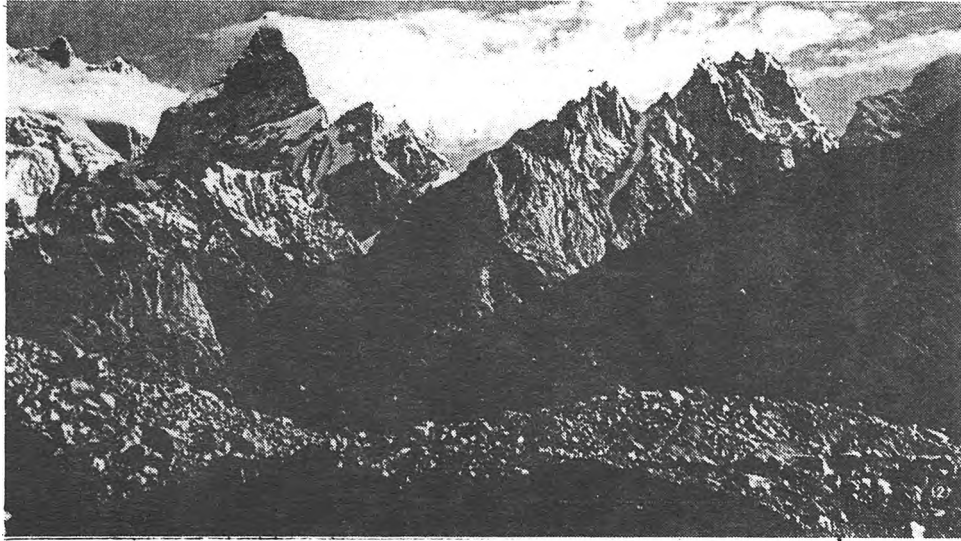
WEST RIDGE

# LATOK 2

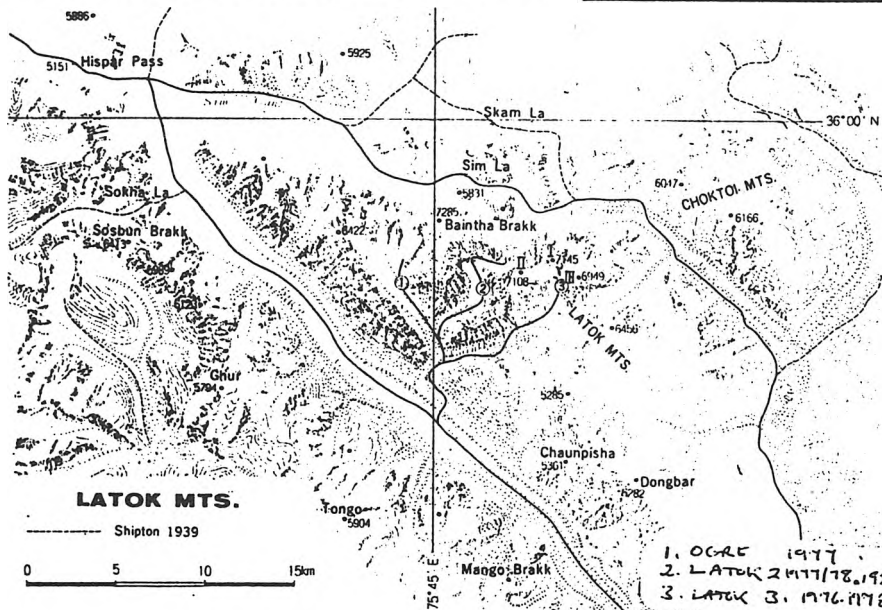
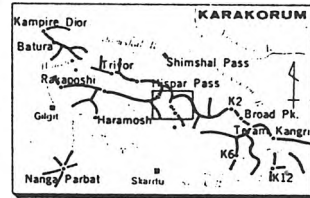
87/2  
1987



1987



- ① バインター・ルクパール氷河最奥部のラトックIII峰南東面 中央に走る岩稜は急峻で困難は予想されるが、雪崩の危険もなく好ルートとなる可能性がある  
The South East Face of Latok III above the origin of Baintha Lukpar Gl.
- ② ビアフォ氷河から見たバインター・ブラック、ラトックの山群 左からバインター・ブラック、バインター・ブラック前衛峰、ラトックII峰から派生する尾根、右端の雲間にラトックII峰の頂が見える The groups of Baintha Brakk and Latok from Biafo Gl. From left to right, Baintha Brakk, Pl. 6960, the Ridge affiliated from Latok II, and on the extreme right above the cloud is Latok II.



212 24120

#### OBJECTIVE

Peak: Latok II in the Karakorum Himalayas, Pakistan.  
Height: 23,440 ft. (7145 metres).  
Latitude: 35 56'  
Longitude: 75 50'  
Approach: Rawalpindi/Islamabad.  
Skardu.  
Shigar.  
Dassu.  
Chongo.  
Askoli.  
Namla )Biafo Gyang Glacier.  
Baintha )Biafo Gyang Glacier.

The intended route was the West Ridge rising from a glacier joining the Uzzam Brak glacier which in turn led down to the Biafo Gyang glacier.

#### TEAM MEMBERS.

Ted Howard.	Leader.
Paul Nunn.	Deputy Leader.
Bill Barker.	
Paul de Mengel.	
John Hancock.	Doctor.
Joe Brown.	
Brian Mullen.	
Mo Antoine.	
Captain Farooq Azan.	Liason Officer.
Abdul Raman.	Cook.
Fidar Hussain.	Sirdar.
65 Porters.	

623

2.2.88

### The Latok Group

Though first sighted during Martin Conway's Karakoram explorations in 1892, and mapped by Eric Shipton's expeditions of 1937 and 1939, no climbing was attempted in the Latok group until the 1970's.

In 1971, British and Japanese parties came. Don Morrison explored the Uzzun Blakk approach, but then tried to reach the Ogre via the Simgang without success, and was to suffer the same fate in 1975. Three Japanese climbers from Rikkyo University visited the same glaciers and published photographs (Iwa to Yuki 25). In 1974 Shizuoka Tohan Club tried the Ogre south face and retreated after an avalanche, and in 1975 Makoto Hara's group tried Latok 1 (7145m) from the Baintha Lukpar glacier. They failed but began a route used successfully later. The Tohan Club of Kyoto tried the west ridge of Latok 2 (7108m) getting above the great col. Neither succeeded, nor did the 1976 attempt on Latok 1 by the Hara route. Teruo Sakamoto fell to his death from an ice wall and the climb was abandoned.

In 1977 Don Morrison led a five man trip to Latok 2 west ridge which passed the col and attained the ridge. It was abandoned when the leader died in a crevasse fall. In July first Bonington and Estcourt reached the west summit of the Ogre via the south flank ice slope, then Rowlands, Anthoine, Scott and Bonington reached the same top via a safer fixed roped route up the west flank. Scott and Bonington then reached the higher central summit, suffered an accident in descent and the four made their epic descent. In August Bergamaschi's Italian group succeeded on Latok 2 from the South, completing the only ascent as yet of the peak.

1978 saw a renewed attempt on the west ridge of Latok 2 led by Paul Nunn. The team was weakened by the loss of Pat Fearnough in the Braldu Gorge and other members who had to return because of this, but reached about 6600m near a rock barrier. The attempt by the Americans, George and Jeff Lowe, Jim Donini and Mike Kennedy on the mighty north ridge of Latok 1 failed after 24 days alpine style, and Makoto Hara began the route up Latok 3 South buttress which was climbed in 1979 by another Japanese group. The Shizuoka Tohan Club succeeded on the south face of the Ogre, stopping only 10 m from the summit and recovering summit film from the success of the previous year.

Finally in 1979 Latoks 1 and 3 (6949m) were climbed by routes previously tried. These successes capitalized to a degree on earlier knowledge. All used fixed ropes extensively. Meanwhile the first known attempt on peak 6960m failed. Rowland Perriment and 3 friends tried two routes alpine style, on the SW and NW ridges, the latter via 'Death Alley', the serac threatened corridor between the Ogre and 6960m.

Next year Vic Saunders and Will Tapsfield succeeded in similar style on Conway's Ogre (6422m), in six days climbing. 6960m then became the centre of attraction, with failed Japanese and South Korean attempts in 1981. The latter, by the Perriment route, got very high but one of the leading pair fell and they failed. 6400m was reached on the SW ridge by Kato's Japanese expedition of three members. The mountain also defeated attempts by Hall, Rouse, Nunn and Parkin, by three routes alpine style, in 1982. The NW ridge fell at last to the S. Koreans, via the NW ridge, in 1983.

There has been little success since. Attempts on the north ridge in 1982 (British) and 1985 (Norwegian) failed. It remains an outstanding objective. Likewise a further Japanese attempt on the west ridge of Latok 2 (1985) and a Polish attempt on Latok 3 (1986). A French party climbed the Cengalo style south buttress of the Ogre, but did not continue up the long dangerous snow and ice slopes to the West Summit.

Despite such a multiplicity of attempts, strictly no summit in the range has been reached more than once, and a good number of lower tops remain unclimbed. Finally there are doubts about the relative and absolute heights of the peaks. This led the Bergamaschi expedition to try to resurvey and renumber the peaks, but as this has not been accepted in Pakistan so far, would-be expeditioners are best to keep the old ordering to avoid confusion.

### EXPEDITION REPORT.

A solitary member of the team left England on the 16th May for Islamabad, to make preliminary arrangements. These included purchasing footwear, socks and raincoats for the Porters, sacks for the Porters loads, cooking utensils, medicine trunk, string, etc. etc. Also clearing our freight through customs and storing it at accomodation he would find for all of us.

Three more of us arrived in Rawalpindi/Islamabad on the 23rd May, 1987 to find we were to live in Gordon Hainsworth's house, manager of the British Embassy Club. Our gear was securely stored in the Club storerooms. We were members of the Club with use of the pool, bar and restaurant. We were indeed lucky to be so well received and looked after. In the following few days we passed swiftly through the formalities of briefing, arranging insurance and depositing the helicopter bond. We visited John Haines at the British Embassy to "report in" and changed a large amount of money into rupees to cover future expenses. On the 27th May we loaded up two transit vans with our freight, now packed into Porter loads of 25 kg. each and left Islamabad along the Karakorum Highway on route for Skardu. We spent the night of the 27th in the Shangrila Midway House Hotel Chilas where we had a good nights sleep.

Our Liaison Officer, one Farook Azam, allocated to us at the briefing, was already proving invaluable in all transactions and arrangements. The next day saw us in Skardu with only punctures and severe fright brought on by our high speed drivers negotiating the incredible KKH along the Indus. We had arranged to meet our Sirdar, Fidar Hussain in the K2 Hotel, but in the event had to stay in the Karakorum Inn as the K2 was full. Here Fidar found us (jungle drums) and a very happy association began. Fidar and his son Shabir helped us purchase the Porters food, some last minute items for the expedition (we had lost all the Porters sunglasses) and with Captain Farooq, hired two large jeeps and a tractor and trailer to convey us and our loads 75 miles to Dassu. In accordance with the regulations, Fadir had engaged some local Porters to spread employment, these Porters would make their own way to Dassu and meet us there.

We left Skardu at first light on 31st May and arrived in Dassu in the early afternoon. Here we made up our complement of Porters to 65 by a most careful selection process by Fidar Hussain followed by a medical by our own Doctor. All the insurance documents were filled in by Captain Farooq, signed by thumbprint by each Porter and sent back by hand somehow to reach the insurance company in Islamabad. All loads were allocated and next morning the march in started. The Porters were excellent, well disciplined, cheerful and knew what was expected of them. The professionalism of Fidar Hussain and Captain Farooq was invaluable in this respect and did much towards maintaining harmony.

Because of very bad snow conditions when we reached Uzzam Brak Glacier some 7 days later, the Porters were unable to reach our intended base camp. We had to settle for being about 1½ hours short. All Porters were paid off and we made an enforced camp where we stood in very deep snow on the Glacier. The following week was spent in ferrying 1.3 tons of gear as far as we could, but again just short of target, to establish another base camp. On 21st June the remaining members of the team arrived at base, bringing the full complement of 8 team members all together. By this time Captain Farooq had been taken ill and had to go down with his cook. In the event, his condition did not improve and in stages he returned to Dassu where he stayed until we picked him up on the way out.

With all the new 'muscle', we forced a passage across the Uzzam Brak Glacier and up the subsidiary glacier leading to the West Ridge of Latok II in the next few days establishing advanced base on the 23rd June. The Ridge Flank was climbed in five days to Camp I at 20,000 ft. while the rest of the team ferried loads up to advanced base. Five more days were spent pushing along the ridge to what became known as Camp 1½, so named because Camp 2 was to be 2,000 ft higher within reach of Camp I. Camp 1½ was, in fact, a work station used to overcome a very difficult rock and ice section where nights could be spent without returning along the ridge. When ropes were fixed on the difficult section, 1½ was not used.

After much hard work in poor weather conditions, Camp 2 at 22,000 ft was established on 8th July. Meanwhile food and equipment had been steadily moved up through camps until, by the 9th July, we judged ourselves to be in a position to make an attempt for the top. On the 10th July 4 team members made a successful carry from Camp I to Camp 2 with bivvy tents, gas and food, sufficient to ensure the plan could be carried through. Seven climbers were now at 22,000 ft, when suddenly the weather turned. Four returned to Camp I in very bad conditions, very grateful for the fixed roped sections. The storm lasted for 3 days before concern was expressed about us being able to even get off the hill, never mind up it!

By now avalanches had swept all the fixings and ropes off the rock band above Camp 2, destroying days of work, while 5 ft of snow had piled up on the little level plateau the tent was on. Food in the supply line was less than we needed, the storm was continuing, we were stopped.

At 6.00 p.m. on 13th July, the position at Camp 2 was critical. By radio we agreed in the interests of safety, to abandon the climb. On the morning of the 14th July, the descent was started. Despite extremely dangerous conditions, the evacuation was completed safely with all climbers descending to base camp.

The expedition was now effectively over.

EXPEDITION DIARY.

17.5.87. Paul de Mengel arrived in Islamabad.

24.5.87. Ted Howard, Brian Mullen & John Hancock arrived in Islamabad.

25.5.87. Briefing with Tourism Division.

27.5.87. Left Islamabad via K.K.H. for Skardu.

28.5.87. Arrived in Skardu.

31.5.87. Left Skardu in jeeps for Dasso.

6.6.87. Unable to reach Base Camp due to deep snow. Paid Porters off and made temporary camp.

14.6.87. Finished ferrying loads, made Base Camp (15,000 ft).

21.6.87. Joe Brown, Bill Barker, Mo Antoine & Paul Nunn arrived.

23.6.87. Advanced Base established. (17,500 ft).

28.6.87. Camp 1 established on ridge. (20,000 ft).

29.6.87. John Hancock left for home.

3.7.87. Camp 1½ established at end of horizontal ridge.

8.7.87. Camp 2 established (22,000 ft).

10.7.87. Joe Brown & Paul de Mengel reached high point about 22,500 ft. Storm started that evening.

11.7.87. ) Stormbound in tents. Joe Brown, Paul de Mengel and Mo  
12.7.87. ) Antoine in Camp 2. Ted Howard, Paul Nunn, Brian Mullen  
13.7.87. ) and Bill Barker in Camp 1.

14.7.87. Route abandoned in the interests of safety.

21.7.87. All team together in Skardu.

26.7.87. De-briefing with Tourism Division.

28.7.87. Flew out of Islamabad on way home.



## ACCOUNTS.

### Income.

Personal contributions (8x1400.)	11,200.00
M.E.F.	1000.00
B.M.C.	1000.00
Minute Club.	209.50
Royal Navy M.C.	25.00
Edward Pryor & Son Ltd.	500.00
Sanderson Instruments.	100.00
Barry Pedlar.	500.00
Brian Jay.	250.00
Mr. & Mrs. Hodge.	100.00
	<u>14,884.50</u>

### Expenditure.

Islamabad flights return.	3752.00
Peak fee.	869.56
Freight (flight) charges & gas.	
Out (Hill & Delamaine)	1775.70
Back (Trans Pack Islamabad)	339.00
Customs handling charges. Out.	54.55
Warehousing & Customs charges. Back.	173.20
Insurance U.K. 8 members.	130.00
L.O., Cook, Porters - Pakistan.	286.31
Travel in Pakistan. Islamabad-Skardu road.	234.77
Subsistence en route.	42.10
Skardu-Dasso main group.	87.71
Later group.	41.20
Dasso-Skardu advance group.	18.00
Dasso-Skardu main group.	41.00
Return flights Islamabad-Skardu.	78.00
Single flights (estimating equal cost).	42.10
Islamabad airport taxes.	89.82
Excess baggage -Skardu - Islamabad.	35.78
Porter wages Dusso-BC.	1634.00
Porters wages later group.	197.00
Porters wages BC-Dasso.	449.00
Other portorage.	31.50
Cooks wages.	126.00
L.O. food & wages.	225.00
Porters food.	79.00
Equipment - L.O. and Cook, losses.	466.00
Communal food, clothing gear, fuel.	319.00
Shoes, glasses, plastics, shopping guide, etc.	100.68
Gear in Britain.	1298.00
Food in Britain.	164.00
Medical supplies.	150.00
U.K. Travel (MEF,Scroder, etc.)	30.00
Admin in U.K. (Copies,Photo's,Post,Report,etc.)	200.00
Bank charges, travellers cheques.	70.00
other.	6.00
Bond interest.	52.50
Foreign exchange costs.	50.00
Subsistence-Islamabad - in.	219.00
Subsistence-Islamabad - out.	201.00
Subsistence Skardu - in.	124.00
Subsistence Skardu - out.	238.00
Misc. petty costs.	244.02
Railfares Bangor/Heathrow/Bangor.	120.00
	<u>14,884.50</u>



## ACKNOWLEDGEMENTS.

We received generous support from many organisations and individuals to whom we offer our sincere thanks.

Financial support came from:

British Mountaineering Council.  
Mount Everest Foundation.  
Minute Climbing Club.  
Mr. & Mrs. B.S. Hodge.  
Edward Pryor & Son Ltd.  
Barry Pedlar.  
Sanderson Instruments.  
Brian Jay.  
Royal Navy Mountaineering Club.

Donations of food and drink came from:

Gateway Food Markets.  
Daniel Quissin & Son.  
Smiths Crips.  
Spillers Foods Ltd.  
Colmans.  
Bassetts Foods PLC.  
St. Ivel PLC.  
CPC (UK) Ltd.  
Batchelors Foods Ltd.  
Prewetts.  
Tate & Lyle.  
James Roberston & Sons.  
John West Foods Ltd.  
Cheshire Wholefoods PLC.

Donations of equipment and clothing came from:

Phipps Fare Ltd. - 3M's.

Cascade Designs Ltd.  
Blacks.  
Vango, Greenock.  
Badenoch Ski School.  
Allcord Ltd.  
Frederick Freer.  
Phoenix.  
Survival Aids.  
Lyon Equipment.  
Craven & Findlay Ltd.  
William Gibson & Sons.  
Briden Fibres.  
Mountain Equipment.  
Don Morrisons.  
Berghaus, Newcastle.

Glencoe Guides & Gear. Mountain Technology LTD  
Taymar Ltd.  
Burton McCall Ltd

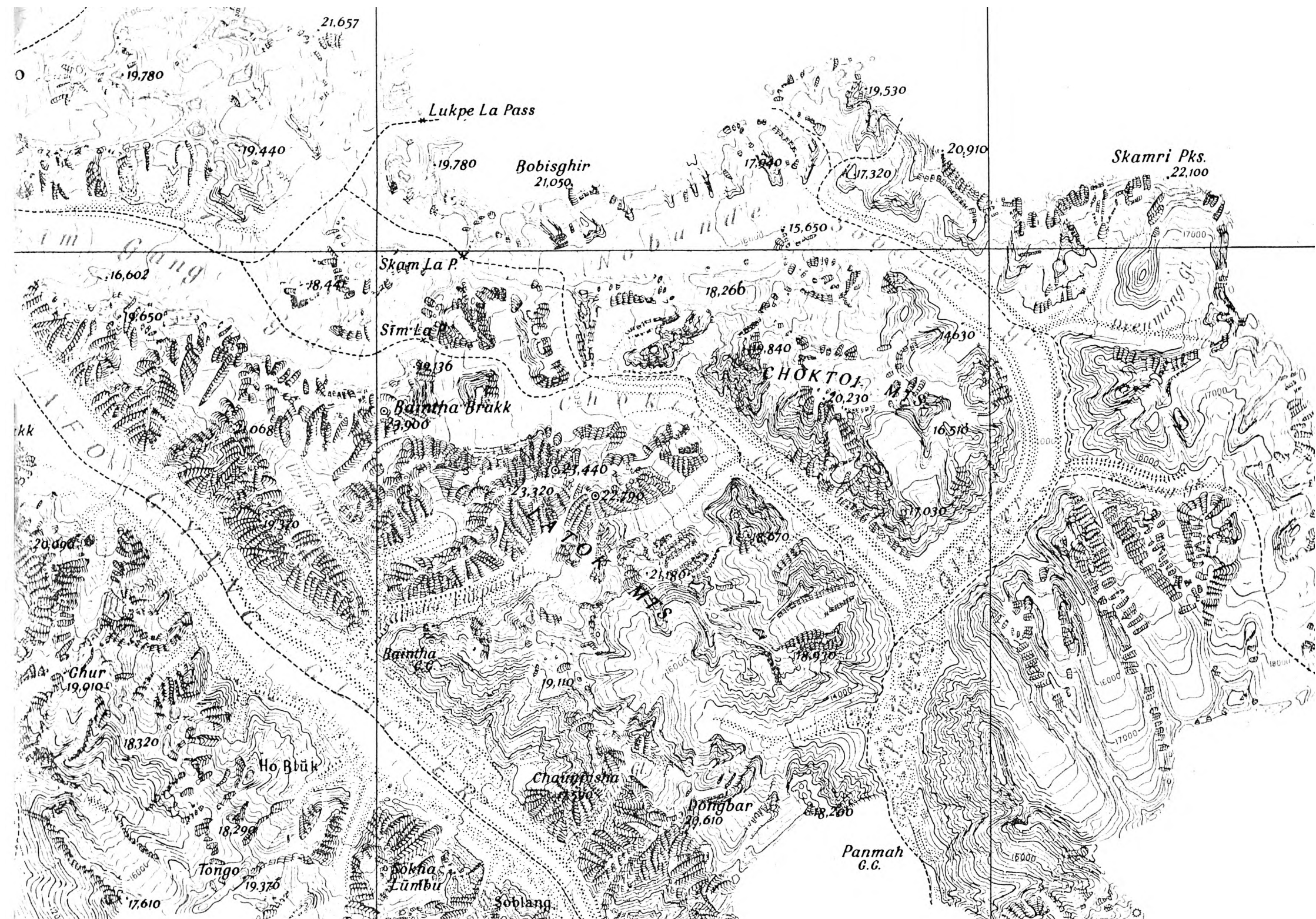
Thinsulate material and cost  
of making up suits.  
Therm-a-rest camping mattresses.  
Base Tents.  
Mountain Tents.  
Ski Poles.  
Climbing Tape.  
Nylon sheets.  
Climbing Helmets.  
Katadyn Water Filter.  
Petzl Head Torches & Duracell batteries.  
Walkie/Talkie Radios & batteries.  
Thermal Wear.  
Ropes.  
Everest Sleeping Bags.  
Ski Goggles & Sun Cream.  
Rucsacs, Yeti Gaiters, Polarplus jackets,  
Extreme salopettes, etc.  
Ice Axes & Hammers.  
Epigaz Stoves & cylinders.  
Opinel knives; lightweight gloves  
Pelican torches; DMT whetstones.

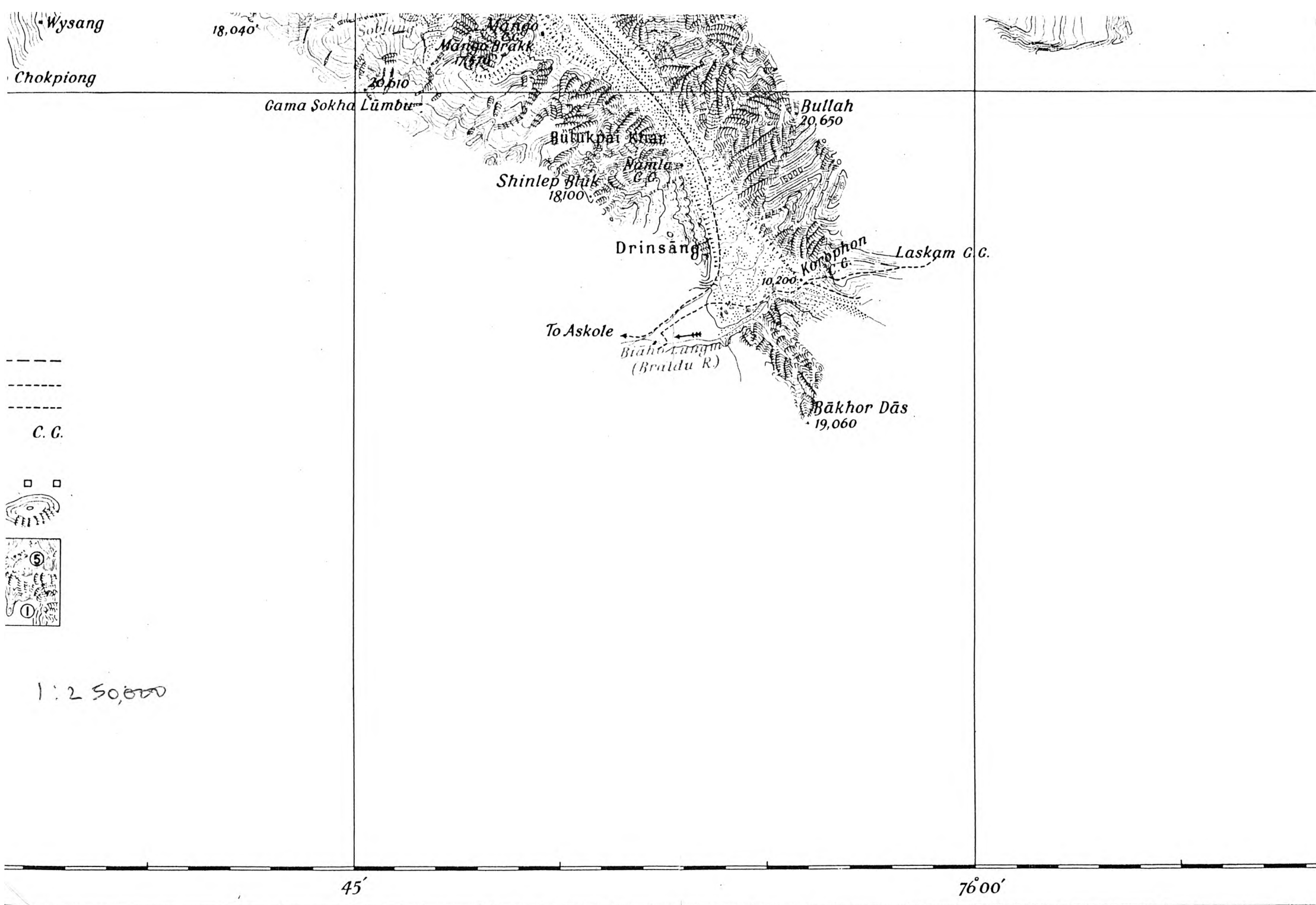
The Expedition is indebted to the following people for their assistance.

Keith Miller.  
John Wilkinson.  
Chris Bonington.  
David Edwards.  
Brian Hall.  
Paul Richards.  
Michelle Lidstone.  
Liz Coy.  
Brian Sampson.  
John Stone.

We would like to offer personal thanks to the following, who kindly helped in a variety of ways.

Graham Panton.	President of The Minute Climbing Club.
Mr. & Mrs. G. Hainsworth.	British Embassy Club, Islamabad.
John Little.	Hill & Delamaine.
Arif Qadri.	P.I.A., Bradford.
Fidar Hussain.	Expedition Sirdar.
Shabbir Hussain.	Regional Tourist Office, Skardu.
Farooq Azam.	Expedition Liason Officer.
Neil Foster.	Packaging.
Jan Brownsort /Can UK.Ltd.	Packaging.
Alan Day / Blacks Ltd.	
Henry Sutcliffe Ltd.	





ad 24120 623 Sakok 2 West Ridge Expedition