

NEW ZEALAND 1989

U L I B I A H O S P I R E

EXPEDITION REPORT

On May 7th 1989, Paul Rogers, Murray Judge and Guy Cotter were met at Delhi Airport by Ed Cotter, Nick Cradock and Anna Cook, to make up the New Zealand Uli Biaho Spire Expedition. Ed, Nick and Anna had just spent one month ski touring in the hills behind Manali with friends from New Zealand.

The next day the group flew by P.I.A. to Lahore, Pakistan then onto the capital Islamabad and were met by Faqir, a Cook employed by Nazir Sabir, the expedition's agent.

Unfortunately it was Ramadan at this time which meant that all Government offices were closed until the 9th. However, food for the expedition was purchased and flights to Skardu were arranged.

When the Tourism offices opened the team met Captain Shabir, the expedition Liaison Officer. The expedition flew to Skardu on the 14th and moved into the K2 Hostel and further provisions were purchased and 15 porters were hired from the throngs hanging around the K2 Hostel.

Two days later the expedition drove by jeep to Dassu, the staging point for the walk in and employed a further 15 porters for the walk in.

Bad weather prevailed on the walk in but base camp was reached in very fine weather. On the 21st the porters were paid off. The Liaison Officer, Captain Shabir was very helpful in negotiations with porters and did much of the organisational work that the Cook - Sidar should have done.

A reconnaissance on May 22nd and 23rd revealed that the access gully used in 1978 during the American Expedition was the most direct route to the base of the mountains although it was obviously an active avalanche chute.

Load carrying commenced to the base of the gully and on the 27th and 28th a route was forced up the gully to easy ground leading to the base of Uli Biaho. 200 metres of ropes were fixed in place to make load carrying safer and easier. Loads were ferried up the gully and on June 3rd, Paul and Murray fixed two pitches on the proposed new route on the South East Face and the following day another two pitches were added by Guy and Nick.

Bad weather on the 5th forced a retreat to base camp.

The barometer rose slightly on the 11th but by the time the gully was climbed to a camp under Uli Biaho, the weather had deteriorated again and the team left for base camp after an active avalanche cycle.

On return to base camp it was discovered that there was no base camp food left and Faqir went to Askole Village, two days walk away, for more.

Anna and Ed had been to Concordia and Ed had left to return to Skardu earlier on and now Anna decided to leave with Faqir and the leader of an Italian Expedition, Stephen. Murray had work commitments back home and he left also.

On the 19th Faqir arrived back (this was the second time Faqir had gone for more food due to oversights in purchasing provisions in Rawalpindi), he had 10kg Flour, 3kg Rice, 3kg Milk Powder and 3kg Ghee all costing R1265.

On the 22nd June, Nick and Guy returned to the snowcave and waited out a heavy slab avalanche cycle. Next day the proposed new route was stripped of equipment and a bivy was established under the South Pillar at 1,800. Paul joined them later that day.

The team climbed about six pitches on the 24th encountering heavy snowfalls in the afternoon and arrived at a protected ledge at 6.00 pm at about 18,600'.

Next morning dawned fine and the trio climbed through fine weather encountering snow covered rock (on holds and ledges), climbing to 19,500' using aid and free techniques.

On the 26th an A3+ pitch was climbed which included bolt placements left by the Italian climbers. Seven pitches from the bivy the summit was reached at 4.00 pm in white out conditions.

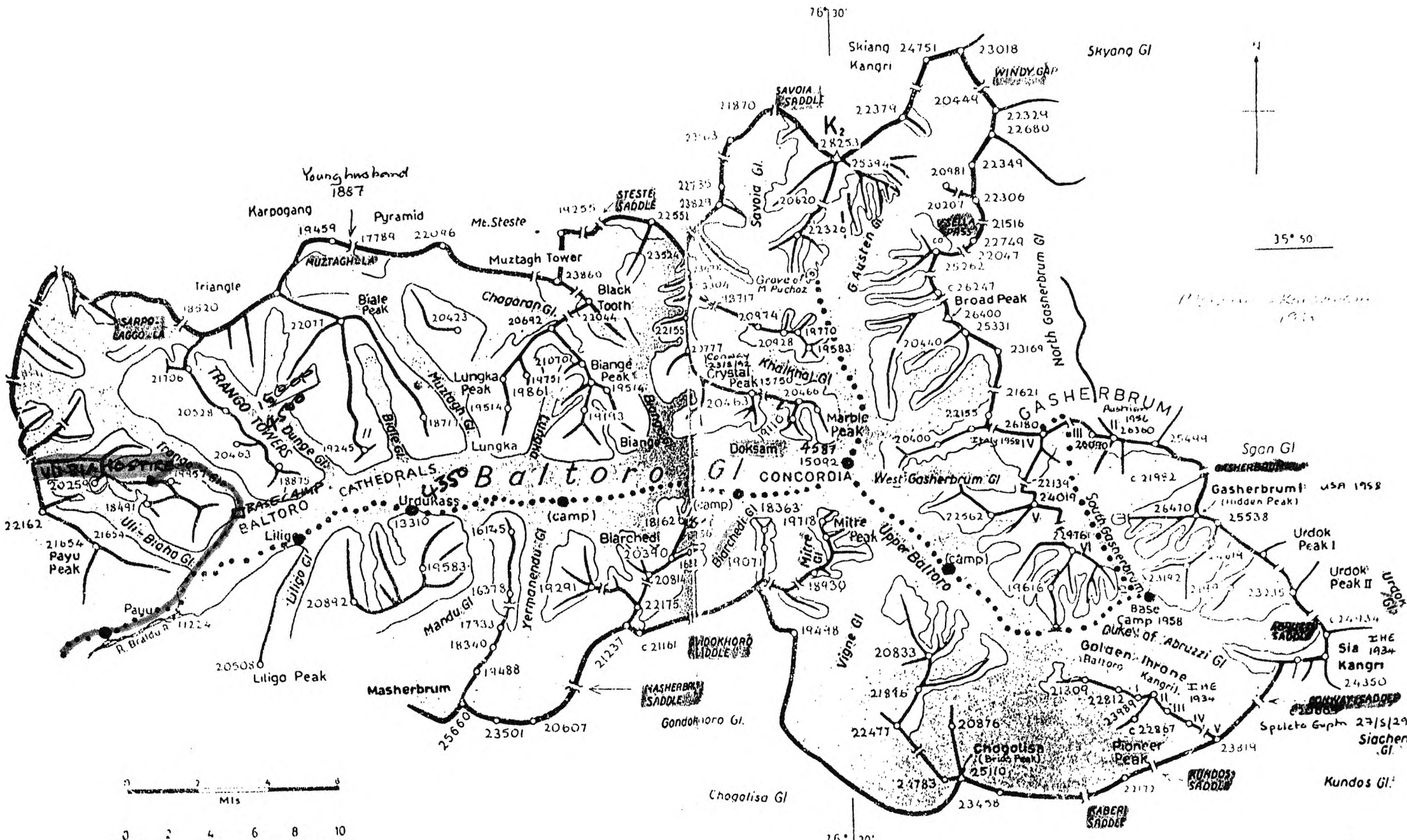
During the descent the rappel ropes got stuck just on dark and a haul line was used to 'rappel' to the bivy used on the night of the 25th.

Next day the three descended to the Trango Glacier with all the equipment carried up bar the two ropes abandoned on route.

The porters arrived at base camp on the 28th and Skardu was reached on the 31st.

No flights were leaving Skardu due to inclement weather so the expedition members drove to Islamabad on the 3rd, arriving on the 4th.

Nick left on the 7th July and Paul and Guy left on the 8th.



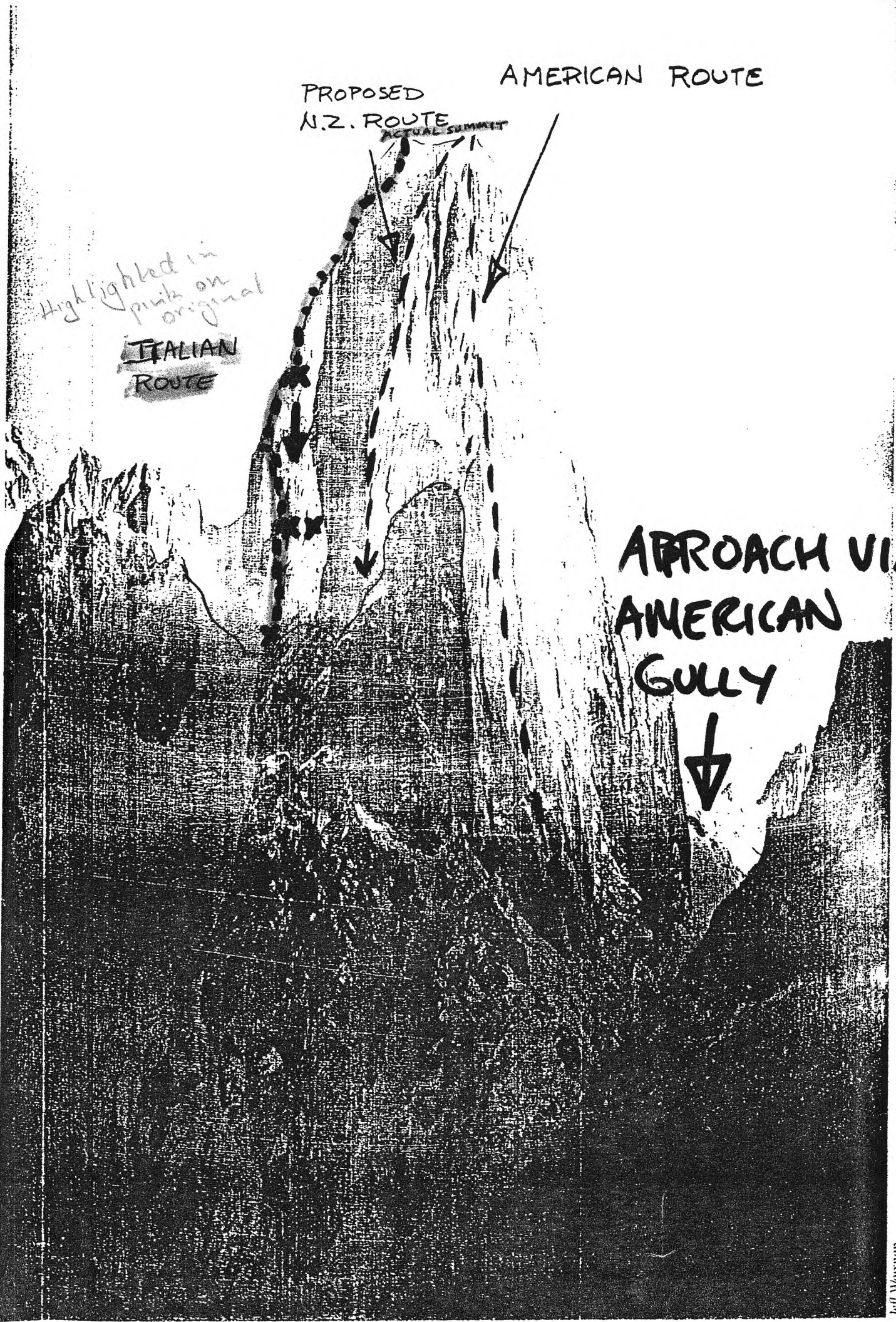
1:250,000
1955

USA 1958

THE
Sia 1934

Spuleta Guph 27/5/29
Siachen
G.I.

Kundos G.I.



PROPOSED
N.Z. ROUTE

AMERICAN ROUTE

ACTUAL SUMMIT

Highlighted in
pink on
original

ITALIAN
ROUTE

APPROACH VIA
AMERICAN
GULLY



Jeff Worsnop

Uli Biaho, a magnificent granite tower, seen from Urdukas in the early morning.

BUDGET ESTIMATE FOR ULI BIAHO EXPEDITION 1989

PREPARED BY ROB HALL USING INFORMATION FROM K2 EXPEDITION 1988

	<u>PROJECTED</u> ↓	<u>ACTUAL</u> ↓
PORTERAGE IN 30 x 113 x 7 = 23,730		
OUT 12 x 113 x 7 = 9,492	33,222	39,300
FOOD 400 RUPEES PER DAY x 60 DAYS	24,000	29,600
HOTELS ONE LARGE ROOM PINE HOTEL 10 NIGHTS (IN AND OUT) x 500	5,000	8,320
AGENT FEE SUS 100 EACH PERSON	7,200	7,200
LIAISON OFFICER FOOD ALLOWANCE 45 DAYS x 150	6,750	5,000
COOKS WAGES 45 DAYS x 150	6,750	6,750
EXCESS BAGGAGE SKARDU RETURN PIA 737 FLIGHT	3,000	2,300
INSURANCE PORTERS/COOK/LIAISON OFFICER	3,000	2,945
JEEP CHARTER TO ROAD END (2 IN & 1 OUT)	3,000	3,900
AIRTICKETS SKARDU RETURN	3,500	1,200
GENERAL EXPENSES	2,000	6,000
PORTERS FOOD	1,500	1,500
KITCHEN GEAR (POTS PANS STOVES ETC.)	1,500	2,300
SIDAR WAGES (IN ONLY- COOK ACT AS SIDAR OUT)	1,500	1,500
TAXIS (TWENTY MINUTES BTWN PINDI & ISLAMABAD)	1,500	900
PORTERS GEAR (SOCKS SHOES GLOVE HAT RAIN SHEET)	1,000	1,320
CUSTOMS AIRFREIGHT CLEARANCE	1,000	NA.
POSTAGE AND TOLLS	1,000	NA
CONTINGENCY (UNFORESEEN INFLATION CURRENCY FLUCTUATION)	10,000	7,000 NA
	116,422	127,035
CONVERTED TO US DOLLARS AT 18 RUPEES =	\$6,467	AND US Dollars 7,057.5
CONVERTED TO NZ DOLLARS AT .60 =	\$NZ 10,778	NZ Dollars 11,762.5

= 2 =

NEW ZEALAND DOLLARS

INTERNAL BUDGET ESTIMATE	10,778	
AIR FARES 4 x 2,300	9,200	7000
INSURANCE COMMERCIAL UNION 4 x 200	800	1040
AIR FREIGHT CH. CH-LONDON-ISLAMABAD 200 KG. AT 5-00	1,000	NA
ACCOMMODATION SINGAPORE AND KARACHI 4 x 120	480	NA

TOTAL COST ESTIMATE (NOT INCLUDING PEAK FEE)	<u>22,258</u>	19802.5
DIVIDED FOUR WAYS =	<u>5,565</u>	4950.6

THIS IS THE MOST ACCURATE INFORMATION THAT I HAVE,
BUT IT'S ALL STRICTLY ON AN "ALL CARE NO RESPONSIBILITY
BASIS."

GOOD LUCK LADS. !!!