

THE BRITISH K7 EXPEDITION 1990..... SUMMARY REPORT

MEMBERS:

DAI LAMPARD
 BOB BREWER
 BOB WIGHTMAN
 LUKE STEER
 ROZI ALI - BASE CAMP
 CAPTAIN ARSHAD ALI - LO

CONTACT ADDRESS:

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OBJECTIVES:

2ND ASCENT OF K7 BY A NEW ROUTE. THE DIRECT ON THE UNCLIMBED SW RIDGE.

DATES:

- 10TH JULY - FLY TO ISLAMABAD
- 16TH " - FLY TO SKARDU AFTER INITIAL PREPARATIONS IN ISLAMABAD.
- 17TH - MEET ROZI ALI. FINAL PURCHASES AND PREPARTIONS.
- 18TH - DRIVE TO HUSHE
- 19TH - HUSHE
- 20TH -
- 22ND - BASE/ CHARAKUSA GLACIER (It is of interest that the locals do not call this glacier by this name- unfortunately I have forgotten what they call it!)
- 23rd - LOADS TO BASE OF MOUNTAIN. C 4300M
- 25TH - DL AND BB START CLIMBING TO C1 c 4700m
- 28th - CAMP 2 c 5000m
- 30th - ALL MEMBERS TO C2. START ON 2ND TOWER



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- 31ST - REACH 'JUTTING LEDGE'
- 1ST - HIDDEN COULDR
- 2ND - CAMP 3 . C 5500M
- 4TH - KNIFE EDGE RIDGE ON TOWER 3
- 5TH - THE COFFIN BIVVY
- 7TH - CLIMB THE 'DIAMOND' VIA THE SMORGEN FISSURE.
- 8TH - ARSEILS TO GLOOM / HOLLYWOOD BOWL BIVVY
BOB W LOSES ALL HIS KIT. 5 NIGHTS WITHOUT A PIT
BEGIN!
- 9TH - CAMP 5 c 6000m
- 10th - camp 5
- 11th - FORTRESS
- 12TH - FORTRESS
- 13TH - OUT OF FOOD- OUT OF LUCK - WEATHER ANFUL!
START ARSEILING TO BASE
- 14TH - REACH FOOT APPROX 4PM.
- 17TH - HUSHE
- 19TH - SKARDU
- 21ST - SURVIVE KKH IN A LANDCRUISER!
- 8TH - FINALLY ESCAPE FROM PAKISTAN AFTER SPENDING THOUSANDS
ON NEW TICKETS..RESOLVE NEVER TO TRAVEL PIA AGAIN!

WEATHER ETC

THE MONSOON HIT PAKISTAN APPROX TWO WEEKS EARLIER THAN NORMAL THIS YEAR.. IT OBVIOUSLY AFFECTED THE WEATHER TO SOME EXTENT AND ALTHOUGH IT WAS NEVER VERY BAD ,IT WAS OFTEN MIXED IN NATURE.BECAUSE OF THE ROCK INVOLVED TIME WAS WASTED WAITING FOR SNOW TO CLEAR ON SEVERAL MORNINGS.RETREAT WAS BASICALLY A COMBINATION OF NO MORE FOOD,DETERIORATING WEATHER.ANOTHER DAY WOULD HAVE SEEN US OVER THE FINAL ROCK DIFFICULTIES ON THE FORTRESS BUT THE WEATHER MADE THE FINAL DECISION FOR US.
THE TWENTY DAY CONTINUOUS PUSH WAS A LONG TIME WITHOUT REST!!

MEDICAL

NOTHING OUT OF THE ORDINARY OCCURED. BOB W LOST HIS KIT WHICH DID MEAN HE WAS RATHER COLD AND A BIT OF A LIABILITY UP THERE! HOWEVER HE SURVIVED.

TECHNICAL

THE SHEER LENGTH AND COMPLEXITY OF THE ROUTE MAKES IT IMPOSSIBLE TO GO INTO DETAIL HERE. SUFFICE IT TO SAY , THE ROUTE IS AKIN TO A SUPER TRANSD TOWER WITH MINIMAL WORK ON SNOW AND ICE. ONLY 30FT IN 88 PITCHES WERE AIDED AND THE REST GOES FREE WITH NO BOLTS. MOST OF THE JAPANESE AIDED SECTION ON THE FORTRESS WAS FREE CLIMBED, AID BEING NECESSARY ON A SHORT SECTION DUE TO ICE OBLITERATING THE CRACK TOTALLY. THE SITUATIONS , EXPOSURE AND QUALITY OF ROCK WOULD STAND AGAINST EVEN THE MOST EXCETIONAL OF MOUNTAINS- A SUPERB PEAK OFFERING SOME OF THE BEST CLIMBING I HAVE SEEN IN THE KARAKORAM.

COST

APPROX 10,000 POUNDS BUT THIS INCLUDES THE COST OF EXTRICATING OURSELVES FROM THE CLUTCHES OF PIA- A DISASTER AREA THIS YEAR WHICH WOULD NECESSITATE AN ARTICLE ON ITS OWN.

FULL REPORT TO FOLLOW AS SOON AS POSSIBLE.

DAI LAMPARD 20TH SEPTEMBER 1990