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KUKUAY GLACIER EXPEDITION 1993

EXPEDITION REPORT

SUMMARY

The Kukuay Glacier Expedition 1993 was intended to prepare men and equipment for an attempt on Gasherbrum 3 in 1994. In order to do this, it was intended to explore the rarely visited Kukuay Glacier area and to attempt peaks up to 6000m. The aim was achieved, with seven Himalayan novices being introduced to those problems typical of the Himalaya, and the equipment and procedures being thoroughly tested. However, due to various reasons, a maximum altitude of 15,500ft was reached and no summits were climbed.

30 Nov 93

Short History of the Kukuay Glacier

The Kukuay is a medium-sized glacier in the Karakorum Himalaya of Pakistan. It lies north of Chalt on the Karakorum highway and south of the Batura peaks.

The first exploration of the Kukuay glacier was carried out by Bill Tilman after his unsuccessful attempt on Rakaposhi in 1946. With Hans Gyr and Robert Kappeler he explored the upper reaches of the Glacier in order to determine whether there was a pass across to the Koz Yaz glacier. In the event, they found that the head of the glacier was in fact on the Batura wall, and that the far side was too steep to allow access to that glacier.

The only trace of a subsequent British visit to the area was an expedition by Rob Collister in 1976 which visited the area. Since no mountains were climbed on either visit it seemed like an area ripe for further exploration.

On our arrival at the roadhead at Bar, it turned out that a Japanese expedition had visited the glacier in the June of 1993, with the intention of climbing one of the 7000m peaks at its head (we were not able to determine which one). However, their Camp 3 had been avalanched and two climbers had been killed.

Expedition Aims

The aim of the expedition was to be a 'trial run' for an attempt on Gasherbrum III in 1994. Of the team of ten, only three had previous Himalayan experience, although all were experienced on Scottish and Alpine mixed routes. Therefore it was considered necessary to have a preliminary visit to the Himalaya. This had the added benefit that all stores for both expeditions could be freighted out to Pakistan together and tried out in the mountains. In order to achieve all this, it was intended to attempt peaks of up to 6000m in the area of the Kukuay Glacier, most of them unclimbed.

List of Expedition Members

Graham Kerr	Duncan Francis
Peter Lawes	Mark Skelton
Patrick Hickie	Mark Williams
Chris Davies	Oz Lyman
John Morgan	Doug Bowley (Doctor)

Expedition Narrative

28 Aug. Duncan Francis flew to Islamabad as advance party to sort out documentation and freight (see Annex A), book transport and to procure provisions.

1 Sep. Main party arrived in Islamabad, stayed overnight in the Paradise Inn (Rawalpindi).

2 Sep. Tried to fly to Gilgit, but turned back by bad weather. By bus to Gilgit overnight (18 hours).

3 Sep. Arrived Gilgit (Hunza Inn) at 0840. Manager promised to arrange cooks and transport. Introduced to a Mr Ali, from Chaprot, who knows the Kukuay/Bar area and who would help us with porters. Discovered that a Japanese expedition had been in the Kukuay area in Jun and had lost 2 members in an avalanche. Bought remainder of supplies and arranged 25kg porter loads (about 28 of them).

4 Sep. Niaz Khan (who cooked for me on the 1989 Shani Expedition) turned out to be available as cook at R250 per day, with Said Abdullah, from the same village (Hassanabad) as assistant at R125 per day. Curfew from 1400 hours due to Sunni/Shia unrest in Gilgit over the exact date of the Prophet Mohammed's birthday (12 killed last year). Jeeps arrived just before the curfew, to be available first thing tomorrow.

5 Sep. By jeep (4) to Bar (each cost R1400). Made a short detour to get first class views of Rakaposhi N Face. Camped at top end of Bar village. Headman demanded R150 per man per day (acceptable), but argued that it was 4 days march to Daru Burukush, where we wished to site Base Camp. Tilman did it in 2, so we refused and told them to come back in the morning. The fields of Bar had recently been harvested, but there was evidence of wheat, potatoes, beans and salads. The rows of marijuana were still standing!

6 Sep. Porters still refused to carry to Baru Darukush in 2 days, although they said that they would if we payed them for 4 days. The much vaunted Mr Ali appeared to be on their side and was of no use. We could not afford this, so in the end, in desperation, we agreed to pay them for 2 days to walk to Burpush Kutu - the site of Tilman's first night camp! They also insisted on 2 sirdars and 2 men to carry the porters food. Thus we finished up paying for 34 men. First days walk was an easy 4 hours to Betallagh Tok, a distance of about 6km. The porters were very poor, resting every five minutes and stopping twice for meals! Betallagh Tok, a group of 3 uninhabited huts, gives good views up the Baltar Glacier.

7 Sep. An easy 2 hour walk to Burpush Kutu. Base camp was established at 10000ft - far too low. Paid off the porters, who could not believe that we were not going to give in and pay them to walk for another 2 days to Burpush Kutu. Sent out 3 recce groups to investigate different peak possibilities.

One went up the Aldar Kush Glacier to look at the unclimbed peaks at its head, while the other 2 went to investigate different approaches to the Sat Marao Glacier and the peaks around it. The Sat Marao proved to have huge (500ft) moraine walls on each side of it, and to be very difficult to either get on to or to get off. While the peaks here looked fine, getting onto them would be extremely difficult, especially for load carrying parties trying to establish an advance base camp. The main peak at the head of the Aldar Kush (estimated at 17500ft) looked as though it would go by the E ridge, and so it was decided to establish an advance base at the top of the glacier. This decision was made because, although it would normally be more practical to approach such a route in semi-Alpine style, the main aim of the expedition was to test out the men, equipment and procedures for an attempt on Gasherbrum III. Therefore we wanted to establish an ABC and to move loads through it to higher camps. The weather was marvellous, but very hot.

8 Sep. Established ABC at 12560ft. John Morgan, Oz Lyman and Duncan Francis stayed up to begin work on the first part of the route on the following day. The remainder returned to Base Camp for a second carry the next day. No sign of any stonefall or avalanche, and no recent avalanche debris. The weather was getting hotter and hotter. Above the camp, there were 2 possible routes up on to the E ridge, by which it was intended to get to the summit. On the left was a narrow and dirty couloir, and on the right a broad ice slope, seamed with crevasses. Since this ice slope provided the most elegant line, we decided to explore this route first. A day of watching produced no sign of avalanche or stonefall.

9 Sep. (Duncan Francis' narrative) Up at 0300 and away by 0400. Work on the lower slopes started well on 45degree ice. Having turned the first few crevasses, we then came to a large crevasse spanning the whole face. Dawn was breaking as we investigated the 2 snow bridges that crossed it. Oz led the better one, and we started to put in a fixed rope. Suddenly, we got hit by a powder snow avalanche. Luckily, Oz saw it coming and was able to take cover behind an ice mound. Below the lip of the bergschrund we were not so lucky, and while John was out of the main line, I was carried off down the slope. When the dust had cleared, we were all OK, but had lost Oz's rucksack and sundry other items. After a long search through the avalanche debris we found everything except for the poles from our tent. Somewhat shaken we returned to Advance Base. The avalanche must have been caused by a collapsing serac high up at the top of the face. When the others arrived, we agreed to go back down to Base to do another carry, while they stayed up to try the lefthand couloir the next day. The weather was still very hot, but there was a lot of high cirrus building up in the afternoon.

10 Sep. The other teams put up Camp 1 on the E ridge at about 15500ft, within striking distance of the summit if we used a bivouac. The initial couloir was exited on the left to

avoid the cornice. The exit was very steep and had to be protected by a fixed rope. The ridge above was steeper than it looked from below, and the team had to fix more ropes on several ice pitches. Most of the leading was done by Pete and Mark. After this good days climbing, things started to go wrong again. As the team was descending the ice couloir at about 1630, after the sun had left it, Patrick Hickey was hit on the back by a large boulder, the impact of which was luckily absorbed by his rucksack. That evening, Graham Kerr decided that two incidents in two days was too much, and that we should abandon the route, having retrieved the equipment at Camp 1.

11 Sep. The weather broke during the night with a huge downpour. All at ABC were kept awake throughout the night by avalanches from all around the bowl. Luckily, ABC was well sited in a safe position well away from all the avalanche cones. As the whole mountain was now falling down in the hot wet weather, Graham decided that the objective danger was too great to go back up to retrieve Camp 1. Therefore, we quit the mountain.

12 Sep. A cold wet day. Since we had abandoned the Aldar Kush, couldn't get on to any of the mountains around the Sat Marao, and were too far from the tempting peaks higher up around Daru Barakush to have any chance of climbing them in the limited time that we had left, we were left with apparently no choice but to retreat back down to Gilgit. Graham walked back down to Bar in a couple of hours, and organised porters who came back up in the afternoon.

13 Sep. Walked back to Bar in 6 hours and then drove back to Gilgit in 3 jeeps. Morale very low. Weather began to pick up.

14 Sep. Decided to go and trek, if possible somewhere where we could get some altitude. Difficult to explain why we didn't take advantage of being on the Kukuay to at least go up to Tilman's col looking down onto the Batura, which is at over 17000ft. Graham went down with stomach problems - our first case!

15 Sep. Majority of party decided that work back home was more important than trekking. Graham and Mark decided to go alone up to the Hunza to trek to the Rash Phuri lake.

16 Sep. Bus overnight to Rawalpindi.

17 Sep. Main body flew back to London.

25 Sep. Graham, Mark and Doug flew to London.

ANNEX A TO
KUKUAY EXPEDITION REPORT
DATED 30 NOV 93

FREIGHT AND DOCUMENTATION

1. Freight Planning in the UK.

- a. Any major international freighting company will be able to handle your freight, but they must have an agency in Pakistan. Our UK Company, Expedition Freight, were not too good (we had a lot of problems), but their agency in Islamabad, Galaxy Forwarders, were extremely helpful. If you are going to freight out equipment from the UK, it is worth being aware that most freighting companies will freight a minimum of 100 kilos. Any freight weighing less than this will be charged for the full 100 kilos. Furthermore, there are considerable savings to be made by freighting large amounts - for example we were able to freight out kit for £1 per kilo by shipping over 500 kilos. However, you should also establish the exact terms of your contract; is it port to port, pickup address to delivery address, or some combination of the two? We were surprised with an extra bill of £150 for pickup from our store, which we had thought was part of the deal.
- b. If you are going to freight gas cylinders, they will need to go as Dangerous Air Cargo (DAC). Not all companies can or will handle DAC, so it is worth asking first. DAC will need more preparation and paperwork, will cost considerably more, and you will have to arrange it all much earlier than normal freight.
- c. Ensure that the freighting company knows exactly when you want the freight to arrive in Islamabad. This should preferably be a day or so before your freight representative arrives in country. The company will then be able to tell you when you will need to deliver the freight to their depot, or have it picked up.
- d. All of the freight documentation must be in the name of the person who is going to get it out of Pakistan Customs at the far end. It should also have the name of your trek/expedition on it. You will need at least five copies of all of the documentation to take out to Pakistan - don't rely on the freighting company to fax it out to their agent. This paperwork includes the air waybill, packing lists and Annex F to the Pakistan Trekking Rules and Regulations. You will also need the keys to the drums.
- e. Propane/Butane Gas. As mentioned above, it is difficult to freight gas out to Pakistan. Some cylinders can always be bought in Gilgit and Skardu, but we obtained ours through Dai Lampard in the UK, and collected it from Baltistan tours in Islamabad.

2. Freight in Pakistan.

- a. It will take at least three days to get the freight out of customs - assuming that nothing has gone wrong! The first step is to go to the freighting agency's Pakistani agency with all your paperwork. They can confirm that the freight has actually arrived in country and that it is available for picking up from the customs shed at Islamabad Airport.
- b. The paperwork will then have to be taken to the Office of Tourism in the Jinnah Market. This is where you will get the clearance to import the freight without paying customs duty. It will ease your way considerably if you have written a letter to the Office from the UK informing them that you will be coming to Pakistan. Note that if you are not intending to climb anything over 6000m, do not call yourself an expedition, but rather a trek. This will further ease your passage through the rocky waters of Pakistani officialdom. You may also require your Helicopter Bond money and your porter insurance forms (see 'Documentation' below).
- c. Now that you have the release papers, the freight agency will be able to arrange getting your freight out of customs. The agency will also arrange transport for your freight to get to your hotel. For all this you will need to pay a customs fee and probably an agency fee - this is something else that it is worth clearing up with your UK shippers before you entrust your freight to them - who pays for what? Our agency fee was R6100 including all customs charges.
- d. One final point is that Pakistan closes down from lunchtime thursday to saturday morning. Furthermore, in order to get your freight out of customs on a particular day, you will need to get all of the paperwork into the customs shed before 1300 hrs on that day.

3. Documentation in the UK.

- a. You will need a full UK passport with a Pakistani visa to get into Pakistan. The visa can be obtained from the Pakistan Embassy in London. I believe that they can also be obtained from the consular offices in other major UK cities, but cannot verify this.
- b. It is possible to obtain a visa by post, but this is slightly fraught and can take a long time. Not the least problem is that the embassy is unwilling to accept personal cheques. The best bet is to go in person to the Embassy in London. It takes one day to collect the visa, delivering the application forms in the morning between 0900 and 1300, and collecting the passports with the visa stamps in the afternoon after 1600. The application forms can be obtained in the morning, but it is better to get them by post in advance and fill them in prior to your visit. You will need three copies of each

application, each with a passport photograph. You also have to pay for the visas in cash - cheques are not acceptable. The office works on a rota system - ensure that you collect a number from the machine by the door on the way in. Expect to queue for at least an hour before you get to hand over your applications.

c. You should obtain a copy of Pakistani Rules and Regulations for Trekking from the Embassy in the UK. This will let you know if the area which you intend to go to is in a restricted area or not. It is probably not worth applying for a trekking permit before you go if it is, since these can be obtained in country, but it is certainly worth writing to the Pakistan Tourism Office to let them know that you are coming.

4. **Documentation in Pakistan.** You will need the following documentation in Pakistan:

- a. **Freight Documentation.** This is covered above.
- b. **Porter Insurance.** You will need to insure your porters against death or injury. This can be done at any of several insurance companies in Rawalpindi or Islamabad. The Tourism Office will give you details. You will need to know how many porters you will need, and for how many days, so some preparatory work on numbers of porter loads and walk-in details will be required.
- c. **Helicopter Bond.** If you want to be able to be recovered by a helicopter in the event of an accident, you will need to place a sum in US\$ cash or travellers cheques with the Tourism Office. They will give you a certificate to produce if you require assistance. You will not get rescued by helicopter without it. The current rate will be given in the Trekking regulations.
- d. **Photocopies of Passport and Air Ticket.** You cannot reconfirm your air ticket without 3 photocopies of your passport (main pages and visa) and of your air ticket.

5. **Books and Maps.** The new Lonely Planet Guide to Pakistan is a very good guide to all aspects of travel in Pakistan. For maps, the US Series U502 Series, Sheet NJ 43-14 BALTIT, Edition 2-AMS is the largest scale one available (1:10,000). However, it is extremely unreliable. The Czech Topographic Sketch Map of the Hindu Kush 1971, at a scale of 1:187500 is a very useful planning map.

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EQUIPMENT AND FOOD

1. **Group Kit List.**

Tents - including mess tent and cooks tent
Tarpaulin (12' x 12') for kitchen
Paraffin base camp stoves
Gas mountain stoves
Gas cylinders
Cooking equipment (locally purchased): kettle 10 pints,
kettle 5 pints, saucepans, pressure cookers, colander,
sieve, chapatti board and roller, kitchen knives
Fuel containers, fuel filter
Flour sacks/sausage bags
Porters/cooks rucksacks
Climbing gear including ropes, hardware, fixed ropes,
snow stakes, marker wands etc

2. **Individual Kit List.**

Rucksack	Gloves meraklon - 2 pr
Daysack	Overgloves - 2 pr
Sleeping Bag (expedition)	Balaclava silk
Kipmat/Thermarest	Balaclava wool
Bivvy Bag	Glacier glasses
Climbing Harness	Sun-screen/lip salve
Expedition boots	Wash kit/towel
Trekking boots/trainers	Repair kit (sewing kit, cord, superglue, screw- driver, masking tape etc)
Goretex gaiters	Cigarette lighter
Socks long wool - 2 pr	Penknife
Socks sports - 3 pr	Water bottle
Lightweight trousers	Headtorch (+ batteries)
Thermal bottoms/top	Cameras/films/batteries
Underwear	Money/TCs/Amex card
T-shirts - 2	Moneybelt
Wool shirt	Whistle
Fibre-pile jacket	
Duvet jacket	
Goretex jacket/trousers	
Ice tools	

3. **Food.** The majority of 'Western' type foods available in Pakistan are of quite low quality. Certain items are available in Islamabad and Rawalpindi at quite high prices. Basic foodstuffs - pulses, vegetables, dried and fresh fruit, spices, flour, salt. sugar, beverages, jams etc are available in Gilgit at very good prices. For use on the mountain we used army Arctic freeze-dried rations, which were very good. We lost a number of items through bad packing of the porter loads - make sure that squashable items are well protected. In summary, take mountain rations and items like dried meat, cheese, soups, choccy bars and honey for use in base camp with you.

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FINANCE

1. **General.** Sterling cheques are freely transferable in Pakistan, but US\$ Travellers Cheques are preferred, and US\$ cash gets you the best rate of exchange. There are American Express offices in both Rawalpindi and Islamabad which give a good rate of exchange, as does Grindley's Bank. Most transactions must be paid for in cash, but an increasing number of outlets in the big cities will take Amex or Visa. In Gilgit, travellers cheques can be exchanged at the Habib Bank. Anywhere else up country is purely cash - preferably small notes. Banks are closed from thursday lunchtime to saturday morning. On arriving in Pakistan, the bank in the arrivals hall gives a very good rate of exchange, so that you can get Rupees immediately.

2. **Income/Expenditure.**

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TRANSPORT AND ACCOMMODATION

1. **Air.**

a. **To Pakistan.** We travelled to Pakistan by PIA. The only other choice to Islamabad is BA, which is much more expensive. The PIA office in Bristol is used to dealing with expeditions and will give you an additional 20kg weight allowance for the outward journey only. Under new regulations, you cannot buy the tickets direct from the airline, so we did it through the Karakorum Experience tour operators who were very good. You will need to reconfirm your return seats at least 24 hours before you fly back, at the Rawalpindi office. This takes some time, and it is worth getting your hotel manager to get someone to do it for you if you can. You will need three photocopies of the front pages of your passport and of your visa! Finally, there is an airport tax to pay on departure - R200 in 1993.

b. **Within Pakistan.** The only airline currently operating within Pakistan is PIA. However, in 1993 this monopoly was about to be lifted and it was suggested that the Agha Khan was about to start a service from Islamabad to Gilgit. The advantages of the PIA service are that they are cheap (£53 return) and that you can book it in the UK with your main ticket. The flights are heavily booked, so it is worthwhile booking at least six months in advance to be sure of a ticket. The downside is that about 50% of the flights don't go because of bad weather at Gilgit. However, you do get a full refund from the office where you booked the ticket. Again, these tickets (both ways) need to be reconfirmed 24 hours in advance. There is a local airport departure tax of R80. Baggage is limited, so your freight will have to go by road.

2. **Road.**

a. **Within Rawalpindi/Islamabad.** Taxis abound but are not that cheap (R120 Islamabad to Rawalpindi, about R30 - 50 for short trips depending on distance). Save problems over haggling by getting the new taxis which have meters. Buses are plentiful and cheap - R5 from Islamabad to Rawalpindi.

b. **Rawalpindi to Gilgit.** You can either travel on the public buses run by the NATCO or Masherbrum companies (book the day before), or, better, hire your own bus. These range in price from R4000 for a 15 seater minibus through R6000 for a 30 seater bus to R9000 for a 48 seater. They can be hired from any one of a number of companies, usually at as little as a couple of hours notice. Any tour operator or hotel manager will be able to arrange this for you, but beware of them trying to

make too much of their own 'cut'. Whichever method you use, you will be stopped at lots of checkpoints and asked to fill out a registration book.

c. **Jeeps from Gilgit.** Jeeps can be hired from Gilgit to go almost anywhere. Prices are generally fixed, but make sure that you are getting a 'long' jeep, and not a 'short' one. As a guide, the price for a long jeep to Bar was R1400.

3. **Porters.** Porters are the same the whole world over - they were almost the only people in Pakistan with whom we had problems! There was a huge difference between the 'porter day' laid down by the Government in the Trekking Rules and Regulations, and what the porters were willing to do. They insisted on their 'traditional stages' on the walk-in, despite the fact that the valley sees virtually no trekkers or climbers, and that the stages were about 4 hours the first day and 2 hours the second. Wages were slightly less than we expected - R120 per day, and were not argued over. We would highly recommend our cook, Niaaz Khan from Hassanabad, who can be booked through the manager of the Hunza Inn.

4. **Accommodation.** We would recommend the Paradise Inn in Rawalpindi and the Hunza Inn in Gilgit. Both are good value, friendly, and have managers who can get you whatever you need. Both can be booked by letter or phone. The Paradise Inn has a fax.

MEDICAL REPORT

1. Preparation.

a. Vaccinations.

Prior to departure the Doctor obtained a written health brief from Lt Col S A StJ Miller RAMC, the SO1 Preventative Medicine, HQ UKLF. This detailed the diseases of operational importance in Pakistan, other diseases of potential military significance, the important environmental health risks, and the pre-expedition vaccination requirements. These vaccination requirements were:

- (1) Polio
- (2) Tetanus
- (3) Typhoid
- (4) Hepatitis A as we were likely to be fairly isolated
- (5) Rabies vaccination was considered advisable

b. Malaria.

Malaria is a year-round threat throughout Pakistan up to an elevation of 2000 metres, with foci existing up to 3500 metres. The risk is elevated during the wet season (July through September). The recommended prophylaxis regime is paludrine (two tablets daily) and chloroquine (two tablets weekly).

c. Briefing.

Prior to leaving Heathrow a medical brief was given highlighting the following points:

- (1) Altitude and cold weather threats and awareness.
- (2) Food and water hygiene.
- (3) Insect-borne diseases.

2. Stores. Each man took a basic first-aid pack. The majority of the stores were carried as freight. Unused stores were left in country and are listed at Appendix 1. In addition the Doctor carried a small medical pack in his hand luggage.

3. Medical Problems Encountered. No problems arose on the first part of the expedition. Once we were at Base Camp headaches began to be noticed by some members of the party. These were not problematic, being controlled by simple analgesics and sensible acclimatization. Insomnia was experienced by some above 12000 feet. Two men had mild gastro-enteritis at Base Camp. There was one case of frost-nip (the assistant Chef's right thumb), this was treated with a protective dressing and antibiotics and responded well enough for him to bowl out most of us during the 'Expedition versus the Rest' cricket match! Haemorrhoids were a painful consequence of the compro-rations for a number of the expedition. Once back in Gilgit there was a case of gastro-enteritis which incapacitated one member for 24 hours, treatment was with rest, anti-emetics and oral rehydration solution.

4. Points to Note. This expedition 'rode its luck', and we somehow managed to avoid serious injuries. There were few cases of

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diarrhoea and none (so far) of insect-borne disease. This speaks well of the teams collective self-discipline and preparedness. I was not expecting to be asked to treat so many of the porters and local people and would advise MO's in the future to aim off for this (most of the conditions seem trivial and respond well to paludrine, two tablets slowly chewed!). I believe I was adequately prepared to deal with most potential emergencies, but we were lucky not to put this to the test. I am very grateful to have had the opportunity to undertake such an expedition with an excellent group of people, and I wish the Royal Artillery Mountaineering Society the best of luck for the future.

APPENDIX

1. Medical Equipment in Country

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LIST OF CONTACTS IN PAKISTAN

Alpha Insurance Company, 2nd Floor, 43/C National Bank Compound, Bank Road, Rawalpindi. Tel: 568349/Fax: 568349.

Baltistan Tours, PO Box 1285, Islamabad. Tel: 220338/ Fax: 092-51-218620. Manager - Mr Mohammed Iqbal.

British High Commission (in Pakistan): Ramana 5, Islamabad. Tel: 22131/2/3/4/5

British High Commission (from UK): c/o Foreign & Commonwealth Office, King Charles Street, LONDON SW1A 2AH.

Galaxy Forwarders (freight agency): 1st Floor, Block 6b, F-6-3, Super Market, PO Box 1418 Islamabad. Tel: 825475/827175/ Fax: 92-51-823849. Operations Manager - Mr John d'Cunha

Hunza Inn, Chinar Garden, Gilgit. Tel: Gilgit 2814/3814

Karakorum Explorers (Tour Operator) 1953, Street 71, I-10/1, PO Box 2994, Islamabad. Tel and fax: 92-51-418713.

Ministry of Culture and Tourism (Tourism Division), Sector F - 7/2, College Road, Islamabad.

PIA, 5 The Mall, Rawalpindi.

Paradise Inn, Adamjee Road, Rawalpindi Cantonment. Tel: 568594, Fax: 567048. Manager - Mr Khawaja Tariq Haroon.