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THE NORTH FACE OF HAGSHU '95

A Report for the Mount Everest Foundation

General Outline

Our plan was to approach from Manali over the Rhotang La by bus and thence on foot to Padum via the Shingo La; then a truck to Abring followed by a long days walk to base camp below the Hagshu La on the northern side of the Himalayan divide. This approach, we reasoned, would see us to base camp pretty fit, well acclimatised and ready to go, Alpine style.

And that is pretty much what happened, though unseasonably bad weather on the approach, including rain, almost unheard of east of Padum was, perhaps a portend of what was to come. (It rained in Leh too, and that is unheard of).

Base Camp onwards

We arrived in passable weather; good enough to establish and stock an advance base, but certainly not good enough to climb in. The day after arriving at base camp we (Seb Mankelow and I; John Rowe having withdrawn in U.K. at the last moment with injury) carried huge loads toward advance base, reaching our intended site 3 days later. Thereafter, some additional ferrying followed until, at the end of the first week we had a tent, technical gear and 30 man/days food at c17,000' immediately below the N Face. In indifferent weather we adjudged this a very good start.

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Then it snowed and stormed, non-stop for two weeks (13 days). We used this time to cross the Hagshu La and search for evidence of four friends who we believed to have disappeared in that area in 1986. After two days search in a blizzard we found a camp site buried in new snow.

At last, back at base, the weather changed and we sped to advance base. The next day we set out on the N. Face, slightly to the left of previous attempts, where the bergshrund, always gaping, was narrowest. We climbed hard and fast all day. By mid-afternoon another storm engulfed us. Previous experience has shown that that face is no place to be in a snow storm, swept as it is by spindrift and avalanche. We retreated by abseil, leaving a rope fixed over the bergshrund to ease our return in a day or so. More storms drove us back to base camp. Seven more days of continuous storm sent us home bitterly disappointed; not a little frustrated.

The Lo, Inspector Satish Chandra, was first class.

JOHN BARRY - December 1994

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<u>Accounts</u>

<u>Expenditure</u>

<u>Income</u>

1.	<u>Airfare</u>		1.MEF	£600.00
	a. Londen/Dehli	£970.00	2.BMC	500.00
	b. Dehli/Manali	240.00	3.Personal	
	c.Srinigar/Dehli	220.00	Contribution	3,690.00
2.	<u>Peak Fee</u> (US\$900)	600.00		
3.	<u>Food/meals</u>			
	a. Expedition	110.00		
	b. In India	125.00		
4.	<u>Portage/mules</u>	1,550.00		
5.	<u>Bus/Trucks</u>	150.00		
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6.	<u>Hotels</u>	190.00		
7.	Lo_Costs	205.00		
7.	20 00313	200.00		
8.	Equipment	370.00		
9.	<u>Telephone/fax</u>	60.00		
	5	24,790.00		£4,790.00

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