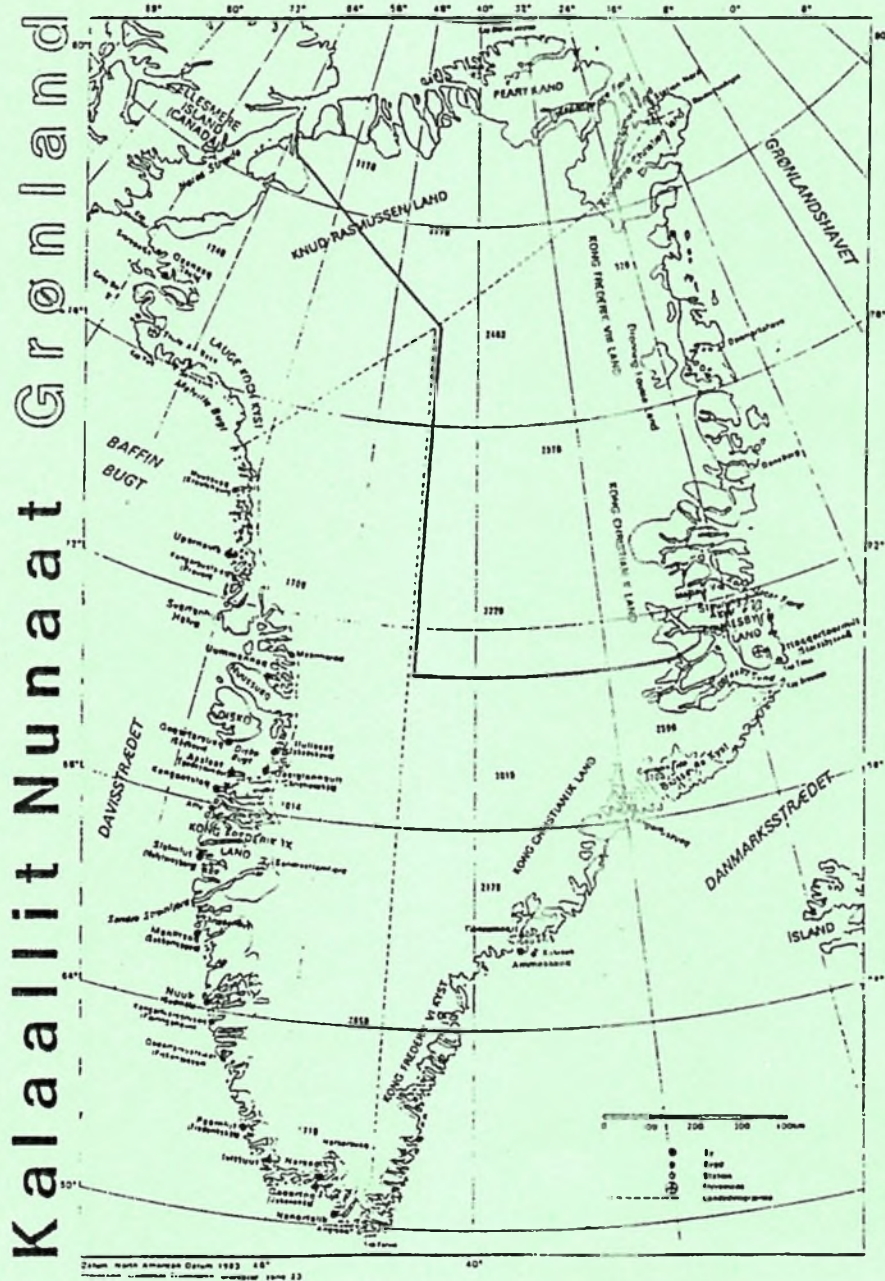
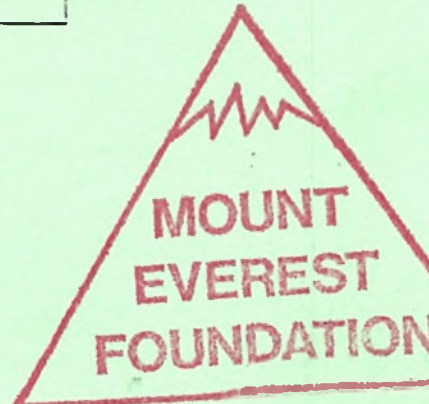


Report on the 1994 British Trans - Greenland Expedition.



Compiled by Mark Evans and Nigel Harling.



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Introduction.

This expedition report outlines the progress of the 1994 British TransGreenland Expedition. The original aim of the expedition was to follow the route of the first crossing by Nansen in 1888. Sea Ice conditions and finance dictated that we had to cross further North. The two man 1994 British TransGreenland Expedition successfully crossed the Greenland Ice cap from Isortoq in the east to Sondre Stromfjord in the west in 26 days in July / August 1994, a total distance, ice edge to ice edge, of 532 km

That the expedition was able to take place at all was thanks to the efforts, advice and generosity of a large number of people and organisations. To each and every one of them we would like to say thankyou. Special thanks must be reserved for our patron, Colonel Andrew Croft, DSO, OBE. This report is dedicated to all who helped. Though this is acknowledged at the end of the report it is small return for the help and encouragement we received.

We very much hope that this report will prove to be both of use and interest to those considering a similar venture in the future. Our choices of equipment were based on personal preference and experience. Much is left open to opinion and debate.

The expedition team consisted of ;

Nigel Harling
80, Three Elms Road,
Hereford, UK.

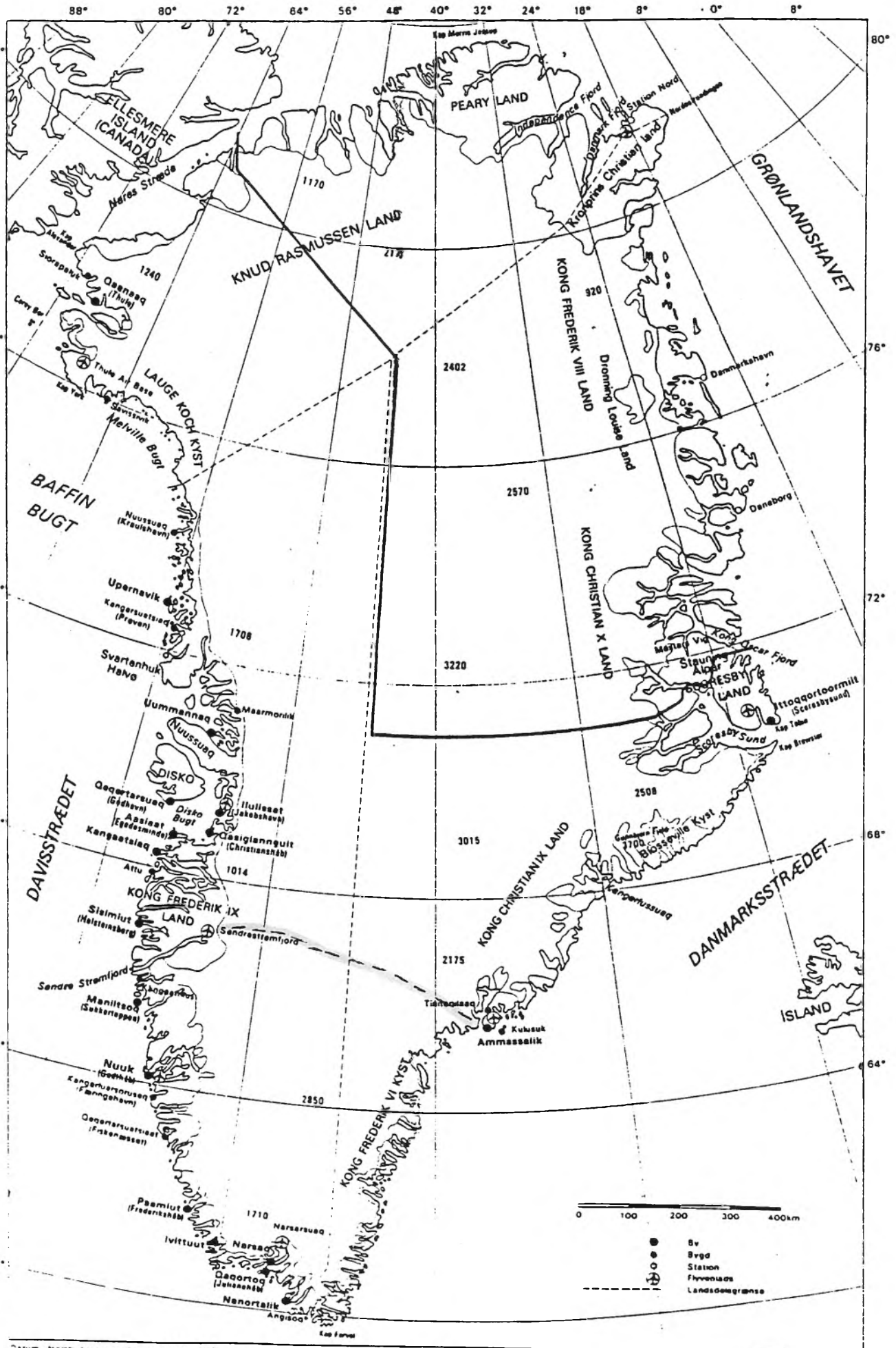
Mark Evans,
P.O.Box 32052,
Isa Town,
Bahrain, Arabian Gulf.

Phone / Fax 01432 276766

973 715009



Kalaallit Nunaat Grønland



Datum North American Datum 1983 48°
 Projection Universal Transverse Mercator zone 23

Fundraising and Sponsorship.

As indicated in the expedition accounts the total expedition budget amounted to just over 10,291 sterling. Of that total amount 8,691 was raised through corporate sponsorship or through donations from a number of charitable trusts. The production of a colour brochure (sample in appendix) outlining the aims of the expedition was clearly a good move and gave the expedition an air of credibility from the outset.

In UK Both the Mount Everest Foundation and the Gino Watkins Memorial Fund were approached for assistance, and after interview both bodies kindly supported the venture, contributing 1,300 sterling to the costs.

In France Skibound, one of the UK's leading ski holiday companies contributed 300 sterling.

In Bahrain The novelty of the trip in the Middle East was a major factor in our success with fundraising. With the blessing of the British Ambassador an information pack was sent to over 100 firms in Bahrain with British connections. An exhibition with dressed mannequin, tent and sledge was mounted in one of Bahrain's leading five star hotels, regular appearances were made on Radio, TV and in the local press. The guarantee of a subsequent article in the Gulf Air In-flight magazine (with a potential readership of over 250,000 people) was an added attraction opening the possibility of significant media exposure to potential sponsors. Sponsors were invited to sponsor individual items of kit. Being highly visual the parachutes were quickly snapped up by Nick Collins representing Budweiser. The tent was sponsored by the Directorate of Tourism and we proudly flew the Bahrain flag on the fly. One of the first sponsors to get involved was Andrew Hedges, past member of the British Winter Olympic Bobsleigh team. Andrew very kindly sponsored one of the sledges through his company Almaharah manpower. Chris Preece sponsored the second sledge through Jalal Costain, and was instrumental in encouraging Airmech engineering to get involved close to our departure.

Expedition Diary.

July 2nd Left Shrewsbury 07.30 hrs for Aberdeen, arrived 16.30 hrs. Collected skis / skins from Malcolm Thorburn, ferry sailed for Faeroes at 19.00 hrs. 'Dark' at 23.30.

July 3rd Arrive Thorshavn Faeroes 16.15 hrs. Smooth voyage. Gannets, Eider, Razorbill. Store sledges in Harbour warehouse. Short walk to campsite.

July 4th Faeroes. Thick fog. Spent morning in harbour sorting food and repacking, saving several kilos through discarding unwanted sugar and packaging. Lecture on Pilot Whaling in town hall. 9.2 degrees C.

July 5th Faeroes. Glorious weather. Caught bus to Eidi, on the north point of Eysteroy. Spectacular coastal scenery, multitude of birdlife / flowers. Puffins, Arctic Skuas, Whimbrel, Snipe.

July 6th Faeroes - Iceland ferry. Damp, miserable sea fog soon cleared to reveal vertical coastal scenery. Pilot Whales. Calm.

July 7th Arrival in Iceland - Seydisfjordur. Clear skies, flat calm. Minibus to Eggilstaddir, internal flight to Reykjavik, transfer to Keflavik. Sleep on airport floor.

July 8th Iceland to Greenland - Kulusuk / Ammassalik. Dash 7 Greenlandair flight to Kulusuk took just under one hour. Wait of one hour in Kulusuk whilst helicopter shuttled passengers and baggage to heliport in Ammassalik. Greenlandair happy for sledges to be temporarily stored in hanger whilst we sort out a boat. Ate in Hotel Ammassalik. Clear skies, glorious weather. 7 degrees C.

July 9th Ammassalik. Registered with Police - had to show copy of permit from Danish Polar centre. Police already had us on file. Toured harbour. One of Hotel boats under repair, the other too busy with tourists to take us south. Met Robert Peroni, Tyrolean doctor based in Ammassalik (# 18650) working with local Inuit, helping the community adjust to enforced 'progress'. A great source of information and encouragement. It appears that to head south to Umivik, or inland to Sermilikfjord, are currently both

dubious options due to the state of the sea ice. A good start point was suggested, and warnings given regarding large areas of open water which accumulate on the ice cap as it descends in a series of steps down to the west coast. 6.5 degrees C.

July 10th. Ammassalik. Boat hunting. Weather still fine and settled. A frustrating day ended with a boat being booked for 0800 hrs next morning to Isortoq, an Inuit community close to the landing place discussed with Peroni.

July 11th. Ammassalik to Ice edge. Up at 0600 hrs. Weather fine. Boat appeared, driven by Tobias, a very pleasant local, who kindly insisted on baling out the seal blood from the bottom of his boat before lifting our kit on board. Very slow going, potentially turning a 3 hour journey into a 6 hour journey. Another boat going past stopped and took one of the sledges for a couple of hours which speeded up the process. Several hours, several thousand icebergs, two dead (shot) Red Throated Divers and 150 pounds sterling later we were lifting the sledges off the boat onto a beach metres from the Ice edge :

Nagtivit Kangervitat 65 37 67
 38 39 60

*North side of braided stream below Apusersepia glacier.
Map 1: 250,000 Graahs Oer*

Stripped down to Lifa wear, harnessed up and hauled up onto the glacier for several hours. Hard work on hummocky ice. Stopped at midnight. Arctic Fox close to tent. Slept soundly through next day to revert to night time travel, minus 2 degrees C.

July 12th Left campsite at 1900 hrs. Foggy day, visibility poor, less than 100 metres. A rapid start degenerated, crevasse fields causing zig zags and slow progress over a couple of hours. Up to waist in some. Beyond the crevasses ground eased and we covered several miles. Excellent travelling weather, minus 2 degrees, great 'sunsets' as sun dipped toward the horizon.

July 13th. Snow waist deep in middle of the day loo visit, justifying decision to travel at night. Broke camp at 20.00 hrs, much easier going than

yesterday, still very hard work for minimal progress on the map. Windy night, tent being sandblasted with spindrift. East coast mountains still visible below. A long way to go. Minus 4 degrees. Winds appear to be predominantly from the north and north west.

July 14th Left camp at 20.00 Hrs, weather eased. A few large crevasses, rotten bridges but easily seen and skirted. Glorious weather, made good progress. GPS gave us 11.8 miles, best yet. Mountains on east coast nearly gone from view - a flat white horizon all around.

July 15th Strong headwind made progress slow. Coldest day so far. Beautiful golden glow in the night sky. Took off skis and walked for a change - progress not much slower. Covered 10 miles.

July 17th Clear skies gave a hot night in the tent - temperatures up to 30 degrees Celsius. Minus 7 whilst travelling overnight. Sastrugi made life difficult initially but the ground soon flattened and we were able to make good progress - 13 miles, best yet.

July 18th Changeable. Yesterdays clear skies gave way to snow flurries and white out. Compasses out all the time trying to travel on a bearing. Wind up sufficiently at one point to merit trying the parachutes, but died quickly preventing any use. 10 miles progress.

July 19th Cloudy start, giving way to sunshine later. Nigel having problem with his wisdom teeth, Brufen easing the pain. MSR needed decoking this morning. 11.2 miles covered.

July 20th An excellent day. Skiid under a clear blue sky. Spectacular sunset. Coldest weather so far, temperature down to minus 10.2 degrees just after midnight. Sledges white with hoar frost. Skins on skis wearing noticeably, so we walked for much of the night. Weather clouded in later, spent night listening to snow falling onto the tent.

July 21st Our position is now @ 8,600 feet altitude, not far from the highest point of the crossing. Awoke to windy conditions, spindrift hitting the tent making the conditions sound worse than they actually were outside. Wind had clearly changed direction whilst asleep, and seemed to be blowing

fairly steadily in our desired line of travel @ 270 degrees. A quick check with the compass revealed this to be the case. Camp quickly collapsed and sledges packed. One parachute decided to fly itself and disappeared into the murk when being untangled from an inversion. Fortunately found later en route snagged on sastrugi !

Set off in tandem as described in equipment review section, and covered 80 km in white out conditions on smooth snow. Hard work on the knees, but a great psychological boost to be over the watershed. Theoretically all downhill to the west coast. Tempted to keep going as long as possible to make the most of the wind, but fairly tired.

July 22nd Awoke to find conditions still favourable for sailing, white out still, with the wind not quite as strong. Not enough for one chute to do the work, so sailed individually, ensuring we kept each other in sight. Weather cleared during the day, sun came out and great fun was had, tacking, racing and eating up the miles. Camped in sunshine, very warm in the tent, a chance to dry out damp kit. GPS gave 50 km progress.

July 23rd Slept soundly - sailing very tiring on lower back / knees. Clear, sunny, cold, down to minus 16.4 degrees. A damp, freezing fog hanging in the air. Easier on the body to be back on skis. Covered 12 miles. No gradient obvious.

July 24th Hard to sleep as very hot in tent, but as soon as sun goes behind clouds temperatures dropped rapidly ensuring that you woke up cold. A sluggish day, the clear skies giving way to freezing fog. Snow flurries and wind increasing as the day progressed. Navigation difficult, but still made 12.5 km progress.

July 25th Faint horizon visible for most of the day, flat light making navigation difficult. A damp cold, minus 4.5 degrees at 02.00 hrs. Toepiece broke on left ski boot, requiring repair. Small lumps appearing on our cheeks, need to wear facemasks more. 12 miles covered in eight hours.

July 26th Left late due to inside man oversleeping. Another day when the visibility was poor. Regular snow flurries, several centimetres of fresh snow making the sledges very heavy to pull. Only 10 miles covered, hard work, both very tired at the end of the day. Brought stove into the tent for a drying session, temperatures up to 58 degrees celsius within 10 minutes.

July 27th A very varied day. Set off on ski early, in brighter conditions, although still misty. Navigation easier. Sky cleared to reveal our best day for what seemed a long time. First man made feature for 17 days, dye 2, one of the early warning dew line stations, some 80 / 90 km to the south. Wind increased, though slightly off our desired line. Sailed for seven hours, fighting hard to edge and tack closer to our desired line of travel. Hard work on the legs and back, but still covered 35 miles, another good day. Temperatures down to minus 17.1 degrees at 0100 hrs.

July 28th A painful start to the day, blisters on feet, making leather boots an unwelcome sight. Snow hard enough to use KSB's, much better on the feet. Excellent weather, and a gentle downhill gradient now apparent. GPS gave us a readout of 15 miles, our best manhaul to date. Spirits were high after a good day.

July 29th A very forgettable day. After the glorious skies of yesterday white out conditions were back. A damp sleet fell against the side of the tent making us reluctant to get up. Rather mild, snow very soft and knee deep - another painful day in boots and skis for one of us and delhi belly for the other. 12 miles a good distance in the prevailing conditions. GPS shows 99 km to go to .660 metres, our finishing point.

July 30th Poor visibility, wind, snow showers. Rapid progress in the morning ground to halt as we came across our first meltlake, which we skirted to the right. A clearing in the weather revealed many dark patches on the underside of clouds, indicative of lots of open water ahead. Pressed on, a little downhearted at the thought of progress being slowed. At the latter part of the day we came across the largest lake yet, and chose to go around to the north, to no avail. With no end to the lake in sight after three hours we backtracked and pitched camp on rotten snow just above the lake. 15 km progress.

July 31st Drifting snow around the tent, although temperatures mild. Visibility poor, sometimes clearing partly to reveal a faint horizon. After one hour of heading south we crossed the lake at a narrow outlet, walking across on skis and pulling pulks across on ropes. The process became quite slick as we crossed stream after stream and lake after lake. Once the goretex salopettes were frozen solid up to the knee no water could get in at all. Rather

awkward when ski tips got stuck below broken ice, but otherwise reasonable progress (10 km) made after a long 10 hour day. Weather cleared at the end of the day, giving bright conditions. S/W wind has seen temperatures rise remarkably - plus 15.7 degrees at 1120 hrs.

August 1st A bright start to the day. Much cooler, snow much harder. Sound of a large body of running water somewhere close by. Cut north in an effort to avoid the area of open water as suggested by the clouds. After an hour came to a very fast flowing deep river which flowed into a large, wet depression. Unable to cross we skirted around to the right, getting bogged down on occasion on the edge of the depression. After this slow grind the going became much easier and we made good progress, 17 km, well in excess of yesterday, giving us renewed heart.

August 2nd A much brighter day, but a poor nights sleep due to being too hot again. Windy outside. Wind behind us, good hard snow. Made good progress before lunch. Landscape now very different, Dartmoor like hags, of ice, not peat. Snow now very washed out and hummocky, harder work with the sledges. Came across major river after lunch, took an hour to search for the shallowest crossing point and get everything across. Crossed two more streams head on, sledges floating easily behind at the end of the day, camping on hard snow. Easier and faster to cook with slush / water available instead of having to melt the ice. GPS showed 11.7 miles progress, 45 km left to go - three more days ? Heard plane taking off from Sondre Stromfjord, some 80 km distant to the west.

August 3rd Slept well, up early to beautiful weather. All the river crossing kit dry. Cold wind, but good progress. A few crevasses starting to appear, ground becoming very hummocky, progress hard with the sledge. Land sighted ahead one hour into the day. What a sight - much shaking of hands. A spring in our step for the rest of the day. Skins now trashed on skis, but easier to walk now anyway. Camped looking at the land which, despite it's close appearance, was still 15 miles away.

August 4th / 5th Made the decision to travel through the night and next day to get us back onto daytime hours, hopefully reaching land. A few crevasses appeared, light became, for the first time, too dark to progress without the use of a headtorch. Decided, due to crevasses, to bivvy in the middle of confused ground at @ 0100 hrs to await an improvement in

visibility. Discovered that bases of both sledges were worn out, large gashes running the entire length, making them pretty much unusable. Rested for four hours. At 0500 Hrs everything was loaded onto our backs for the remaining distance of @ 12 miles. Loads heavy and uncomfortable (Later transpired to be 45 kg each). Progress slow and painful. Crampons on, ice very rutted, like a frozen 10 foot sea. Weather deteriorated rapidly to constant drizzle. Walked through the day. Several rivers to ford. Both of us exhausted, mildly hypothermic. With only 4.5 km to go to landfall we decided to pitch tent on only piece of flat ice we had seen for a while. Difficult to stay awake to cook food.

August 6th A wonderful sleep. Both felt temporarily refreshed. Rain eased off as food being prepared. Sun out as we set off around midday. Loads more familiar but painful on back and shoulders. Walked for one hour at a time, jumping crevasses, periodically glimpsing the moraine that was .660 projecting out towards us. Very close. Reached after @ 5 hours. Wonderful to smell tundra and earth, get out of leather boots and crampons and slip into KSB's. Rested for an hour or so, then set off across rubbly moraine at first, which slowly gave way to cotton grass and tundra, very green and luxuriant. Caribou, Snow Buntings, Wheatear all common. Crossed large braided river close to glacier snout. Walking much easier following smooth Caribou tracks. Pushed on for several hours until 23.00 Hrs. Pitched alongside lake beneath cliffs with pair of noisy Ravens. Incredibly warm sleeping on tundra as opposed to ice. One long day from civilisation.

August 7th Up early. Walked through beautiful countryside along ice edge. Arctic fox, Caribou, Musk Ox. Tired rapidly under weight of the loads. Met two mexicans heading for .660, aiming to become first Latin Americans to cross Greenland. Exchanged lots of useful information. Roadhead from Sondre Stromfjord much closer than our old report suggested, only 2 km ahead. Ditched gear in tent by side of sandy track used to 4x4 tourists up to the Ice edge and walked the 14 km into Sondre Stromfjord. Wonderful cafe at airport, cheap bunkhouse, plenty of towels and hot water.

August 8th Confirmed safe arrival with police. Got lift up valley to gather tent and equipment. Changed ticket to fly out to Manchester via Copenhagen on August 9th.

Expedition Navigation and Communications.

Due to weight restrictions we opted not to take radios. Two Xcelatron 501 EPIRB, operating on the 121.5 MHz distress frequency were carried to enable us to alert SAR if necessary.

Navigation was by hand held Silva compass (nautical compass on pram handle extension of traces would have freed hands - a better option ?) and Magellan Nav 1000 GPS. An accurate fix was taken each evening on one of two GPS. GQ of 9 achieved on every fix, GPS working perfectly from inside a warm tent and giving fix within 3 minutes.

Precise locations of camps were as follows ;

<i>Drop off point on Ice edge</i>	65 37 67 38 39 60
Camp 1 <i>July 12th</i>	65 40 64 38 46 21
Camp 2	65 45 16 38 51 44
Camp 3	65 50 13 39 06 92
Camp 4	65 55 84 39 25 09
Camp 5	66 00 50 39 44 15
Camp 6	66 05 73 40 06 15

Camp 7	66 12 11 40 27 97
Camp 8	66 13 35 40 46 20
Camp 9	66 18 61 41 02 66
Camp 10	66 25 06 41 24 13
Camp 11	66 49 59 42 50 72
Camp 12	67 01 87 43 54 53
Camp 13	66 59 94 44 20 43
Camp 14	67 01 42 44 46 50
Camp 15	67 02 82 45 12 19
Camp 16	67 04 18 45 33 10
Camp 17	67 13 23 46 45 66
Camp 18	67 11 04 47 17 78
Camp 19	67 11 68 47 43 79

Camp 20	67 12 33 48 03 71
Camp 21	67 10 58 48 17 84
Camp 22	67 16 03 48 36 06
Camp 23	67 14 21 49 00 95
Camp 24	67 13 08 49 29 04
Camp 25	67 11 18 49 59 48
<i>Off Ice at .660 m spot height</i>	67 09 14 50 02 50
Camp 26 <i>On Tundra</i>	67 08 06 50 08 04

Expedition equipment - personal

Mark.

Goretex salopettes
Ventile smock
Goretex jacket
Fleece
Duvet
Lifa Top
Lifa Bottom
Hat
Cotton face mask
Bear Paw overmitts
Thermal mitts
Inner gloves
Leather Telemark boots
Yeti Gaiters
Karrimats (x 2)
M.E Iceline Sleeping Bag
Liner
Goretex Bivvi
Asnes Telemark Skis
Swix Mountain Poles
Coltex Adhesive skins
Flask
Goggles / Sunglasses

Nigel

Goretex salopettes
Polycotton jacket
Goretex jacket
Fleece
Duvet
Lifa Top
Lifa Bottom
Hat
Neoprene face mask
Pile / Sheepskin overmitts
Yeti Gaiters
Leather Telemark boots
Karrimats (x 2)
ME Redline sleeping bag
Liner
Goretex Bivvi
Asnes Telemark Skis
Swix Mountain Poles
Coltex Adhesive skins
Flask
Goggles / Sunglasses

Expedition equipment - group

Wild Country Mountain Super Nova Tent
MSR XGK 11 stove (x 2)
Upski parachute (x 2)
Magellan GPS (x 2)
Xcelatron EPIRB (x 2)
Tool / repair Kit
Snowsled expedition Pulks (x 2)
First Aid
Food (80 Man days)

Fuel
9 mm rope
Crevasse Rescue kit -
(pulleys, ice screws,
hammer etc.)
Snow shovel
Headtorch

Details of selected expedition equipment.

Tent Wild Country Mountain Super Nova. Excellent. Very quick to erect, even in windy conditions. Sponsored by Directorate of Tourism, Bahrain. Bahrain Flag stitched / taped by Wild Country.

Stoves Lightweight, very efficient. Two taken in case of malfunction. Wooden cooking board upon which to stand stove for stability and to prevent it melting into the snow a good idea.

Fuel Used Kerosene (called Petroleum in Greenland). Budgeted on 0.5 litre per day, therefore carried 20 litres in 4 x 5 litre containers, 2 in each pulk. Fuel decanted via filtered funnel into sigg bottle to remove potential impurities.

Food Army Arctic compo rations. 80 man days, 5,000 calories per day. Very good. Well worth sorting and repacking, a lot of weight can be saved.

Tool Kit Comprised of the normal repair tools and spares, such as glues, sewing kit, MSR spares.

Emergency Locator Beacons Essential - our only means of communication with the outside world in case of an incident. Packed very carefully in pulks following advice from EAC in London that over 90 % of SAR call-outs are caused by failure, interference or misuse of the ELB system.

First Aid Kit A comprehensive, lightweight kit, with a clear list of instructions, was kindly donated by Dr. John Apps of Darlington.

GPS Two Magellan Nav 1000 models were kindly loaned to the expedition by Mr. Tony Dawes of Aeradio Technical LTD, Bahrain. Performed faultlessly. The huge horizon meant conditions were excellent and fixes were obtained quickly and with a high degree of quality using the systems whilst in the tent was no problem. Using outside was noticeably slower. The models operated on 6 AA batteries. Over the course of the trip 3 sets of batteries were used.

Skis Asnes Telemark Mountain extreme, made in Norway, purchased from Highland Guides in Scotland. Volle 3 - pin clamp bindings with retaining heel strap. Skis were excellent, very durable. Skins wore rapidly on granular snow. Recommend taking two sets. We carried one set of plastic emergency skins. Poles were chest height Swix Mountain model, tungsten tips with floating baskets, leather grips.

Boots Artex ATK - 30, Italian made leather boot, purchased through Highland Guides. When used with Yetis kept feet warm and dry. Problem with one boot sole which split at the flexion point at the bindings - repaired with adhesive and tape - manufacturing fault ? Could have been a problem had snow been soft and dependence on ski had been greater.

Sledges Snowsled 1.6 metre expedition model. Loaded to 100 kg. Well designed, took a lot of abuse being loaded onto and off boats, planes, helicopters and then dragged for over 300 miles across the Ice cap. Snowsled very accommodating - sponsor logos stitched onto valance. Base of sledges deteriorated rapidly once on crystalline neve, resulted in cracks and holes. Should we have used the sledges prior to reaching the snowline ? Traces were excellent, flexible and very strong.

Sledge Harness Full chest harness design from Snowsled. Generally OK, except the adjustable pivot point on the hip of the harness proved to be a little frustrating on steeper ground. This design has now changed, and a great improvement was noted when using the new model in Resolute, April 1995.

Upski Parachutes Used two, both of which proved very attractive to potential sponsors. Budweiser sponsored both chutes. Purchased secondhand from John White in Ambleside. Used for three days out of 26, in those three days covering 200 km, one third of the total journey. Hands on experience is essential before expedition departure, even if only on Ambleside cricket pitch ! Pulled Suzuki jeep up to 40 kph in relatively light winds along disused airstrip in Bahrain. Very manoeverable and easy to control, though tiring on legs and base of back after several hours. Secured to sledge chest harness with sling / krab.

The chutes had a rolling motion, bouncing up and down on the snow surface ahead of the skier. Visibility was not as problem, and it must be said the chutes were aesthetically very relaxing to the eye in what was otherwise a

very bright, white environment. By edging skis and forcibly rolling the chute it was possible to tack at an angle to the prevailing wind.

In strong winds and white out conditions we would recommend using just one chute, and travelling in 'convoy'.

i.e. Parachute one - man one on ski - sledge one - sledge two (attached by 6 mm cord) - man two on ski, water skiing on end of 6 mm cord.

Using this method on day 11 we covered 80 km, one chute therefore pulling @ 360 kg. The weather that day was almost total white out - upskiing on individual chutes would have been very difficult in terms of maintaining contact.

When the winds were lighter and visibility good individual chutes were used, as on days 12 and 18, when we were able to cover 60 km each day.

In conclusion we would thoroughly recommend the use of the chutes for such a journey, providing adequate familiarisation is achieved beforehand. It would appear that expeditions critical of performance devoted little attention to this aspect.

Shell Jackets Ventile and polycotton proved to be much more comfortable than the goretex jackets in the cold interior. The goretex jackets were however much appreciated in the rains experienced at lower altitudes.

1994 British TransGreenland Expedition Accounts.

Income. (sterling)

Bahrain International Airport Promotions Group	1724
Airmech Engineering	689
Almaharah Manpower	689
Jalal Costain	689
Budweiser	2650
Bahrain Tourism Directorate	650
Mount Everest Foundation	300
Gino Watkins Memorial Fund	1000
Skibound	300
Personal Contributions	1600
Total	<u>10,291</u>

Expenditure (sterling)

Transport (boats, air, freight, excess baggage)	3554
Food and Fuel (kerosene)	250
Ski equipment (boots, skis, skins)	1175
Pulks (x2)	800
Upski Parachutes (x2)	2650
Tent	400
Insurance	300
Other equipment (fuel cans, ice screws etc.)	588
Miscellaneous Items (brochure, maps, fax etc.)	574
Total	<u>10,291</u>

Acknowledgments.

We are deeply indebted to the following people and organisations who kindly supported the expedition.

In UK.

Dr. John Apps
Marianne Bole - Skibound
BSES
Colonel Andrew Croft OBE
Dianne and Cedric Clinket
Colin & Audrey Evans
Mount Everest Foundation
David Harling Photography
The Harling Family
Joan and Mike Jolly
Adrian Knight - Taunton Leisure
Jim Lowther
Mrs. P. Powell
Malcolm Thorburn
Les Turnbull
Snowsled
Gino Watkins Memorial fund
John White - Upski
Natalie Weaver & family

In Bahrain.

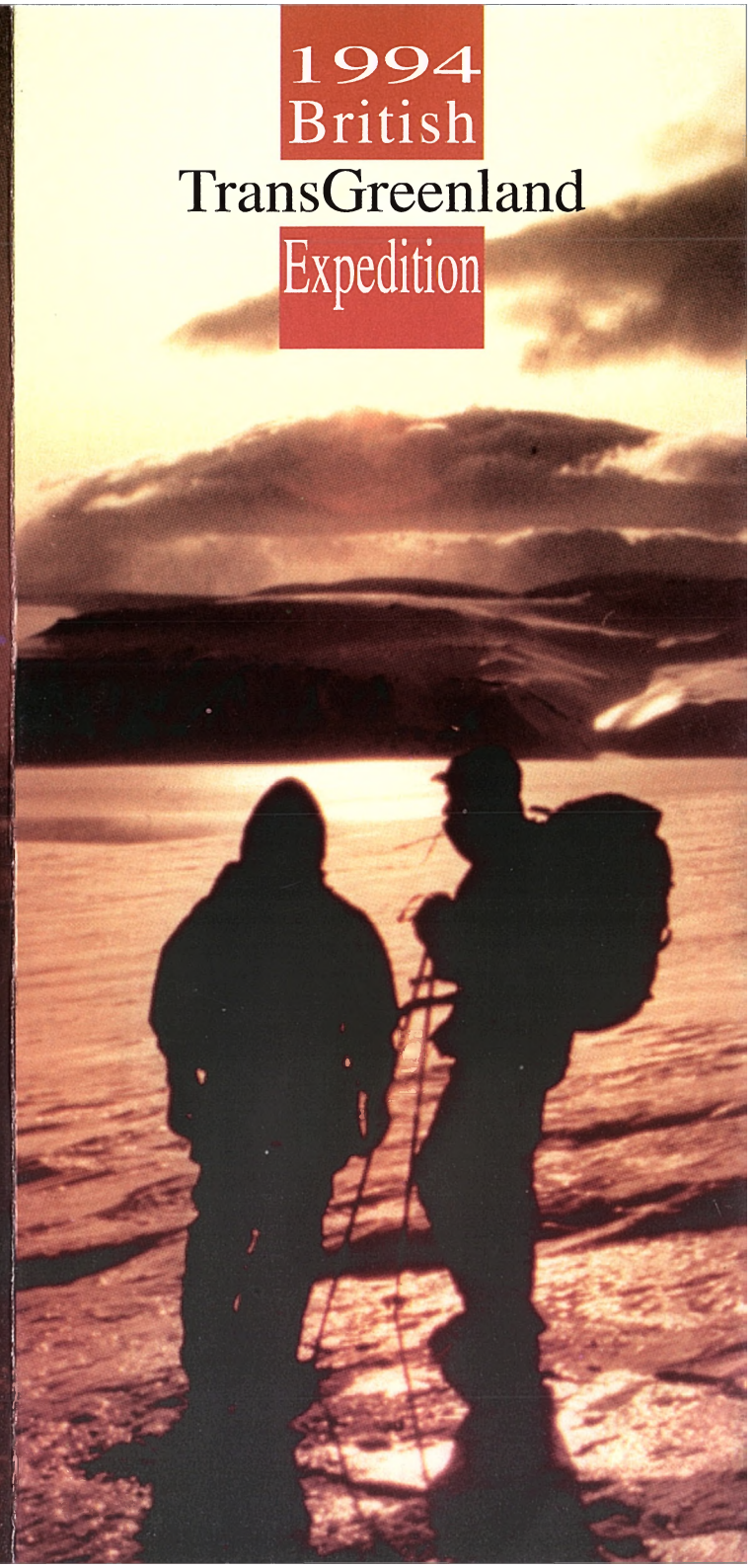
Paul Carty - Diplomat Hotel
Nick Collins - BMMI Budweiser
Tony Dawes - Aeradio Technical
Ian Fisher - Radio Bahrain
Neil Holmes - Grafix Arabia
Di Mineault - Grafix Arabia
Chris Preece - Jalal Costain
Dr. Khalil Rajab - Directorate of Tourism
David Ryan - Bahrain International Airport Promotions Group
Peter Smith - Airmech engineering

Appendices

- *Sample PR brochure*
- *Sample permit from Danish Polar Centre*
- *Sample Radio permit*
- *Initial Expedition Report, with advice for future expeditions*

1994
British
TransGreenland
Expedition

1994
British
TransGreenland
Expedition



*Photography by Nigel Harling,
Malcom Talbot and John White*

In 1888 Norwegian Fridtjof Nansen became the first person to cross the Greenland ice cap. With five companions he sailed in a whaling ship from Norway to Greenland and, starting on the east coast, dragged heavily laden sledges across the ice until they reached the west coast 42 days later, enduring intense cold and storms and reaching 8,920 ft above sea level.

Nansens' journey was a remarkable feat of endurance, made more so by the fact that on reaching the west coast sea ice meant that they could not leave for home until the following spring.

In the summer of 1994, 106 years later, two British explorers are aiming to recreate Nansens original journey. Utilising the latest technology such as satellite navigation systems, lightweight insulated clothing and specially designed parachutes to harness the power of the wind Nigel Harling and Mark Evans, like Nansen travelling on ski and manhauling sledges, hope to cross the ice cap in about half the time it took Nansen all those years ago. The pair will sail north from Scotland to the east coast of Greenland in early July 1994.

The expeditions patron is Colonel Andrew Croft, D.S.O. , O.B.E. . Colonel Croft is a distinguished Polar explorer and was awarded the Polar medal by the Royal Geographical Society in honour of his explorations which resulted in him finding a place in the Guinness book of records for completing what transpired to be the longest ever unsupported journey by dog sled.



Nigel Harling



Mark Evans

THE EXPEDITION TEAM

Nigel Harling, 23, born in Hereford UK. Professional photographer, based in the French alps where he is the area manager for a ski company. Previous expeditions include overwintering in Alaska, three trips to Svalbard, and six winter seasons in the Alps. Has also climbed in East Africa and the Himalayas. An active member of a Mid-Wales mountain rescue team, when he's home!

Mark Evans, 32, born in Shropshire UK. Based in Bahrain where he is head of Geography at St. Christophers Senior School. Has undertaken seven expeditions to the Arctic and has climbed in Alaska, Himalayas, Alps, Atlas and Iran. Ex Outward Bound Instructor in both Scotland and Kenya. Recently led 30 strong three month spring expedition to the Arctic island of Svalbard.

The expedition needs to raise 10,000 pounds sterling or 6000Bd to cover itself financially. The principal costs being insurance in case of

the need for Helicopter Search and Rescue and the purchase of several items of specialist equipment. The expedition therefore appeals to potential sponsors for their assistance. It is likely that the expedition will generate a significant amount of exposure in the Media here in the Gulf and items of equipment such as parachutes, sledges and clothing could easily bear sponsors logos enabling photos to be used for Promotional and Marketing purposes in the future.

Potential Sponsors should contact Mark Evans at:

St. Christopher Senior School,
P.O. Box 32052,
Isa Town, Bahrain.

Tel: 685611 (Work)
715009 (Home)

Fax: 682960

Mark Charles Ewans
St. Christopher's Senior School
P.O. Box 32052 Isa Town
Bahrain,
Arabian Gulf

Permit

Name of the project or expedition: 1994 British Transgreenland Expedition	Geographical area(s): From Umivik to Nuuk
Principal investigator or expedition leader: Mark C Evans	Dates of field period(s): 7/10 July - ? 1994

This is a permit of the *operational and safety* aspects of your project / expedition, *exclusively*. It therefore does not represent nor does it imply an evaluation or recommendation of any *scientific* or *sport* activities included in your project or expedition.

The permit is issued on the following *general* conditions:

1. Greenland must be entered by the routes specified in the application. At the start of the project / expedition, notice must be given to the local police in Greenland which may inspect the equipment. Follow the route indicated in the application. Any change of route or cancellation of the project / expedition must be reported as soon as possible to the local police. When leaving Greenland the local police must be informed of the date and place of departure.
2. A copy of the present permit must be carried by each field party of the project / expedition and shall be presented upon request to any official authority in Greenland.
3. An updated list of names of all participants in the project / expedition must be received by the Danish Polar Center prior to the departure for Greenland.
4. Houses, cabins, or huts shall not be used unless previously arranged with the owner. Should an emergency require such buildings to be used, the place must be left clean and in good condition. In case it becomes inevitable to draw on fuel and / or provisions stored at the locality, the police must be notified accordingly as soon as possible. Be prepared to reimburse the owner the costs of the used goods.
5. If the project / expedition will take place within the National Park the stipulations in the "Executive Order of the Greenland Home Rule no. 16 of 16 June 1987 on the National Park in North and East Greenland" must be strictly complied with.
6. The project / expedition must comply with all current environmental protection regulations and observe that *in situ* pre-historic as well as historic relics (ruins, tent rings, middens, graves, cairns, other stone structures, or artefacts) are protected and shall not be damaged, altered, moved in whole or in part, or in any way disturbed.

The present permit is granted on the following *specific* conditions:

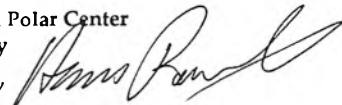
None

Please note that the permit is revocable by the local police in Greenland with immediate effect should the project / expedition appear to involve obvious hazards in respect to the experience of the participants or the condition and capacity of the equipment, or should any of the above mentioned general or specific conditions not be complied with.

On behalf of the Danish Polar Center

By authority

Hans Ramløv



A copy of this letter (incl. your notification) will be sent to

KANUKOKA, Nuuk
The Chief Constable, Nuuk
The Research Co-ordinator, Nuuk
Tasilaq Municipality

The Police Officer, Kangerlussuaq
The Greenland Command, Kangiinnuit
The Office of the High Commissioner, Nuuk
Nuuk Municipality


TELE
ATTAVEQAATIT

 GRÖNLANDS TELEFONISØN
 GREENLAND TELECOM

1994 BRITISH TRANSGREENLAND EXPEDITION
 MARK EVANS
 P.O. BOX 32052
 ISA TOWN, BAHRAIN
 ARABIAN GULF

Dares ref.

Application

Var ref.

SLY/sly

Dato/brev nr.

30. april 1994

946274

Radio Permit

Dear Mr. Evans

We have pleasure in granting you the requested permit for use of your radio in Greenland during your expedition from Umivik to Nuuk.

Period: July - August 1994.

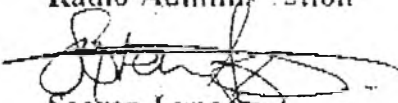
Equipment: Xcelatron 501 EPIRB

Frequencies: 121.5 and 243.0 MHz.

Please note that Xcelatron 501 are not approved by Danish/Greenlandic authorities, and must not be left in Greenland upon departure.

The fee for this permit is DKK 500, which is to be transferred to: The Bank of Greenland, Skibstøvnvej 29, P.O. Box 1033, 3900 Nuuk, account no. 6471-100.070. By May the 30. 1994. Please state: Radio Permit, when transferring the amount. This permit is not valid until the fee has been paid.

Radio Administration



Soeren Lyng
 Section Manager

CC: DPC, RCC Kangerlussuaq, Politimesterembedet.

Tetuleleiser Postboks 1000 DK 3900 Nuuk Tlf +299 212 55 Telefax +299 252 55 Telex 90 532
 Telefoelinger Rosenvangs Alle 16 18 DK 2100 Rosengave Q Tlf 31 38 30 35 Telefax 21 36 55 29 Telex 27 322
 Aasaaq Teleregionscenter Postboks 1000 DK 3950 Aasiat Tlf +299 422 55 Telefax +299 422 80
 Ammassalik Teleservicecenter Postboks 20 DK 3913 Ammassalik Tlf +299 82 55 Telefax +299 18 04
 Ilulissat Teleservicecenter Postboks 90 DK 3952 Ilulissat Tlf +299 432 55 Telefax +299 435 63
 Nuuk Teleregionscenter Postboks 1000 DK 3900 Nuuk Tlf +299 212 55 Telefax +299 228 33
 Qaqortoq Teleregionscenter Postboks 204 DK 3920 Qaqortoq Tlf +299 382 55 Telefax +299 383 14

British TransGreenland Expedition 1994.

Initial Report / Fact Sheet.

- (I) **Expedition Members :** Nigel Harling
Mark Evans
- (ii) **Expedition Dates :** July 11th - August 6th.

Expedition Sponsors.

Aeradio Technical
Almaharah Manpower
Bahrain Tourism
Jalal Costain

Airmech Engineering
Bahrain International Airport
Budweiser

Expedition Outline.

- *Total distance Ice edge to Ice edge* 533.21 km.
- *Journey Time* 26 days
- *Upski parachute data* Used on three days
Covered one third of total distance. On one occasion one chute pulled 350 Kg for 50 miles.

Daily Calorific Intake 5000 Calories
Weight loss over 26 days 12 Kg
Sledge Weight at start 100Kg
Coldest still air temp. -19.4 degrees Celsius.

Start Point : East coast. 3 - 4 hour boat journey south from Ammassalik. Map 1:250,000, 65 0.2 Graahs Oer, Nagtivit Kangervitat.
GPS Location 65. 37. 67 North
38. 39. 60 West

North side of braided stream on map below Apusersepia glacier.
Immediate access onto ice with pulks, no portage needed.

Finish Point : West Coast. Spot height .660m, east of Sondre Stromfjord.

General advice for future expeditions to area.

- Order maps early from Danish Polar Centre, not Stanfords. Maps ordered from Stanfords three months before expedition departure arrived four weeks after our return.
- DPC permit takes a long time to arrive, so apply early. Everyone there very helpful.

In Ammassalik.

- Kerosene known locally as Petroleum.
- Tourist Office (best point to charter boats) and bank closed Saturday / Sunday. Hotel Ammassalik will raise small amounts of cash against credit card.
- Suitable campsite on rocky bluff immediately on right of Gronlandsfly Helipad. We were able to store pulks in Hanger until boat transport sorted
- Helpful source of Information regarding boats, route etc.

Robert Peroni,
3913 Ammassalik,
B1025,
Naparuli p. Avq.
Tel / Fax 18650 only resident for certain months of the year.

On the Ice.

- Reverse clocks to travel at night. Snow conditions far superior.
- Crevasses small and easily crossed, ropes used only for river crossings.
- Large, fast flowing rivers and numerous lakes from GPS 67. 12. 33 North 48. 03. 71. West onwards.
- Remember large capacity expedition rucksack for carry out last couple of days on Ice and 20 Km walkout across Tundra.

Sondre Stromfjord.

Track towards the Ice edge now extends @ 20 Km from air base. Tourist vehicle travels to Ice edge (not .660 !) for BBQ most days in season @ 2:00 pm.

From .660 to roadhead one long day.

Transit hotel bunkhouse cheap, excellent cafe plus supermarket.

Main Items of Equipment.

Stoves .. MSR XGK 11 .(2). (0.5 litre fuel per day).

Magellan GPS..(2)

ELB (2).

Wild Country Super Nova Tent.

Asnes Telemark Mountain X - C Ski.

Snowsled expedition sledges (2)

Upski Parachutes (2)

*Mark Evans.
St. Christopher's Senior School,
Box 32052,
Isa Town,
Bahrain.*

Fax 973 715009