

A black and white photograph of a snow-covered mountain peak. The mountain is covered in a thick layer of snow, with some rocky outcrops visible. A trail of footprints leads up the slope towards the peak. The sky is cloudy.

# **Shimshal Expedition 2022**

Mountaineering in the  
Gunj-E Dur Valley, Shimshal  
Karakoram Mountains of Pakistan

14th August to 10th September 2022  
Jon Burgess & Rob Reynolds

**MEF 22-30**



Report written by Jon Burgess  
For further information visit: [shimshal2022.wordpress.com](http://shimshal2022.wordpress.com)  
or email: [jdburgess11@aim.com](mailto:jdburgess11@aim.com)

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#FuellingChampions  
[www.expeditionfoods.com](http://www.expeditionfoods.com)

## Summary

Two years later than originally planned, we travelled to the Karakoram of Northern Pakistan in August 2022, on an expedition to the Gunj-e Dur valley in search of unclimbed mountains. Lingering affects of COVID, poor weather and the affects of the devastating heatwaves and the monsoon that plagued Pakistan this year made for an interesting journey to Hunza (*plains, trains and automobiles, comes to mind*). We finally made it to Karimabad four days later than planned, but grateful for the experiences had along the way.

Wahab, our fixer, advised that we no longer needed a No Objection Certificate (NOC), to enter the Shimshal valley, and so with the sudden unburdening of bureaucracy, we were able to make up some lost time, spending only a day in Hunza picking up remaining supplies. The onward journey

to Shimshal was an incredible, if somewhat hair raising, 4x4 trip through a deep canyon, eventually emerging into the broad Shimshal valley. Here we met the rest of our team - 3 porters and 2 donkeys, and spent the rest of the day enjoying the vast mountain views, the friendly hospitality of our hosts, and delicious meals cooked from produce grown in the valley.



We reached our basecamp in the main Gunj-e Dur valley (c 4400m) three days later, after a simply amazing trek, a committing and exposed traverse along the steep canyon walls above the Pamir-e Tang river, towards the Shimshal Pass. This was the highlight of the trip, the full trek to the Shimshal Pass well worth

experiencing in itself. After a further two days acclimatising and moving kit, we established an ABC at 4800m, on an area of flat ground, below the terminal moraine of the Second East Gunj-e Dur glacier. Two days of reconnoitring and acclimatising followed, trying our best to scout out potential routes in the poor visibility. The affect of the spring heatwaves was clear, with many previously snowy slopes reduced to bare ice. Conditions were not looking hopeful, but on the second day, we spied two promising looking peaks (objectives 1 and 2 identified during planning), with routes that shared the same glacial approach.

To help with acclimatisation and to make for an easier summit day, we dropped kit at the base of the glacier and returned the next day to establish a bivvy. We reached the col between the two peaks, at 5600m. Rob was suffering with Acute Mountain Sickness, thwarting an attempt to climb the rocky, pinnacled ridge of peak 1. We also had to turn back from the easier snow slope of peak 2, despite deciding this would be a safe option allowing for a quick descent if Rob's AMS continued to worsen. After a short distance, windslab prevented further progress, forcing our descent back to the bivvy.





We made the extremely difficult decision to call an early end to the expedition when we received worrying updates over the Garmin InReach of the devastating and widespread flooding across Pakistan. Paired with our difficulties of travelling Hunza, we decided to save the extra days to ensure we had time to get back to Islamabad and our return flights home. We arrived back in Karimabad with a forecast of much improved weather, so we stuck with the original plan and flew back to Islamabad a few days later. The decision to head back early was a difficult one and played heavily on our minds, although we believe we made correct call with the information we had at the time. The silver lining was spending a few days exploring the Hunza valley with its fascinating history and beautiful scenery of towering 7000m+ mountains.



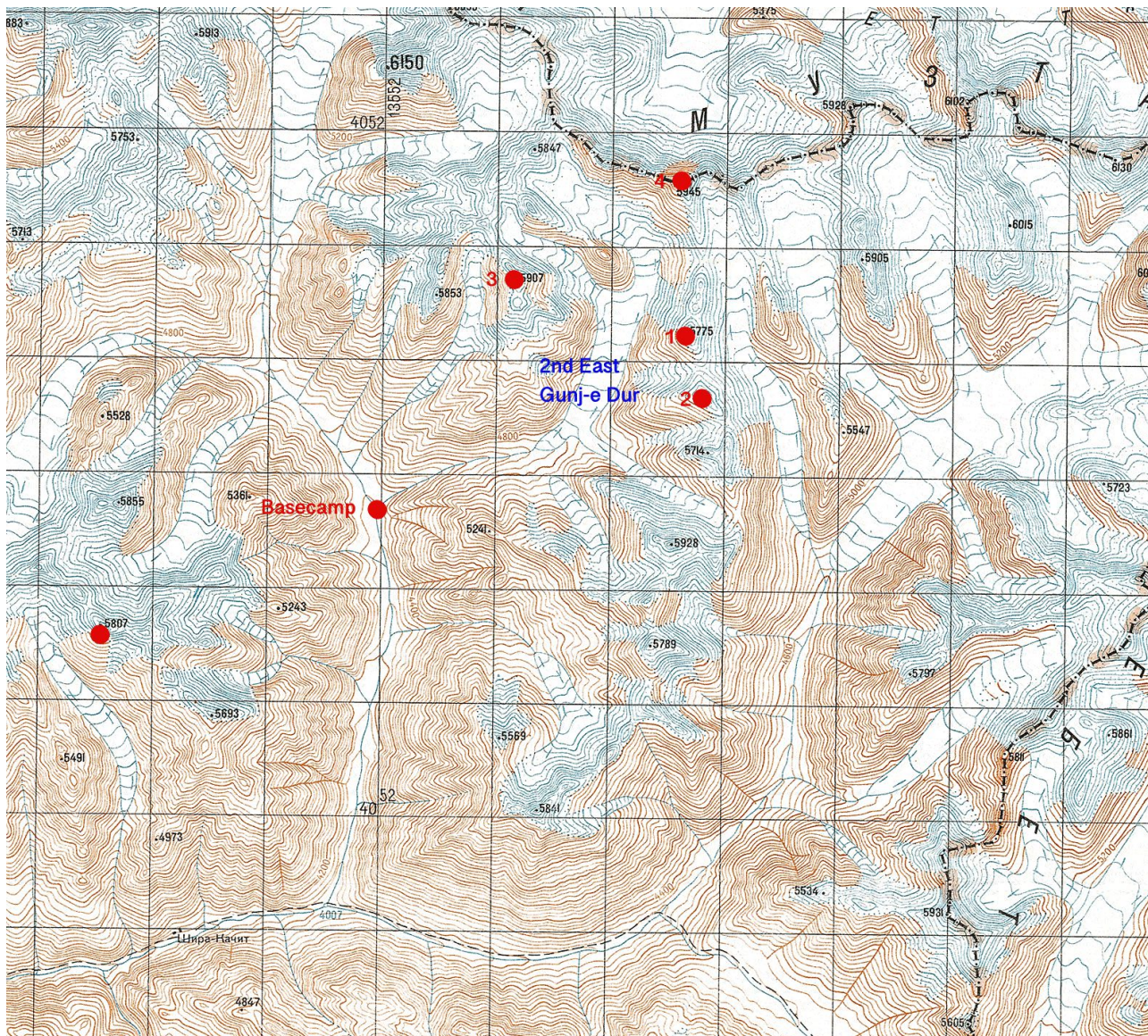
## Planning

After returning from Kyrgyzstan in 2018, it didn't take long to start dreaming of another expedition. Later that year we attended the Explore Conference at the Royal Geographical Society and watched a presentation from the Karakoram Anomaly Project. This was a combined scientific and mountaineering expedition to the Karakoram, researching the risks posed by glaciers (e.g GLOFs) to communities in the valley. This talk put Shimshal firmly on my radar. The following year we attended a talk by the late, great Doug Scott, and this cemented the idea of a trip to the Karakoram in northern Pakistan.



Gunj-e Dur valley and possible objectives

After much research into the climbing history of the area, we narrowed our search to the Gunj-e Dur valley, which lies north west of the Shimshal Pass. We decided to focus on the mountains surrounding the Second East Gunj-e Dur glacier (as named on the map “Shuijerab Mountain Group” by Jerzy Wala), which had only one expedition team visit previously (British Shimshal 2017). Peaks 1 to 4, marked in the Google Earth image and the map below, stood out as potential objectives.



Gunj-e Dur - Soviet Military Map

## Climbing History

Name	Leader	Year	MEF	Comments
<b>Previous Expeditions to Gunj-e Dur</b>				
Krystian and Jan Kostecki from the Szczecin Mountaineering Club and Sebastian Wolski, a member of the Lublin Mountaineering Club		2018		Focus on NW of range with no attempts on peaks identified for this expedition.
British Shimshal 2017	George Cave	2017	17-24	
Wrotnia" Mountain Club from Stalowa Wola		2013 & 2016		Trekking expedition exploring the upper reaches of the Gunj-e Dur Valley. No attempts on peaks identified for this expedition.
Karakoram Expedition 2013 (German)	Harry Kirschenhofer	2013		
Ganj-e Dur 2008	Christian Trommsdorff	2008		4 summits - ski touring. Uncertain which peaks were climbed
<b>Recent Expeditions to Shimshal region</b>				
Shuwert Expedition 2018	Peter Thompson	2018	18-32	
Boesam Pass Expedition	Tim Seers	2017	17-11	
Karakoram Anomaly Project	Sergiu Jiduc	2015 & 2018		





## Summit Attempts

After spending several days reconnoitring and moving kit up the mountain, we were ready for a summit attempt. We had identified two potential routes starting up the same glacier, and the following few days offered the promise of good weather. We made a pre dawn start from our high camp at the base of the glacier with the intent of making the final decision over which peak to attempt once at the col, where we could better determine conditions.

### Peak 1 (pk 5775) - 29th August 2022

After our recce, this peak and the lower adjoining peak looked to be our best chance of success. I was interested in climbing this peak during our planning, the images from we had seen from the British Shimshal 2017 expedition showed it to be a pleasing looking and prominent peak, although slightly lower than the mountain at the head of the valley. Approach from our bivvy at 5100 was initially up moraine, following the true left hand side of the glacier. After approximately 100m ascent we joined the glacier which was initially dry but soon turned into a wet glacier with deepening snow as we climbed.



Rob was suffering with moderate and worsening AMS. Once we reached the col at 5600m, it was apparent the rocky ridge to the summit on the true left of the col was more complicated than it appeared from the ground and would likely take several hours, with no easy escape. Rob was feeling worse and we felt that it would not be safe to be on the ridge with worsening AMS and no quick descent. We decided to attempt peak 2 instead as this looked to be a simple climb up the glacier and if necessary we could easily turn around to descend if Rob's AMS worsened further.

Route length - 700m ascent from terminal edge of glacier. 280m from col.

Approach to col - grade F

Estimated grade of ridge - AD

High point reached - col at 5600m, retreated due to AMS. N36° 33.675' E75° 38.449'

Weather - Foggy to start then clear with light winds

Climbers - Jon Burgess and Rob Reynolds



Summit ridge of Peak 1 (pk5775)



## Peak 2 - 29th August 2022

Having ruled out climbing Peak 1, we turned to the true right to climb the snowy summit of Peak 2 (approx 5700m according to Google Earth).

After a short distance, the snow conditions worsened and we soon found ourselves on windslab, with alarmingly large cracks radiating across the snow with each foot step. It was clear that it would be unsafe to continue, with us likely triggering an avalanche. So we had to make the difficult decision to retreat to the col and with options for the day eliminated we descended back to the bivvy. On the descent we saw the debris of two recent avalanches on the summit slopes of peak 2, on the same aspect as our proposed ascent.

Route length - 600m from terminal edge of glacier

Approach to col - grade F

Estimate grade to summit - F/PD

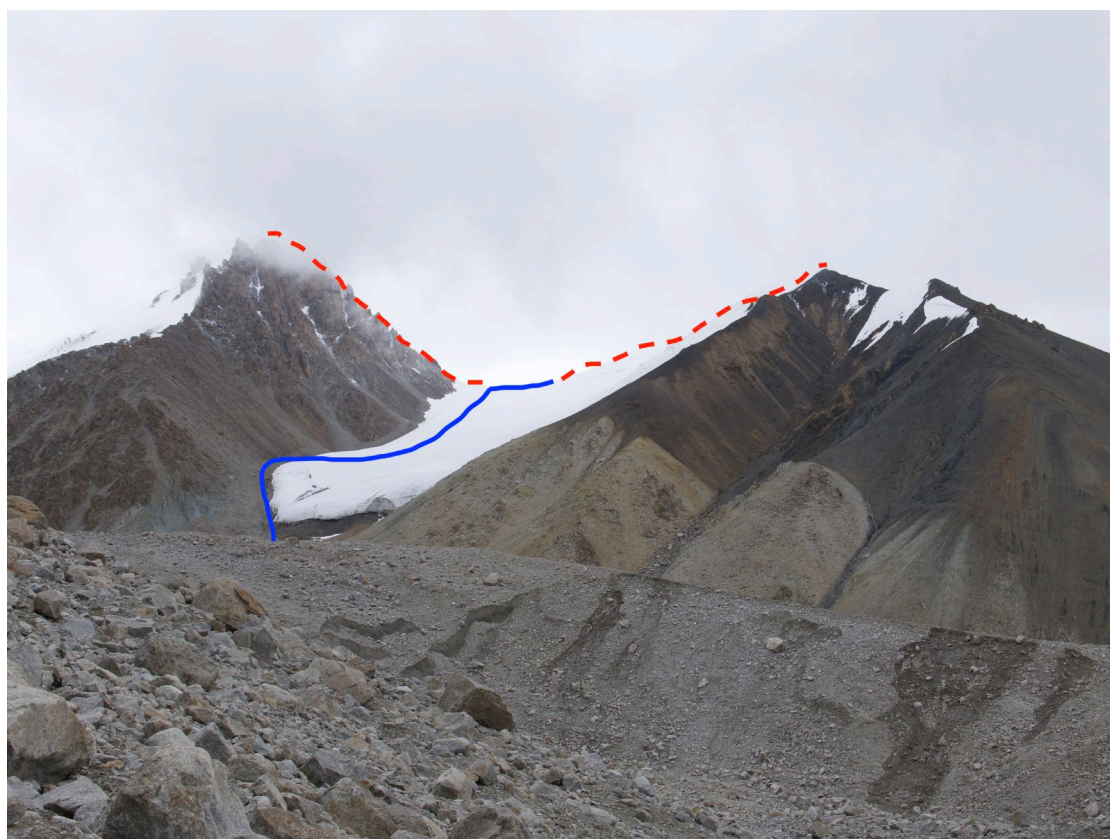
High point reached - col at 5600m, retreated due to dangerous snow conditions. N36° 33.675' E75° 38.449'

Weather - Foggy to start then clear with light winds

Climbers - Jon Burgess and Rob Reynolds



So close!



Routes - Peak 1 on the left, Peak 2 on the right  
Blue line: route to col and high point. Red dashed lines: planned routes to summits



## Clutching Defeat from the Jaws of Victory

By the time we returned to our bivvy, the weather had deteriorated, with heavy snow falling - so *much for the good weather forecast* - so we retreated to our tent for the afternoon to decide on our next steps. With all the delays at the start of the trip, we had at maximum a couple of remaining days before we would need to descend and make our way back to Islamabad and our flight home. As we waited out the snow storm, reports started to flood in on the satellite phone of the devastating and widespread flooding across the country. Friends and family messaging us out of concern for the impact on us. We were unaffected by the severe monsoon in the Karakoram, largely shielded in the rain shadow of the Himalaya.

We contacted our fixer Wahab, who was waiting patiently back in Shimshal, for an update. He reassured us that Hunza hadn't been affected and that the trek out would be okay. But he wasn't able to tell us about the wider situation, and we were getting very mixed reports on which regions had been impacted. We heard that the Swat valley and Khyber Pakhtunkhwa region was badly hit, a region we had attempted to travel through on the journey to Hunza earlier in the trip. Up to this point, the weather had been mixed every single day and our experience of cancelled flights and closed roads on the journey to Hunza made us wary of the impact the flooding would have on our ability to get back to Islamabad.

The following morning, despite the promising weather forecast, we woke to continued heavy snow and zero visibility. Our decision of a second attempt that day had been made for us. After wrestling with the best course of action, we made the heartbreaking decision to use the two climbing days left as contingency to give us the best opportunity to wait out bad weather and fly back to Islamabad. Missing our flight back to the UK, unfortunately wasn't an option! We were

unsure of the impact of the flooding on roads to Islamabad. We reluctantly contacted Wahab to arrange an early pick up by the porters, they would arrive two days later. With the abrupt end to our expedition, we started the laborious task of lugging all our kit back down to basecamp.

Two days later, Wahab and the porters arrived and brought with them the start of fine and settled weather. Reversing the incredible trek back to Shimshal gave us time to reflect on our decision making. On summit day the combination of Rob's worsening AMS and dangerous snow conditions gave us little choice but to descend.



Avalanche debris



The decision to leave the mountains two days early played heavily on my mind once back in Hunza, especially with a forecast of sunshine for the week ahead. But hindsight is a cruel beast, and with the information we had at the time, we believe we made the correct decision. Looking back, those two extra days may not have changed the outcome. The weather did not improve until the porters arrived, by which time we would have needed to begin our descent anyway. It is in the finest of margins that important decisions are made and I indulged in the luxury of regret. This drives a desire to learn from the experience and to try again in the future. This was an expedition mired with delays and difficult conditions, from cancelled flights to impassable roads and record breaking weather. With the healing passage of time, we feel this expedition was a success. We didn't make it to the summit, but we explored new ground, had an amazing adventure and most importantly, made it home safely. After all, the mountains will always be there.

## Logistics

During the early planning stages, we enlisted the support of a local outfitter to help with in country logistics. Adventure Tours Pakistan (ATP) proved to be a very professional and helpful company. They took care of booking accommodation in Karimabad and Shimshal, and organising the transport for the expedition from Gilgit onwards. Through them, we hired a local Shimshali fixer and guide. We met Wahab in Karimabad and his friendly professionalism and experience proved invaluable. He accompanied us on the trek to basecamp and arranged porters for us in Shimshal.

## Journey to Hunza

We planned to fly out with British Airways from Gatwick to Islamabad on Saturday 13th August. A month or so before the trip, BA cancelled the route, an after affect of the pandemic. The alternative flight from Heathrow on the evening of Sunday 14th August, meant that the earliest we could fly to Gilgit was now Tuesday 16th.

Persistent fog in Gilgit cancelled our early morning flight. The forecast of continued bad weather and no flight availability forced us to consider other options. Through ATP, we arranged to travel to Hunza by bus (Faisal Movers), later that day. The Foreign and Commonwealth Office of the UK advise against all travel along the Karakoram Highway between Islamabad and Chilas, so we were initially a little apprehensive about this option. However, we felt entirely secure. Everyone we met was incredibly friendly and helpful, as we had become accustomed to in Pakistan.

The bus proved fruitless too, and after 11 hours of travel, we were evicted at a security checkpoint north of Besham. The road ahead was damaged by ongoing land slides and the police were unwilling to let two foreigners continue due to the risk. We assume fearful of the resulting news stories if anything should happen. The police gave us the ultimatum of either the bus would be turned around, or we had to get off. The bus driver was incredibly helpful though, and organised for a local to take us back to Islamabad. We sheltered from the torrential rain along with our bags under the dripping tarp of a sand bag weapon emplacement, sat next to a large machine gun. Surreal.

Back in Islamabad again, ATP arranged a private car to drive us an alternative route through the Kaghan valley (Khyber Pakhtunkhwa), along the Naran road, hopeful that this would be open. Thanks to Rehmat's relentless driving ability, we made it to Hunza late the following day.



We stayed at the very pleasant Hill Top hotel in Karimabad. As the name suggests, perched on the top of a hill, this afforded our room magnificent views across the Hunza valley, dominated by the towering peaks of Rakaposhi and Ultar Sar. No longer needing a No Objection Certificate to enter Shimshal (appears the rules change frequently), we were able to make up some lost time and spent a single day picking up supplies. Gas was in short supply and proved impossible to source

from the local outfitters. Wahab, our guide, was able to acquire a few full canisters from his contacts in Shimshal. We recommend pre arranging for gas to be supplied by your in country agent, to avoid problems in the event of supply shortages.

## Shimshal

The road to Shimshal was completed in 2003, after 18 years of hard work by the Shimshal community. The road allows motorised transport to access the valley, turning what was a four day trek into a few hours drive, and possibly the most “exciting” commute in the world. The road weaves its way through a narrow canyon, often traversing the cliffs, high above the river. Oblivion a few inches away.



Shimshal is host to a number of small guest houses. We stayed at the descriptively named Shimshal Tourist Lodge, owned and managed by the accomplished mountaineer Hasil Shah. Wahab organised porters on our behalf, rates are set each year by the Shimshal community.

Item	Cost (Rupees)	
<b>10 stages</b>	9000	Per porter
<b>Kit allowance</b>	2500	Per porter
<b>Meat allowance</b>	800	Per porter
<b>Camping fee</b>	2000	Per expedition member, goes towards supporting the Shimshal community.

Maximum load per porter is 20kg (double that for a donkey). We hired 3 men and two donkeys (equivalent to 5 porters) on the way out, and 2 men and a single donkey on the return.



## Equipment

With just two of us in the mountains to move kit around, we tried to keep the expedition as light weight as possible. We took two tents: a larger basecamp tent (Mountain Hard Wear Trango 2) and a smaller tent (MSR Access 2) for ABC. In the end we only use the MSR for the trek in and out, where the small footprint proved useful. This tent suffered with condensation, and so we opted to lug the heavier Trango up the hill for use at ABC. We both have sleeping bags rated to -22C, slightly overkill but reassuringly warm!

As we were entirely making use of freeze dried or dehydrated food on this trip, we only took two small stoves. Our main stove was the MSR Windburner, which performs brilliantly in the cold and at altitude. We also took a back up stove, which we didn't need. Fresh water was readily available, even at the bivvy. We took a selection of water filters with us, using a gravity fed system by Lifestraw, hung from a camera tripod for use at basecamp and ABC. We used inline filters by Hydroblu when we couldn't use the gravity fed system.

We took two half ropes and a light 50m multi rated rope, so we could travel lightweight on glaciers but have the option to use a double rope system on more technical climbs if needed. We paired these with a good selection of nuts, cams, several ice screws and plenty of abseil tat.

## Food

In attempt to keep the expedition as small scale as possible, we decided against hiring a chef and cook tent. In some ways, it may have been useful to do so, especially for larger teams. Although we didn't spend much time at basecamp where we could make use of such a facility.

Expedition Foods kindly supported our culinary needs and we took enough freeze dried meals to cover our time in the mountains. This made life very easy, and ensured we had a good supply of tasty food. We supplemented these meals with some extra snacks from the UK, such as soups, etc. We also bought snacks in Karimabad, including jam, honey, nuts and an assortment of dried fruit, something Hunza is well known for.



## Medical

We both hold level 2 first aid qualifications. Rob holds a trauma based qualification through his work as a tree surgeon. I hold a specialised expedition first aid qualification through the Expedition Care Program. My wife Jo is a medical doctor and provided advice and acted as an emergency medical contact.

We took an extensive first aid kit, with a number of prescription medications supplied by Nomad Pharmacy. Holding the expedition first aid qualification gave Nomad the confidence to prescribe us medications for the trip.

### Prescription Medications (POMs)

Altitude Medication:

Acetazolamide (Diamox) 250mg x 34 - Prevention and treatment of Acute Mountain Sickness (AMS)

Dexamethasone 2mg x 40 treatment of High Altitude Cerebral Oedema (HACE)

Nifedipine 10mg x 56 - treatment of High Altitude Pulmonary Oedema (HAPE)

### Antibiotics:

Ciprofloxacin 500mg x 6 (3 day course) - Treatment of infective diarrhoea

Azithromycin 500mg x 3 (3 day course) - Treatment of infective diarrhoea (Rob has a penicillin allergy)

Flucloxacillin 500mg x 28 (7 day course) - Treatment of soft tissue infections

Clarithromycin 250mg x 14 (7 day course) - Treatment of soft tissue infections (Rob has a penicillin allergy)

Amoxicillin 500mg x 21 (7 day course) - Treatment of chest infections

### Non Prescription Medications:

Loperamide 6mg x 32 - Diarrhoea

Rehydration salts x 6 sachets

Ibuprofen 200mg x 32

Paracetamol 500mg x 32

Chlorphenamine (Piriton) 4mg x 32

### Dressings:

Bandages of assorted sizes

Micropore tape

Self adhesive plasters - assorted sizes

Non adherent dressing pads

Antiseptic wipes

Sanitary towels (recommended by a paramedic (and mountaineer) for dressing large wounds)

Gaffer tape

Climbing finger tape

Antiseptic cream (Savlon)

## Communications

We took a Garmin InReach Mini 2, rather than a full blown satellite phone. This proved to be 100% reliable with messaging and also provided a daily weather forecast. We felt this was a better option for us than a traditional satellite phone. You can save pre written messages and all messages are geo tagged with your current location, making communication clear and concise in the case of an emergency.

## Visas and Permits

- Peaks below 6500m and in open zones do not require permits to climb. All objectives within the Second East Gunj-e Dur met this criteria.
- A visa is required to enter Pakistan. If climbing over 6500m, a mountaineering visa is required. Make sure you have plenty of hard copies of your Visa. Travelling by bus or car to Hunza requires passing through numerous security checkpoints, all of which will want a copy of your visa.
- We had expected to obtain a No Objection Certificate (NOC) to enter Shimshal from officials in Aliabad. However, on arrival, this requirement had changed and we didn't need to apply for an NOC.

## Environmental Impact

Travelling to the greater ranges causes unavoidable environmental impact, mostly from flying half way around the world. We had planned to fly between Islamabad and Gilgit in order to avoid using the Karakoram Highway between Islamabad and Chilas, which the FCO advises against all travel on. We wanted to ensure our expedition had as much positive benefits as possible, for example, making sure we used local companies for logistics and accommodation, helping to support local communities. We tread as lightly as we could and in the mountains, following the leave no trace principles, packing out all waste for disposal back in Karimabad.

The largest environmental impact will have been carbon dioxide emissions resulting from our travel. We used [www.carbonfootprint.com](http://www.carbonfootprint.com) to estimate total carbon emissions for our team:

Shared car travel from Fareham to Heathrow: 140 miles => 0.03 tonnes

Return flights: London -> Islamabad => 3.6 tonnes

Single flight: Gilgit -> Islamabad => 0.08 tonnes

Overland travel Gilgit -> Shimshal return: 260 miles => 0.1 tonnes

Private car travel Islamabad to Hunza (inc return from Besham): 650 miles => 0.22 tonnes

Bus travel Islamabad to Besham: 160 miles => 0.04

**Total travel emissions: 4.07 tonnes (2.04 tonnes per person)**

While far from a perfect solution, we have chosen to offset 5 tonnes of carbon by supporting tree planting initiatives through [www.carbonfootprint.com](http://www.carbonfootprint.com).

## Heatwaves, Flooding and Glaciers

2022 turned out to be a catastrophic year for Pakistan. Spring on the subcontinent was one of the hottest on record [1], with sustained temperatures over 40C and a record 51C in Jacobabad in May [2], causing huge problems in the mountains due to the increase in glacial melt water. The rapid ice melt on the Shisper glacier, north of the Hunza valley resulted in the dam of ice, which normally contains the lake of spring meltwater, failing. The resulting flood (Glacier Lake Outburst Flood), caused devastation in the valley below, taking out the Hassanabad bridge along the Karakoram Highway in the Hunza valley. Many homes, buildings, two power stations [3] and as we witnessed on our journey to Hunza, even half a petrol station were washed away. The carnage was still clear months later on our drive to and from Karimabad, and a temporary bridge had been installed, which made our journey along the Karakoram Highway possible.



What's left of the Hassanabad Bridge and the Karakoram Highway, Hunza

An analysis by the World Weather Attribution estimates that intense heatwaves experienced this spring are now 30 times more likely due to the human caused global warming of 1.2C [4], raising the likelihood of an event of this scale from 1 in 3000 years, to 1 in 100 years.

During our expedition, Pakistan made international news again with widespread, devastating floods due to the worst monsoon in over a decade [5]. The intense heat of the spring contributed to above normal levels of rainfall [2]. Higher temperatures cause increased evaporation and a warmer atmosphere can hold more moisture, further amplifying the warming affect (water vapour is a green house gas). The extra energy and moisture of the warmer air intensifies storms and rainfall [2]. 2022 also marked the third year of a La Nina event. The cool water dominating the central and eastern Pacific alters atmospheric circulation, trapping rain over southern Asia [6]

increasing the impact of the annual monsoon. A combination of these factors resulted in Pakistan receiving nearly 3 times (190%) more rain than the 30 year average during this years monsoon [7], causing wide spread devastation, affecting 33 million people [6].

Across the world, from the Alps to Greenland, glaciers are in retreat. In the Karakoram, superficially at least, many appear unchanged or are even advancing. This behaviour has been termed the “Karakoram Anomaly” [8]. We found this to be the case with the main glacier in the Second East Gunj-e Dur valley. The terminus of the glacier appears unchanged compared to the most recent satellite imagery available in Google Earth (2017), and indeed earlier imagery from 2009.

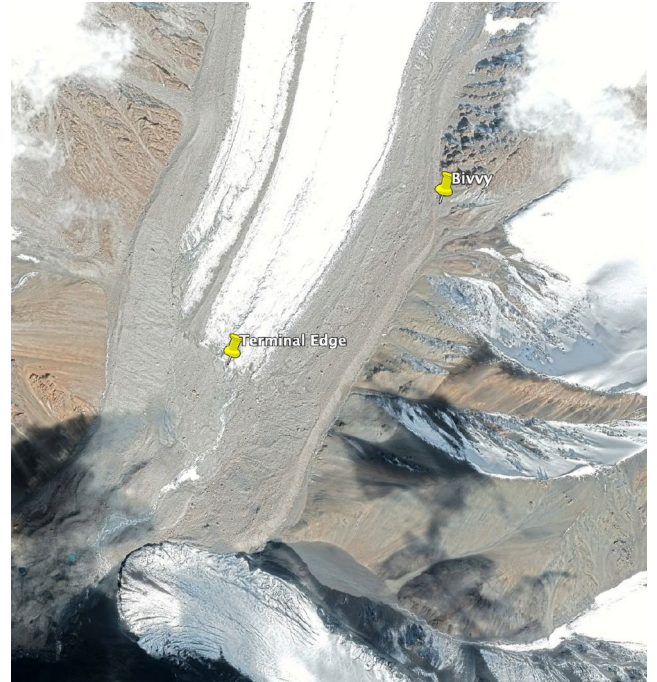
However, the heatwaves earlier in the year had clearly taken their toll, for the most part the glaciers were bare ice well over 5000m. What looked to be snow covered slopes from photos and reports in earlier expeditions were now mostly steep slopes of bare ice. We recorded GPS track data for all our excursions from ABC. Our furthest recce up the main Second East Gunj-e Dur glacier are shown in the Google Earth image and associated elevation profile below



A view up the Second East Gunj-e Dur Valley

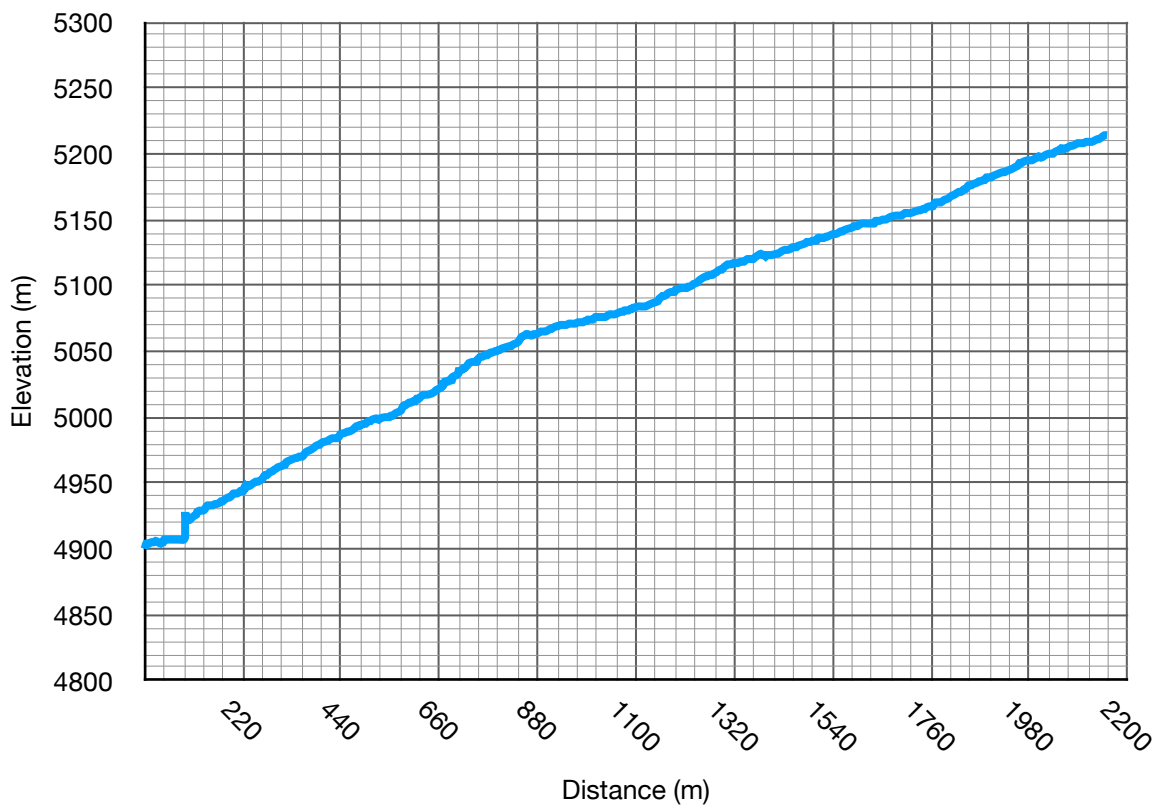


Google Earth Satellite Imagery from October 2009. Yellow pin shows terminus of glacier August 2022



Google Earth Satellite Imagery from October 2017. Yellow pin shows terminus of glacier August 2022





Elevation Profile of Second East Gunj-e Dur Glacier

# Diary

Sun 14 August Departed UK (36 hours late as original flight cancelled by BA)

Mon 15 August Arrived in Islamabad. Taxi to S Chalet and afternoon in Islamabad

Tue 16 August 6 am flight to Gilgit cancelled and no flights for the rest of the week due to bad weather in Gilgit (fog). ATP arranged bus tickets to Hunza with Faisal Movers. Bus leaves 22:00.

Wed 17 August Third checkpoint after Besham we were removed from the bus due to landslides further up the road. Police and bus driver helped to organise a car back to Islamabad. Organised a hotel in Islamabad on the journey back.

Thu 18 August ATP helped organise a private car to drive to Karimabad. Rehmat picks us up from the hotel at 6 am. We arrive in Karimabad 14 hours later at approx 8pm. Stay at the Hilltop Hotel.

Fri 19 August Karimabad, met Wahab our fixer and bought remaining supplies.

Sat 20 August Drove to Shimshal

Sun 21 August Trek

Mon 22 August Trek

Tue 23 August Trek - reach basecamp. After tea with the porters, we say good bye to Wahab and the team.

Wed 24 August Acclimatisation trek 2nd East Gunj-e Dur valley, dropped first load of kit for ABC (4800m). Back to BC.

Thu 25 August Move remaining kit to ABC, and protect basecamp from bear activity

Fri 26 August Recce up the main Second East Gunj-e Dur glacier— poor weather. Conditions in mountains don't look too good, the glaciers very bare and scoured after the exceptionally hot year. Reached a high point of ~5200m, we returned to ABC somewhat despondent about our chances.

Sat 27 August Recce 2 - found 2 potential routes, sharing the same start. We decided to camp at the base of routes so dropped climbing equipment and returned to ABC

Sun 28 August Move to c1 at base of route (5100m) both suffered with the altitude moving kit up the moraine.

Mon 29 August Summit attempt. Made it to the col (5600m), AMS prevented attempt on rocky ridge on pk5775 and snow conditions prevented ascent of the lower peak. Turned back with plan to make a second attempt the following day of the rocky ridge after another night at 5100m. We saw two avalanches on descent.

Tue 30 August Virtually zero visibility and lots of snow overnight (since early afternoon previous day. Heard news of extensive and severe flooding throughout the country. Made the difficult decision to save contingency days to help with return home. Descended to BC

Wed 31 August Move rest of kit from ABC back to BC

Thu 1 September Porters arrive and we start the trek down

Fri 2 September Trek out

Sat 3 September Trek out to Shimshal

Sun 4 September Shimshal to Karimabad

Mon 5 September Karimabad

Tue 6 September Karimabad

Wed 7 September Karimabad

Thu 8 September Rehmat drove us to Gilgit for 10:45 flight. Flew to Islamabad without any issues.

Fri 9 September Islamabad

Sat 10 September Flew to UK





# Accounts

## Expenses

Item		PP		Total
International Flights	£	845.92	£	1,691.84
Visas	£	49.34	£	98.67
Internal Flight	£	94.00	£	188.00
Internal Flight excess baggage	£	16.86	£	33.72
Agency and equipment fees	£	209.22	£	418.45
Guide	£	401.71	£	803.41
Land transport	£	175.75	£	351.49
Porters (inc insurance)	£	243.74	£	487.48
Accommodation Karimabad & Shimshal	£	197.51	£	395.01
Accommodation Islamabad	£	103.16	£	206.32
Mountain food (freeze dried)	£	153.00	£	306.00
Exped food and fuel	£	19.38	£	38.76
Satellite phone	£	35.00	£	70.00
Insurance	£	741.00	£	1,482.00
Taxi Besham to Islamabad	£	29.07	£	58.14
Private car to Hunza	£	48.45	£	96.90
Airport taxis	£	31.01	£	62.02
Sundries - meals, etc.	£	58.14	£	116.28
Medical supplies	£	78.53	£	157.05
<b>Total</b>	<b>£</b>	<b>3,530.77</b>	<b>£</b>	<b>7,061.54</b>

## Income

Item		PP		Total
MEF			£	4,000.00
BMC			£	600.00
Personal contributions	£	1,230.77	£	2,461.54
<b>Total</b>			<b>£</b>	<b>7,061.54</b>

## Future Climbing Potential

Climbing conditions in this location are not ideal without the accompanying snow and ice cover. The base rock is shale like and huge slopes of scree dominate access to the upper stratus of the peaks. All attempts require following trails left by the native Blue Horn sheep and Yak, to the point where the Moraine makes foraging inefficient for these creatures. Moving climbing and camping equipment to the upper glacier is arduous, even when acclimatised. We would have benefited from establishing basecamp higher up, within the Second East Gunj-e Dur valley. There is a shepherds hut at 4700m which would make an ideal basecamp.

Most of the Second East Gunj-e Dur valley remains unclimbed, and in the right conditions offers several worthy objectives.



Second East Gunj-e Dur Valley



## References

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