

LONG HAUL EXPEDITIONS

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TRANS AFRICA OVERLAND EXPEDITION ENGLAND TO KENYA AND SOUTH AFRICA

INFORMATION SHEET

This expedition from England to South Africa overland is probably the most rewarding of all the major overland expedition routes taking in as it does such a wide range of different cultures, life styles and terrain, and passing through some of the most primitive and interesting areas of the African continent. By allowing a full five months to accomplish the trip to South Africa it enables us to be able to really see and appreciate the unique and varied wildlife and to study the local customs of the countries that we shall visit.

The expedition will be run on a flexible basis with full group participation and we will have sufficient time for stopovers and to be able to organise side expeditions to places of interest on the way, giving everyone the chance to really get involved in Africa, and its peoples.

Above all the aim is to get away from the main routes and the use of a sturdy vehicle specially modified and extensively equipped for expedition work enables us to do this.

COUNTRIES VISITED

France, Spain or Italy, Morocco or Tunisia, Algeria, Niger, Upper Volta, Togo, Benin, Nigeria, The Cameroons, Central African Republic, Zaire, Rwanda, Tanzania, Kenya, Zambia, Botswana & South Africa.

ITINERARY

We shall leave England on the Dover to Calais ferry, heading south through Europe and entering Africa by either Morocco or Tunisia. We leave from Algeciras to cross the straits of Gibraltar to the duty free port of Ceuta and into Morocco, or enter via Italy and Sicily where we board the ferry from Trapani to Tunis.

MOROCCO

Normally our first night will be spent at Martil where we are able to camp right by the beach and in the evening people can wander into the small town to sample the local food and wine.

We will then travel to Chechaouen, a delightful little town set in the northern hillsides and then via Rabat and Casablanca to the old walled cities of Meknes and Fez. The Medina at Fez is probably one of the best in Morocco, the maze of twisting narrow alleys and streets seem to stretch endlessly, and within five minutes of entering it is quite easy to become completely lost. There is an amazing variety of goods to buy here ranging from pots and pans to exquisite metalwork, skins and leather goods and so much more.

Local crafts have been handed down for hundreds of years, special attractions are the tanneries, the dye pits and to see the women weaving the beautiful Moroccan rugs. There is much to see and too much to write about.

At Meknes we are able to see the Kings Palace and to visit the Royal stables. We then travel high into the Northern Atlas Mountains to Ifrane, a Swiss style ski resort, and then across barren mountainous semi-desert via Taza to Oujda where we cross the border into Algeria.

TUNISIA

Tunis, the cosmopolitan capital, has a very pleasant city centre - part modern and part French Colonial and a walled in Medina enclosing some of the most attractive souks in North Africa. Here is our first opportunity to sample the local Turkish type baths or Hammen. The museums near the city centre are of notable interest with many rare archaeological items and works of art.

Whilst in Tunisia we will be exploring the Punic ruins of Carthage and Dougga, the latter is situated high in the Teboursouk mountain range. On entering the vast bare landscapes of central Tunisia we now visit the Holy city of Kairouan which was founded in 670. Kairouan has a magnificent mosque and many other religious buildings.

If we find time to have a drink of mint tea or strong Tunisian coffee at the cafe Barouta, a hidden attraction is that at the top of steps we will be able to see a blindfolded camel, its chin supported by a wooden stick, and, harnessed to a beam, it walks continuously round in a circle turning a wheel to draw water from a deep well.

From Kairouan we journey east to Sousse where we are able to camp right by the beach. We now travel south to El Djem and visit the huge amphitheatre, almost as large as the Colosseum in Rome.

Continuing south via Stafx we visit the beautiful oasis at Gabes before continuing to Matmata which is unique in that it is built entirely underground as a protection against the summer heat. We then journey across the Salt desert to Tozeur and cross the border into Algeria.

ALGERIA

On entering Algeria we are soon in the Sahara, the largest desert of all the continents. We pass through an area of rolling sand dunes before descending into the oasis town of Chardiaia, which is well known for its traditional Algerian blankets, carpets, and brasswork. It is a maze of narrow streets with a bustling and lively market square with lots of cheap local style cafes and restaurants.

We continue now to Ouargla and the oil town of Hassi Messaoud where we will stock up on food supplies before heading deep into the Sahara desert following the more remote eastern route. We will shortly be travelling along unmade tracks which skirt huge sand dunes many hundreds of feet high and stretching for miles across. The road here has to be constantly kept clear of the ever encroaching sand.

We continue via In Amenas which is close to the border with Libya and then on to

Illizi. The scenery in this area is superb and the region completely devoid of all life. Here we begin to appreciate the fact that we have a large sturdy vehicle, many of the tracks are very rough with large bumpy corrugations, and an approaching vehicle can be seen miles away by the cloud of dust that it produces.

One of the welcome stops in this area is at a warm sulphur spring where we are able to wash off some of the fine desert dust.

Rising abruptly now, we travel through the Tassili N' Ajjer mountains on a very scenic and beautiful route via Fort Gardel to the isolated oasis settlement of Djanet set in a fertile desert valley. The plateau which surrounds Djanet is very famous for its cave paintings and arrangements can be made to visit many of these paintings with guides.

We leave Djanet and travelling again via Fort Gardel we make slow progress across difficult desert terrain, and then continue along narrow unmade mountain tracks high up in the Hoggar Massif. These dusty mountains rise to heights of 10,000 feet in strange pillar formations, orange and grey volcanic rock pinnacles spiralling upwards, and mountains made entirely of hexagonal basalt columns which look like the fingers of many hands standing in a long row.

Some of the many hairpin bends are difficult for us to get round, as we slowly make our way up and through fantastic rock formations which have been gradually eroded over the centuries to produce these weird and strange shapes. The immensity of this vast wilderness is awe-inspiring, accustomed as we are to the ever intrusive sounds of the modern world the enveloping silence here is almost uncanny.

The journey from Djanet will have taken several days and we eventually arrive at Tamanrasset which is the central Saharan town on the Hoggar route. In this area we see many of the famous Tuaregs, also known as the blue men because their robes are dyed with indigo which stains their skin. They are a graceful people who carry themselves proudly, their features are finely defined and aquiline.

We will spend a few days in Tamanrasset and there will be time if anyone wishes to try their hand at camel riding, or possibly spend a day swimming in one of the geltas (rock pools) which are fed from underground springs.

Before leaving Tamanrasset we will thoroughly check the vehicle and prepare for the next stage of the journey which is probably the most difficult section of the desert crossing.

NIGER

On leaving Tamanrasset in this mountainous region of the Sahara we head south through deep desert via the isolated border posts of In Guezzam and Assamaka into Niger, along some of the worst roads encountered on the whole trip. Here there is much soft sand but with the help of the sand mats and a certain amount of digging and pushing we arrive at the remote village of Tegguiddan-Tessoum. This is where we will be able to see the salt pans, the villagers have been producing salt here for many centuries and the methods used have not changed over the years. Camel trains regularly call here to collect the salt and it is still a very valuable commodity much sought after by the Tuaregs in the desert.

Travel over this section is very slow and we will be pleased to arrive at the small mud baked town of Agadez which is famous for its silverwork and in particular the "Agadez Cross". Agadez has a very interesting and bustling market. Anyone who likes trying out the local food will find many interesting African restaurants here. Tribeswomen from the outlying villages bring into the town a wide variety of goods to be sold at the various stalls.

On the road south from Agadez we begin to see more signs of vegetation and although still being in very dry and dusty terrain it is now apparent that we have crossed the Sahara.

In this area live the proud and independent Fulani cattle people whom we will meet at the frequent wells watering their herds of goats, camels and the breed of very long horned cattle which predominate in this dry area. Travelling through Niger we will meet different branches of the Fulani tribes.

We continue our journey through very desolate semi-desert and we head via Birni-Nkoni, Dogoudoutchi and Dosso to Niamey the capital of Niger.

We hope to be able to visit one of the many markets in this area. These are very colourful occasions and a photographers paradise, when everyone comes into town from the surrounding villages, not only to sell their produce and wares but to be entertained as well. It is often possible to see fire eaters, sword swallowers, jugglers, acrobats and storytellers.

At Niamey it may be necessary to get visa extensions, however a couple of days relaxing in the cool swimming pools and air-conditioned bars of the two large hotels in town will be uppermost in many minds.

UPPER VOLTA

Upper Volta is a very poor country and this is quite noticeable as we travel towards Ouagadougou the capital. Ouagadougou itself has a large market and it is interesting to see the hundreds of vultures that continually circle and swoop down over the meat market in the centre of the city. This is an excellent centre for buying souvenirs and many of the items here are much cheaper than in other parts of Africa.

From Ouagadougou we make our way via Leo and Po (where we shall almost certainly see herds of elephants browsing by the roadside) and visit the game reserve which is not far from Po where we should see many other animals.

In this area live the Lobi tribe. The houses of the Lobi are unusual as they are built with layers of overlapping clay and have a flat roof which is used for drying food. The women are expert at making finely woven reed blankets which can be purchased in the markets. Many of the Lobi women wear metal discs in their upper and lower lips although this practice is now discouraged by law.

TOGO

We cross the border into Togo and travel the entire length of this luxuriantly green country to the coast where we will spend a few days camping on a palm fringed beach about 15 miles from Lomé the capital.

Lomé, which is situated right on the coast is one of the most pleasant cities in Africa. It has many good shopping centres and colourful street markets as well as being one of the cheapest places to buy gold jewellery.

Cheap red wine can be purchased in both Togo and Benin for as little as 25 pence a bottle and we hope to hold at least a couple of beach barbecues.

It is also interesting to join the locals at the "beer huts" in the markets trying the palm wine and the home made millet beer (dollo) which is available over most of central and West Africa. This is drunk out of gourds and is very much an acquired taste. (Many members of previous trips have acquired it!)

BENIN (formerly Dahomey)

After leaving Togo we travel along the Atlantic coast and here we shall visit Ganvie and So-Awa. These lake or Pile villages built high on bamboo stilts are unique on the African coast and can be visited by a hired dugout canoe. We will be able to climb the ladders and visit some of the villagers in their homes. The houses are well laid out and airy. Although fishing is the main livelihood, attractive wood carvings are also produced.

We will also visit **Grand Popo**, famous for its wonderful, almost Polynesian beaches. We hope to be able to take canoes to the Bouches du Roy, where the River Mono flows into the lagoon past golden shores dotted with palm trees and little fishing villages behind which pounds the Atlantic surf. We shall all be visiting **Cotonou** the capital which is situated on the coast.

NIGERIA

We travel via **Ogbomosho** and **Mokwa** to the **Kainji Dam** and will then visit a small village near Guffanti, the home of the Kambriri tribe. The women in their pursuit of beauty are very often heavily scarred and wear ivory protruding from their lower lip. The men all carry swords. Their way of life has not changed for hundreds of years and they are a happy and gentle people. On previous visits we have been able to stay in the Kambriri villages.

We continue through Nigeria via the holy city of **Benin** which is a religious centre with a very beautiful mosque. It is also well known for the famous brass heads and statues. We then travel on via **Enugu** which was the capital of the breakaway state of Biafra, in the news so much in the late 1960's. We then continue via the attractive city of **Calabar** and later cross the border into Cameroun.

CAMEROUN

On crossing into the Cameroun we travel first through very dense tropical forest and later through the Cameroun Highlands where the cool crisp climate and spectacular mountain scenery will make a welcome change. Here there are waterfalls with cool secluded rock pools for swimming and distant-views across the valley below.

There is much wildlife and some of the caves are the homes of thousands of bats.

Later we pass through dense tropical jungle and rain forest with many coffee and cocoa plantations before crossing the border into the Central African Republic near Garoua Boulai.

CENTRAL AFRICAN REPUBLIC

We travel through the Central African Republic via **Bouar** and **Bossebele**. Here we see huge termite mounds, mangoes, pineapples, bananas, paw paws, passion fruit bread fruit, and custard apples grow in profusion on the outskirts of the villages. The gaudy flamboyant flowers and plants of the tropics seem to be trying to take over everywhere. On the way to **Bangui** we will camp by the huge waterfalls at Boali and it is very pleasant swimming in the river below the falls.

A half day side trip on foot to see a Liana bridge constructed of vines and creepers spanning the river upstream is well worth the effort.

Bangui itself is a surprise with its clean modern buildings and wide tree lined streets and is very pleasant being situated on the Oubangui river.

Members of previous trips have very often spent a few days exploring a section of the vast Oubangui river in dug out canoes, these can be purchased from local people down by the river for as little as £6 to £10 complete with paddles and will seat 2 or 4 people, and when the time comes to leave they can be sold very easily and quickly for £3 or £5 - a very rewarding few days and also very inexpensive.

ZAIRE

We cross the Oubangui river into Zaire (formerly the Belgian Congo) at either Bangui or **Bangassou** depending on road conditions and the availability of ferries. We then head on along narrow unmade mud tracks through very dense tropical rain forest to **Kisangani**. The tracks here are very narrow and in many places there is only just enough room for our vehicle to get through. The whole area is criss-

crossed with numerous rivers and streams, some of these we negotiate on narrow log bridges, whilst the larger rivers, some over a mile wide are crossed by rather ancient ferries. At Lisala there should be an opportunity for members of the group to travel down the Zaire river (formerly the River Congo) on one of the river boats. These take between 3 and 5 days and are not expensive, the vehicle will continue by road meeting up with the boat in Kisangani.

Kisangani is one of the best places for buying ivory and a trip to the "floating village" is quite interesting. On leaving Kisangani we continue to Mambasa. This is Pygmy country, and as on previous expeditions we hope to be able to arrange a side trip to visit a Pygmy village. These are normally situated off the main tracks and it will be necessary to walk into the forest, possibly for 2 or 3 miles before we come across a clearing with the small Pygmy igloo type huts made with banana leaves. We will also be able to trade with the Pygmies, who will be pleased to bargain their handmade bows and arrows, blowpips, bark cloth and musical instruments in exchange for articles of clothing.

Near here we will also be able to see the strange and very rare Okapi at the Station d'Epulu.

We continue our journey south and at Beni we hope to be able to make a side trip to Ishango, in the Ruwenzori mountains, these mountains are famous as the legendary "Mountains of the Moon". Here the adventurous can do a two day trek on foot amidst giant ferns and lobelias walking on a soft carpet of lichen and moss - truly a wonderful alpine setting.

Back on the main track once again we cross the Equator in mountainous country and continue travelling parallel to the Ruwenzori mountains before we descend the Kabasha Escarpment in Virunga National Park which is as yet quite unaffected and unspoilt by tourists and visitors and is set amongst delightful surroundings. Huge herds of elephant, buffalo and many species of antelope roam the plains and lion and hyena can be seen in the tall grass. The track follows the Rutshuru river, this is probably one of the best places for seeing hippopotamus, and on all of our previous expeditions we have been able to get very close to them and watch their antics as they wallow in the murky waters. We continue along the banks of the Rutshuru River and here we will pass several hot sulphur springs near the road.

Our next stop is at Goma, this is an active volcanic region. It will be possible to trek to the summit of one of these active volcanoes. Here we discover a sea of molten lava which can be seen from the rim of the crater, waves of lava, orange, red and crimson, belching black smoke, with incessant rumblings coming from deep within the earth. This is a truly memorable experience. We will also visit the old lava flow from Nyirangongo, a volcano which erupted in January 1977.

Whilst at Goma there will be time to make a side expedition by boat across Lake Kivu to Bukavu, here after arranging permits we travel to Mount Kahuzi where we can trek on foot to find the rare mountain gorillas. These are huge animals and are now almost extinct, this being the only area in the world where they can be found in their wild state. We travel with guides and porters. In the past we have always been successful in seeing these animals, and on several occasions we have been able to get very close to one of the family groups that live in this mountain forest area. To stand within twelve feet of a fully grown male gorilla in the wild is quite an experience.

RWANDA

We cross the border into Rwanda, a very small mountainous country often referred to as the "Switzerland of Africa". Here every patch of usable ground is cultivated with terraced fields stretching as far as one can see. The road is slow and winding. However, the scenery is quite spectacular. It is here that the Watutsi, some of the tallest people in the world live.

A short stop at the capital Kigali, and we then continue to Susumu Falls where we cross the border into Tanzania.

TANZANIA

The north western area of Tanzania which we first travel through is quite an unpopulated area, although not a game park it is quite common to see elephant and lion. We continue on via Mwanza to the Serengeti National Park which has one of the largest concentrations of wildlife on earth. Within the next couple of days we will see vast herds of zebra, wildebeeste, buffalo, impala, topi, kudu, eland, waterbuck, with giraffe, rhinoceros, lion, cheetah, leopard, baboons and monkeys, wild dogs, warthogs and hyenas to name but some. We hope to be lucky enough to see the migration - this spectacle for which the Serengeti is famed occurs twice each year.

After spending one or two days camping in the Serengeti we then cross into the Ngorongoro Conservation area where we visit the Olduvai Gorge. Here the remains of "Nutcracker" man, a skull nearly two million years old, was discovered. We then continue to the Ngorongoro Crater where it is possible to descend into the crater which is literally teeming with wildlife. Of particular interest in both the Serengeti and Ngorongoro are the many different species of birds to be found. The lake in the crater is famous for its many thousands of pink flamingos which at times make the lake a shimmering pink colour. The crater is an extinct collapsed volcano and here we actually camp right on the rim.

In this area live the Masai, one of the most impressive peoples in Africa, tall and handsome wearing colourful beadwork with platted ochre stained hair. Whilst in this area we hope to visit one of their stockaded villages.

We leave the Ngorongoro Conservation area and head to Arusha and Moshi passing Lake Manyara where we will spend a day in the Manyara National Park famous for its vast elephant herds and also its lions and rhinos.

We will later stop at the small village of Mto Wa Mbu which has a fascinating market where it is possible to buy Masai spears, beadwork, carvings and other souvenirs.

At Moshi there will be an opportunity to climb Kilimanjaro, the highest mountain in Africa at over 19,000 feet. This climb takes approximately five days (up and down) and is possible for any normally fit person. Guides and equipment are available for hire. Moshi is also famous for its local African beer, nothing like ordinary beer. It is very potent and served in quart mugs in the local bars. Before heading north to Kenya we hope to be able to visit the Tanzanian coast.

KENYA

We cross the border into Kenya at Namanga, and then pass through the Amboseli National Park and up to Nairobi where we will probably spend 3 or 4 days. This is a good centre to do any work that may be required on the vehicle and to replenish stocks of food etc. Nairobi is a very pleasant and modern city with large office blocks, cinemas, theatres many large hotels and restaurants and of course, traffic jams. However, we hope to be able to stay on a camp site just outside the city and possibly have the use of a swimming pool whilst we are there.

Leaving Nairobi we head down to the Kenya coast through the Tsavo National Park to Mombasa and continue to Malindi, here we are able to camp right on the beach. At Malindi it is possible to go out in glass bottomed boats, and to see the coral and the many species of tropical fish and other underwater life that abounds in this area of the coast. Snorkels and goggles are supplied on the boats, and it is a truly fascinating experience to spend some time exploring this underwater world. Whilst we are camping at Malindi we travel up to Lamu where we stay the night and most of the following day.

Lamu is a small island off the East African coast near Somalia. It has a very Arabic culture and the way of life here has remained unchanged for many hundreds of years. There are no vehicles on the island, and we have to cross over from the mainland by one of the Arab sailing dhows. We return to Malindi and visit Gedi, the very well preserved ruins of a fifteenth century Arab-African town, and then south to Kilifi famous as a bird sanctuary.

We head back to Mombasa and this will be the end of the trip for the members of the group who are leaving in Kenya. However, this is a very beautiful part of Kenya with empty white tropical beaches surrounded by palm trees and anyone who is leaving the group here will probably decide to spend extra time relaxing on the coast.

TANZANIA (second visit)

The members of the group who are continuing all the way to Johannesburg will now return to Tanzania and head south taking a different route, firstly travelling to Dar-es-Salaam, and then along the coast to visit the old slave trading town of Bagamoyo.

Our route then continues south. We stop at the Mikumi National Park, then continue via Iringa and Mbeya. Iringa is quite a pleasant town with extensive views and a visit to the old "Railway Hotel" is well worth while.

We cross the border into Zambia at Tunduma/Nakonde.

ZAMBIA (and visit to Zimbabwe)

We continue south through a very sparsely populated part of Zambia travelling via Mpika and Kabwe to Lusaka and then on to Livingstone where we will camp right by Victoria falls. Here we can arrange a trip to a game park, a boat trip up the Zambesi river, and of course the spectacular Victoria Falls, still very uncommercial and completely unspoilt. Whilst at Livingstone we will be able to walk across the Victoria falls bridge and enter Zimbabwe. We will be given a day pass and will be able to view the Victoria falls from the Zimbabwe side, where we will also be able to have a 20 minute flight over the falls and nearby game reserve, and also visit a crocodile farm. It is normally necessary to return to Zambia the same day.

BOTSWANA

Crossing into Botswana at Kazungula we continue along the edge of the Kalahari desert via Francistown and Gaborone crossing the border into South Africa near Mafeking.

SOUTH AFRICA

We cross the border into South Africa. After a short stop in Pretoria we arrive in Johannesburg which is the end of the tour. We can probably arrange very reasonably priced hotel accommodation if required, by any members of the group. The vehicle will be staying in Johannesburg for a few days before returning to Nairobi.

PLEASE NOTE

The journey will be very rough and slow in places especially through the Sahara and Zaire, with difficult ferry crossings, collapsed bridges, and sometimes non-existent roads. In Algeria, Niger, Upper Volta, and Zaire we travel through some of the more remote regions. The total distance covered on this expedition will be approximately 15,500 miles.

The route we take is somewhat governed by geographical and political factors. If a change in these arises that may make any part of our proposed route impossible or undesirable, an alternative decided upon by us as organisers will be followed.

MAPS.

Maps to cover the route we will be taking are as follows:

Complete Map of Africa	(Bartholomews)
Central and South Africa	(Michelin 155)
North and West Africa	(Michelin 153)

The Michelin maps are recommended and can be obtained from most good bookshops.

VEHICLES

Since we organised our first overland expedition across Asia in 1968 we have used a wide range of vehicles from 12 seater Land Rover Station Wagons, coaches, and of course the well known Bedford Safari Trucks. We have found by experience that the larger vehicles are far more practical as everyone has more room, it is possible for people to move around in them and there is much more space for luggage and equipment.

Although the early expeditions in Africa were in Land Rovers, since 1973 we have been using either the Bedford TM, RL, or the M-type.

These powerful safari trucks are fully converted for expedition work and have comfortable upholstered seats, built in lockers, interior fluorescent lighting etc. The canopy of the truck is weatherproof with large transparent windows, but almost always in Africa we travel with the sides rolled up to allow excellent all round vision.

They are fitted with low ratio gears and long range fuel tanks with a range of 2500 miles. They are sturdy and powerful and make ideal expedition vehicles.

We carry with us a very comprehensive range of vehicle spares and we will be accompanied by a fully qualified mechanic.

VACCINATIONS AND MEDICAL.

Essential vaccinations are Yellow Fever and Cholera. Also recommended for travellers to Africa are Polio, TAB (typhoid and para typhoid) Tetanus, and possibly Gamma Globulin (hepatitis). These can be arranged by your own doctor, or alternatively the West London Vaccination centre, 53 Great Cumberland Place, London, W.1. (Tel: 01-262-6456) or the Hospital for Tropical Diseases, 4 St. Pancras Way, London, N.W.1. (Tel: - 01-387 4411). The British Airways Medical Centre at Victoria (Tel: 01-834 2323) is also very good. We carry a comprehensive first aid kit with us for emergencies.

MAIL EN ROUTE

Whilst away mail can be collected "Post Restante" at certain post offices. This normally works satisfactorily and list of addresses together with the latest posting dates will be given to all members of the expedition before departure.

LUGGAGE

Limitations on space make it necessary for luggage to be limited to one standard size holdall or kitbag per person plus a small airline type bag and sleeping bag.

CAMPING

All camping equipment is supplied and included in the cost. The tents supplied have sewn in groundsheets and flysheets. Calor Gas is supplied for cooking. All cooking utensils are supplied together with water carriers etc. It will only be necessary for members joining the expedition to bring a sleeping bag, mosquito net and personal eating utensils.

FOOD KITTY / COOKING

The food kitty is organised by the group, normally two persons running it at a time. A large stock of food is bought in England before departure and taken with us, and we buy as we go along to supplement this. Whilst on the trip everyone takes a turn with the cooking and the buying of the provisions. Two meals a day are cooked, a filling breakfast and a large meal in the evening. Lunchtime we normally make tea or coffee and have a sandwich and fruit type lunch, although very often we stop at a local market for everyone to sample the unusual foods.

FELLOW TRAVELLERS AND GROUP PARTICIPATION

On most of our overland expeditions we normally have a complete cross section of travellers mainly in the age group 18 to 35 years. (We regret that we are unable to accept bookings from anyone over 40 years of age. As far as possible we try to obtain even numbers of both sexes. Members joining our overland groups are encouraged and in fact should be prepared to participate in the day to day running of the trip. Our overland trips are based on flexibility and the participation of members, and in this way members of the group have a far more satisfying and rewarding journey. Everyone should be prepared to rough it at times, and to help in all aspects, whether it be changing a wheel, sweeping out the vehicle or erecting a tent together with cooking and other day to day chores. It is true to say that however good the organisation, much of the success of a trip of this type rests with the adaptability of members of the group.

MEETINGS

We shall be here at any time to answer questions you may have regarding the trip. Please do not hesitate to call, telephone or write. Also nearer to the time of departure, we shall be holding meetings to enable all members of the group to get to know each other and also to finalise all aspects of the trip and to deal with any outstanding problems regarding visas, insurance, return air flights etc.

COST

The cost of the expedition is given on the enclosed price sheet. This includes all transport costs, including all ferry crossings and the supply of all camping equipment as stated. In addition, the payment into the group kitty will cover the cost of all food, game park fees, and camping sites when these are available.

JOINING

If you are interested in joining this expedition please let us know as soon as possible. Please complete and return the booking form to us together with your deposit of £75. The balance is payable not later than six weeks prior to departure. The booking will be confirmed by return of post, or if we are unable to offer you a place your deposit will be returned to you immediately.

BANKERS

If you are booking from overseas or wish to pay by money transfer, please make this payable to the credit of Tamar Travel Agents Limited, Account number 40858013. Barclays Bank Limited, 36 Station Road, New Barnet, Herts. All cheques and postal orders should be made payable to Tamar Travel Agents Limited and crossed.

VISAS

Visas are needed for many of the countries that we will be travelling through. It is essential that you have a full passport valid for the duration of the trip with a least 20 blank pages. Should you have Rhodesian, South African or Israeli stamps in your passport it will be necessary for a new passport to be obtained. We have a supply of visa application forms for all countries that we will be travelling through, and visas required by the group will be obtained during the month before departure.

TRAVEL INSURANCE

We would recommend that everyone takes out insurance for at least sickness and personal accident cover for the duration of the trip. We have details and proposal forms for this cover, together with loss of luggage, cancellation and curtailment insurance.

PRE-DEPARTURE INFORMATION

Before departure members joining the expedition will receive a further leaflet giving list of "Post Restante" addresses and dates, suggested clothing list plus other information on what to bring and any other necessary information. Visa forms and insurance forms will be available at the time of booking and at the meetings.

If after reading this leaflet you feel that you would like to know more of what we intend to do please give us a ring at any time. We also have lots of photographs and slides here of our recent trips which you may be interested in seeing. You are very welcome to call along anytime, including evenings and weekends, but it would be helpful if you could telephone first.

We have been organising expeditions from the East Barnet address since 1968, and on a regular basis since 1971.

CONDITIONS OF JOINING THE EXPEDITION

I, the undersigned, wish to join the expedition mentioned in the booking form attached hereto subject to the following terms and conditions:-

- (1) (a) A deposit of 10% of the expedition fare is payable at the time of booking and is accepted by the Company in part payment of the fare. It is not refundable unless the provisions of Clauses 6 or 7 hereof apply.
- (b) The balance of the fare is payable not later than 42 days before the advertised date of departure. Non-payment of the balance will be treated as cancellation of the booking and the deposit will be forfeited to the Company.
- (c) If the Client cancels the booking the same shall be in writing signed by the Client and shall be received at the Company's registered office not less than 42 days before the advertised date of departure in which case the Company will refund all monies paid by the Client other than the deposit which the Company will be entitled to retain.
- (d) If the Client cancels the booking less than 42 days before the advertised date of departure the Company shall be entitled to retain all monies paid by the Client. Clients are therefore advised to insure themselves accordingly.
- (2) The expedition fare is subject to increase up to the date of departure by reason only of fluctuations in relevant exchange rates, fares or boat charges. Such increases are payable by the Client before departure.
- (3) The expedition fare covers the cost only of supplying, fuelling, maintaining and servicing the expedition vehicle or vehicles and provision of general camping equipment. Hotel charges, restaurant meals and entrance fees to game parks and reserves are not included. Clients contribute to a general fund for the purposes of providing food, camp site charges and entrance fees to certain reserves and parks.
- (4) The Client undertakes:
 - (a) to comply with the laws and regulations, whether in respect of health, immigration, exchange control or any other matter, of all the countries and territories visited in the course of the expedition;
 - (b) to comply with all reasonable requests of the Expedition Leader;
 - (c) to obtain a valid passport and visas or endorsements appropriate for the countries and territories to be visited in the course of the expedition;
 - (d) to accept and abide by the terms and conditions of all carriers concerned in the expedition;

And any breach of these undertakings shall entitle the Expedition Leader to require the Client to leave the expedition immediately if in his reasonable opinion the safety and well-being of any or any one of the members of the expedition, or the satisfactory progress of the expedition, is thereby prejudiced. In such an event the provisions of Clause 10 hereof shall have effect.
- (5) The Company reserve the right of the Expedition Leader to deviate from the advertised expedition route if in his reasonable opinion such deviation is necessary for the safety or well-being of any or any one of the members of the expedition or for the satisfactory progress of the expedition.
- (6) The Company reserves the right to cancel the expedition without prior notice at any time up to the date of departure. In such circumstances, SUBJECT TO CLAUSE 7 HEREOF, all monies received from the Client will be refunded in full and upon tender of the same to the Client all liability of the Company to the Client arising from the said cancellation shall cease.

(7) Notwithstanding anything to the contrary elsewhere in this contract should the expedition or a part thereof not take place by reason of any strike, lockout, civil disturbance, government intervention, riot, war, threat of war, disaster, terrorist disturbance, inclement weather or Act of God the Company shall be entitled to retain from the monies received from the clients any sums expended in the arrangements or preparations for the said expedition or part thereof and shall only be obliged to refund to the Clients in equal shares the residue of such monies or the appropriate part thereof.

(8) THE CLIENT ACCEPTS THAT THE EXPEDITION WILL BE AN UNDERTAKING OF AN UNPREDICTABLE AND POTENTIALLY HAZARDOUS NATURE. The client acknowledges that the expedition vehicle or vehicles do not have the benefit of passenger insurance and agrees to INDEMNIFY the company, its servants, agents, authorised representatives, helpers and other clients against any claim or demand made against them or any one of them:-

- (a) by the Client, his personal representatives or dependants in respect of any accident, disease, personal injury or loss of life caused to or contracted or suffered by the Client during the course of the expedition whether caused by the negligence of any party thereon or therein concerned or not;
- (b) in respect of any accident, disease, personal injury, loss of life or damage to property caused by the Client during the course of the expedition and, without derogating from the generality of the foregoing, in particular while the Client is driving any vehicle being used for the purposes of the expedition.
- (9) Owing to the potentially hazardous nature of the expedition the Company shall not be liable for any damage suffered by or caused to the personal property of the Client during the course of the expedition howsoever caused whether by negligence on the part of the Company its servants, agents or authorised representatives or not.
- (10) In the event of the Client voluntarily leaving the expedition before completion thereof or being properly so required to leave by the Expedition Leader on the ground that the continued presence of the Client on the expedition is detrimental to the safety or well-being of any or any one of the members of the expedition or to the satisfactory progress of the expedition or on any of the grounds set out in Clause 4 hereof all liability and responsibility that the Company may bear to the Client will IMMEDIATELY cease. The Client is therefore advised to take out appropriate insurance to meet the cost of repatriation or foreign medical expenses or other costs that might arise in such an event.
- (11) The information given in any brochure or other literature supplied by the Company is given in good faith but no warranty is given that it is correct. No representations made therein shall form part of this contract or impose any other legal liability upon the Company, its servants, agents or authorised representatives.
- (12) No servant, agent or authorised representative of the Company has authority to commit the Company to any liability whatsoever and the Company will not be bound by any statement or representation by any of the foregoing unless it is in writing and signed by a duly authorised Director of the Company.
- (13) The Company will not be entitled to rely on any provision in this contract which is held to be contrary to any of the provisions of the Unfair Contract Terms Act 1977 or, when a term cannot be shown to be reasonable in particular circumstances when required by the Act so to be, in THOSE circumstances only.
- (14) For the purposes of this contract the Client shall be deemed to join the expedition when he boards the expedition vehicle, and shall be deemed to leave the expedition upon finally leaving the expedition vehicle at the destination or upon any earlier application of the provisions of Clause 10 hereof to the Client.
- (15) The proper law of this contract shall be English and the contract shall be enforceable only in the courts of England and Wales.

TAMAR TRAVEL AGENTS LTD.
(Long Haul Expeditions)
56, Bohun Grove,
East Barnet, Herts. EN4 8UB England.
BOOKING FORM

(Do not detach)

Please book me on (state which trip).....departing.....

Full Names.....Date of Birth.....

Present Address.....Tel.....

Permanent Address.....Tel.....

Occupation.....Nationality.....

Passport No.Date and place of issue.....

Expiry Date.....

I enclose/have paid/deposit/full amount/of £.....as booking on the above expedition/overland trip with TAMAR TRAVEL AGENTS LTD.

I have carefully read and agree to accept the Conditions of Joining the Expedition stated above.

SIGNATURE.....DATE.....

- ↓ 1 pair of good walking shoes 60
- 1 pair of tennis shoes ✓
- 1 pair sandals 5
- 4 pair socks ✓
- 1 pair jeans ✓ ~~Alison~~ } Alison
- 2 pair shorts ✓ } Alison
- ↓ 1 warm sweater/jumper * 40 } Alison
- 3 or more T shirts 15 } Alison
- ↓ 2 long sleeved tops
- ↓ 1 pair good trousers and good shirt ³⁰ ✓
- ↓ 1 water proof and warm anorak 80
- swimwear ✓ 20
- underclothes ✓ 20
- hat 20
- towel } Soap 80
- wash bag } toothbrush ✓
- etc
- sun glasses ✓
- torch with spare batteries 20
- sleeping bag with inner sheet } SYNTHETIC DOWN + 60
- needles, cotton, writing materials } calculate

290