

VEHICLE INSURANCE

FEW COMPANIES will insure a vehicle travelling overland in remote parts of the world but there are specialist insurers that will. They can offer policies to cover theft and damage but usually not third party liability, though this can be arranged locally in the countries you are visiting.

You would need to extend your own UK policy with a Green Card to cover Europe and then, outside of Europe, buy local cover on the road. The biggest problem with local insurance is getting hold of it. You should be able to buy it at

the borders but it's not always possible, which means waiting



(and driving un-insured) until you can purchase it at the next town.

For West Africa, ECOWAS (Economic Community of West

African States) issue a Brown Card (equivalent to the European Green Card) that offers third party cover for most West African States for either three or six months. To get hold of this you must first purchase local insurance in any West African state and then extend it with the purchase of the Brown Card.

Good places to start:

www.campbellirvine.com

www.AFIAWS.com

www.alessie.com



The Great Outdoors

Bottom right: Road to Khorixas

beginning of November, giving us some eight to ten weeks out there.

This led me to the next objective – how we were going to get the vehicle out. We knew it was possible as others had done it, and Neil at Impala advertised that his clients could do it, so I started by ringing the local shipping agents using Yellow pages. I drew consistent blanks or, at the opposite end of the spectrum, the news that it would cost at least £3,000 each way plus other charges: this trip looked doomed.

I then started contacting the shipping companies directly but again no joy. Most did not go to Walvis Bay and I was even asked by one company if this was a serious enquiry. At this point I was quite surprised how lady-like my reply was.

Eventually, through many hours spent surfing, I came up with a shipping company, MACS, who took containers to Walvis Bay from the UK via Antwerp. I contacted their London office and finally spoke to someone

who didn't think we were idiots and who put us directly in touch with their agent at Immingham.

Success at last: we had a shipping company and someone to organise the transit for us. The only problem at that point was they didn't know the dates of the sailings so far in advance, but we were assured there would be one to meet our requirements and they would contact us nearer the proposed sailing time in August.

flights

My next task was to find out the best (and hopefully cheapest) way for Mike and I to fly out to Walvis Bay. I was beginning to get a feeling of *déjà vu*, as it was nearly as bad as finding a shipping agent. I finally found a link to Air Namibia – their national airline – and they had a UK office.

Help at last in the form of their representative in Crawley. "Of course it is possible," was the reassuring answer to my question. It

turned out that there were flights three times a week from either Manchester or Heathrow via Frankfurt to Windhoek (the capital of Namibia) and from there we would get an internal flight to Walvis Bay. (Air Namibia now also fly direct from Gatwick to Windhoek.)

The cost? About £680 each including all taxes. This was certainly much cheaper than going via J'burg. Things were beginning to come together but so much was still up in the air and I like to be organised.

I had been collecting information from the web about various places to visit and possible camp sites but how was I going to book without specific dates? Further talks with the shipping agent assured me that there would be a boat arriving in Walvis Bay during the second week in September, so we decided that I would be safe to start bookings from the following week.

We now had a definite framework to the trip and it was important to get down to the detailed maps. From the overland forum we had seen there was another site called www.tracks4africa.com so

FORUMS

THERE IS no shortage of Land Rover forums on the net and most have reference to overland expeditions to some degree. These are some you might find especially useful.

www.britishexpeditionvehicles.com

(who supplied much of the information on these pages)

www.landroveraddict.com www.overland.co.za

www.landroverweb.com www.africa-overland.net

www.landyonline.co.za www.drivetheglobe.com

currency on line that can be delivered next day.

PAPERWORK

DOCUMENTATION CAN be a major expense.

VISAS: You should try to get as many visas as you can before you leave home, though this is easier said than done as some are only valid for a short time and will be out of date before you arrive.

Most can be picked up as you go, from embassies in the capital cities or consulates in larger towns. The embassies can sometimes take several days to process an application but the consulates can be faster.

It should be possible to pick up a visa in the capital of a neighbouring country – but you should not count on it. Make sure you get the latest entry requirements well

before you leave from www.fco.gov.uk.

PASSPORT: Every member of your party should have a full ten-year passport and the date of expiry should be at least six months after you plan to end your trip. Before you go, take photocopies of your passport – leave one at home with somebody who could help you if you get in diffi-

culty, and take some copies with you. Keep them safe and away from the original. Make sure you have plenty of pages in your passport – you should allow a page per country for stamps and visas.

CARNET: Perhaps the most important (and expensive) documentation you require, aside from your

