

Introduction



On 5 April 2004, Chris Charlton (34) set off on an amazing 3-4 year global adventure in a state of the art expedition vehicle. By 31 October 2004, he had covered 23,000 miles through 9 countries in North & Central America...

The Namaste Global Expedition is a 3-4 year, 200,000km adventure that will traverse all seven continents, 5 of which will be overland in a state of the art customised expedition vehicle.

Travelling through over 110 countries, the expedition will encompass an amazing range of cultures, landscapes and challenges, one of which is to climb the highest mountain in each continent, starting with Denali in Alaska and finishing with Everest.

In addition to a number of professional assignments on route, Chris is also providing individually tailored adventure travel holidays for individuals and groups (of up to 3 people) in any country on the expedition route, allowing anyone to share in this extraordinary expedition experience.

The expedition also aims to raise awareness of a number of local & international development and conservation issues through direct community interaction whilst on expedition and through all expedition media.

Personally financed, including the sale of his house in the UK, the expedition represents the fulfilment of Chris' long-held personal dream to drive around the world, climb the seven summits, and make a difference along the way. Throughout the expedition, Chris is writing and producing a number of books and films. Chris' first book was published by Financial Times Management in 1998.

Namaste is Chris Charlton's management and adventure company. Namaste Management includes leadership & management training, project management and consultancy. Namaste Fun includes expeditions, adventure travel holidays and film-making.

WORLD MAP - Route & Time Outline



Contents

Introduction	1
Stories from the road so far	2
Coming up in the next 6 months	3
The Expedition Vehicle	4
The Why & How...	5
Chris' Personal Background	7
Chris' Professional Background	8

The figures to the left broadly represent months. The expedition is in 2 parts (a figure of 8 if you will with the UK in the middle). Part 1 includes North America, Central & South America, Africa, Middle East & Eastern Europe, returning to the UK after 2 years. Part 2 includes Australasia, Asia and Scandinavia, returning to the UK after 18 months.

Expedition Quotes...

Banff National Park



April 2004

"...Sitting in my grand room at the Waverley Inn in Halifax, I finally had time to take in the fact that the expedition had begun. The talking was over and any doubts were now consigned to history. Wrapped in an emotional wave of goodbyes and parties in England, I lay back and considered the road ahead with a smile...Heading north and west towards Lake Huron, as I was looking for a place to stay for the night, I couldn't refuse a sign declaring "Fed up with donuts?", so I took the short trunk road into the little town called Britt..."

Climbing Denali



May 2004

"...I then back-tracked to the Whitethorn Glacier to make camp for the night in amongst the snowy mountains. I rose early the next day, 10 May, to make an ascent of a nearby peak, before driving the 320 miles to Talkeetna, which was to be my base for the climb of Denali. On one beautiful evening, I took the opportunity to shoot some aerial footage of Denali while taking a plane flight over the mountains - a spectacular experience and my first ever ski-plane landing on a glacier!..."

Walking with Wolves in BC, Canada



June 2004

"...I was stoked when I landed after an exhilarating solo flight, looking down on the clouds and valley. Not bad on a hangover after a fun campfire party the night before with the rafting crowd from Red Deer, Alberta! ...After an awesome sunrise from Mount Seven, I stopped in at the local wolf centre, run by Casey & Shelley. Expecting to just see them behind a fence, I was delighted to be able to go for a walk with two of the gray wolves and Casey. Probably one of the few places in the world where you can have a chance to do that..."

Horse-riding in Yellowstone



July 2004

"...I just spent the most amazing week on expedition with Chris. He is without doubt the most travelled person I have ever met. In particular, thank you for giving me the chance to go horse-riding in the mountains of Yellowstone National Park, with amazing views and 2,000 feet cliffs just inches away...what a rush! Let's do it again soon... In fact, I plan to join the trip again, hopefully horse-riding in Nepal..." by Tami Linne, from Iowa, USA

On the beach in Muleje, Baja, Mexico



August 2004

"...I reached the Mexico border at Tijuana, on 24 August. With somewhere around 225,000 people crossing every day, Tijuana is the world's busiest border, and surprisingly efficient...on my way south along the Pacific coast of the Baja Peninsular, my first stop was a good surfing spot at a fantastic cliff-top campsite at Salispuedes, just north of Ensenada. With 6-8 foot waves generated from the swell of a hurricane some 100 miles of the coast, I enjoyed watching the surfers do their thing..."

Street Children in Oaxaca City, Mexico



September 2004

"...We left the city straight away and headed for the calm and tranquility of Lago Atitlan, passing over lovely mountain roads, on route... The next day we moved around the lake to San Pedro. As the track takes you over the volcano and away from the villages, there was a little concern about potential robbery as this is one of the known bandito hideouts. Fortunately for us, we were able to hire a small army (well, 8 guys in a truck to be precise), to follow us to ensure safe passage. As it turned out, no banditos were to be seen!..."

Volcanoes in Costa Rica



October 2004

"...For those of you seeking to see the world in all its glory, experience its people AND have the most incredible time doing so, this expedition is the way to go. For those of you who scratch your heads and wonder why Chris Charlton has embarked on such an adventure, you simply need to join to find out!...and then you'll understand...Thank you Chris, for giving me the opportunity to meet all the wonderfully inspiring people along the way, the chance to see places I had so far only dreamt of, and the experience I've so longed for... P.S. See you in Africa..." by Heidi Bliedung, 32, from the Yukon, Canada

Features...

April 2004

1. Trekking in Algonquin National Park, Canada
2. East to west across Canada in 35 days
3. The Expedition in April 2004

May 2004

1. Climbing Denali, N America's highest mountain
2. The Expedition in May 2004

June 2004

1. Walking with wolves, rolling with bears
2. Paragliding & rafting in the Golden, BC
3. The Expedition in June 2004

July 2004

1. Horse-riding in Yellowstone National Park
2. Vancouver to San Francisco, the beautiful way
3. The Expedition in July 2004

August 2004

1. Whales & Dolphins in the Sea of Cortez
2. Adventures in the Baja Peninsular
3. Paragliding in California
4. The Expedition in August 2004

September 2004

1. Children of the Dump in Mexico
2. Ancient Civilisations of Central America
3. Scuba-Diving the Cenotes underwater caves
4. The Expedition in September 2004

October 2004

1. Submarine diving to 1,200 feet in Honduras
2. Arts in El Salvador
3. Top Tips for touring Central America
4. The Expedition in October 2004



Global Expedition Highlights

1/5/04 Day

November 2004



Through Panama, including:

- the amazing islands of Bocas del Toro,
- the volcanic western mountains,
- the orchid sanctuary of Finca Dracula,
- the amazing deserted beaches & surf on the Pacific Coast

1/5/04 Day

Then the logistics of getting from Panama to Ecuador and:

- climbing Cotopaxi in Ecuador
- exploring the wonderful volcanic Galapagos Islands, a natural wildlife haven and scuba-diving paradise...



Features

November 2004

1. Conservation in Costa Rica
2. Orchids of Panama
3. The Galapagos Islands
4. The Darien Gap
5. The Expedition in November 2004

Global Expedition Highlights



December 2004

Returning from the Galapagos, travelling broadly south through Peru, horse-riding in the Cordillera Blanca and rainforest of Parque Nacional Manu; and trekking to Macchu Picchu before crossing into Bolivia...

Caribbean beaches of Central America...



January 2005

Explore the highlights of Bolivia including Lake Titicaca, La Paz, the Valley of the Moon and Salar de Uyuni, then south through Chile and across to Mendoza in Argentina to climb Aconcagua...

Aconcagua, South America's highest...



February 2005

After Aconcagua, heading south through Chile & Argentina towards Patagonia through delightful pacific coast villages and some of the most beautiful national parks in the world, including the Lake District and Parque Nacional Torres del Paine...

Macchu Picchu, essential Peru...



March 2005

Exploring Tierra del Fuego, trekking in the Patagonia mountains, then following the east coast of Argentina from Santa Cruz to Buenos Aires, including the wonderful Peninsular Valdes...

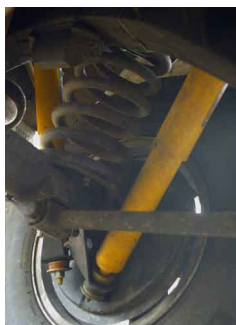
Festivals abound...



April 2005

Heading north through Uruguay and onto Paraguay, stopping at the incredible 1km-high Iguaca Falls. Touring through southern Brazil including Parque Nacional de Aparados da Serra before finally reaching Rio, from where the expedition vehicle is shipped to Cape Town in South Africa...

Expedition Vehicle



"The most well-equipped expedition vehicle we've ever built", Eddie Priscott, MD, Frogs Island 4*4

Welcome to the Expedition Vehicle. Designed by Chris Charlton, MD of Namaste, and built by the team from Frogs Island 4*4, the heavily customised Land Rover Defender 110 XS has been prepared specifically for the Namaste Global Expedition. Read on to get an overview of the vehicle and its modifications, all of which have been made to enhance comfort, functionality and self-sufficiency on the road...

Accommodation

- 2 front (heated) / 2 rear forward facing seats
- 1 steel roofbox which doubles as 3-person roofseat
- 1 queen size rooftent for 2 people
- 3 ground tents of varying sizes (2*2man, 1*3man)
- 4 camp chairs & aluminium camp table
- 1 awning, including sides to create an awning tent
- Interior, lockable storage for 4 people and expedition gear
- Full climate control, including heater and air conditioning

Services

Cooking

- Twin, pull-out gas hob
- Cadac gas cooker, barbeque and oven
- 45 litre fridge/freezer
- 130 litre fresh water storage
- 100 litre pantry for dry food, plates, pans, cups & cutlery
- Electric pump water purifier (0.1 mn) for clean water

Hygiene

- On board hot shower (pumping at 4 litres/min), which can be taken in the privacy of the awning tent
- Clothes washing (& ironing) facilities available
- No toilet - facilities utilised as available

Entertainment

- Radio plus over 300 CD's and 150 DVD's to choose from
- Library with over 40 books
- PC & board games available

Communications

- Use of mobile phone in any GSM-enabled country
- Wireless fax, internet and email access
- Satellite phone available in more remote areas
- GPS navigation system

Power

- Optima 'Red Top' starter battery
- 2 Optima 'Yellow Top' aux batteries providing 12V power
- Inverter providing 220-240V power for charging electrical devices in-car
- Back-up, petrol generator
- Webasto pre-heater and heat exchanger in engine com-

- partment for shower, and heating engine and cab interior
- 4m extension cable for power around the vehicle at camp

Lighting

- Twin auxillary bull-mounted headlights
- 4 forward facing roof-mounted spotlights
- 2 rear-facing roof-mounted spotlights
- Side-mounted awning light
- Rooftent light
- Roaming spotlight
- Power available for lights in ground tents

Vehicle Spec, as modified

- Land Rover Defender 110 XS
- 2.5 litre turbo diesel engine, upgraded to 200 bhp
- Electric windows and locks, & heated windscreen
- ABS and traction control
- 4-wheel drive, diff lock, dual 5-speed gearbox
- Spring suspension, supplemented by twin rear wheel and single front wheel hydraulic 'Old Man Emu' suspensions
- 80 litre main fuel tank plus 45 litre auxillary fuel tank
- 80 litre spare fuel jerry cans
- Safari snorkel air intake for wading water

Recovery

- 2 spare wheels and puncture repair kit
- Compressor for reinflating tyres
- Front-mounted Warn winch and accessories
- Bottle jack for maintenance
- Hi-Lift Recovery Jack (roof-mounted)
- Twin sand (and mud) rails
- Side-mounted shovel for immediate access
- On-board spares, fluids & repairs
- Full toolkit for running maintenance & repairs

Security

- Steel plate bonnet, roof and side protection
- Sump, track rod and fuel tank underside steel protection
- Engine immobiliser and cab alarm
- Deadlocks on cooking and rear compartments
- Lockable steel cabinets in cab and rear
- Front-mounted bull-bar and forward protection
- GPS Tracking and other security devices



Vehicle prepared by

FROGS ISLAND 4x4 LTD.

and fully off-road and recovery-tested at the Chilterns Land Rover Experience Centre, UK



An interview with Chris Charlton

Why do the present expedition ... right time in life personally / the world is shrinking and now is a good time to see it or suchlike... what was the stimulus?

The expedition has been a personal goal for many years. The timing has been based on my ability to engineer a situation, both personally and professionally, that allows me to do it the way I would like to, and so that it is also beneficial to me professionally in the longer-term. This includes no long-term relationship or kids (though who knows what might happen on the way!), raising the finance, and finding the right timing to be able to invest in the long-term for Namaste. For example, whilst on expedition, I am using the time to write 3 series of Management Guides (Project Management Series, Leadership & Management Series, Management Consulting Series – 24 guides in all) and 3 management books [my first management book was published in 1998 by Financial Times Management]. These will become available on the website; and will also be new support material for training courses I would like to run. The skills that you need to organise a major expedition like this require many of the same skills to lead a large, complex corporate project and vice versa. On the fun & adventure side, I am also writing a number of books and guides on a range of topics; and producing a series of films which will be available on DVD. Later, I may also use the footage to package a mini-series for broadcast.

The objective was to put together an amazing trip and then my goal is to be able to share the experience with fellow travellers and local peoples. One of the greatest benefits of a trip like this is the ability to meet, interact with and learn from a huge variety of people, as I make a point of getting to know people in all the places I visit. In many parts, I would also like to add something back, either by raising awareness of local issues or even lending a helping hand – making a difference, so to speak.

Something about the moment of decision, please describe how that happened ... I mean the point at which you decided to 'go for it' rather than just considering the possibility. Was there a trigger to this moment?

For those who know me well, once I set my mind to something, it is usually just a matter of time before it happens. I have always known it was going to happen, and the last few years have been focused on getting everything I need in place to do it (call me a professional project manager!!). For many, though, the realisation that I was actually going to do it, rather than just talk about it, was cemented when I completed the modifications to the Land Rover in Feb 2004.

What kinds of people did you anticipate would be attracted to the trip - what kind of people have actually attended?

I have travelled in many different ways, from "roughing it", to luxury, to public transport to private vehicles. My aim was to be as independent as possible, which gives me the opportunity to create highly-tailored trips in a very comfortable setting for people if they wish to join me.

I am happy for anyone to join the trip, though I set a lower age limit of 14. No upper age limit, except to ensure that people are physically capable of enduring life on the road, and any activities they wish to pursue on route. My guess was that the most likely people to join were those who were looking for a unique and independent experience, away from the everyday, and this comes at many stages in life. A chance to do something that isn't available in brochure, with the benefit that their travel companion is very experienced so it would be safe and fun. Young people, such as students, are always looking for something different and exciting. But then so are people in later stages of life. The most common age range to date has been 26 – 35.

So far, the expedition adventurers have included people that I have met along the way (or that have seen me and the truck) and decided to join up; people that I know at home in the UK and around the world, who want to join for particular sections or when I am passing their neck of the woods; and people who have heard about the expedition through friends or indeed news & feature articles and want to get involved. Including both men and women, ranging from 18 to 55, from Canada, the US and Mexico. Trips so far have ranged from 2 to 31 days.

At the current time, there are about 20 people booked in (and a number of tentative reservations) for various future legs, ranging in age from 20 to 48, from 5 continents, and this number is growing all the time. Many come as individuals, but some in groups of 2, even 3. The website contains a plan for each continent, which is updated for availability once a month.

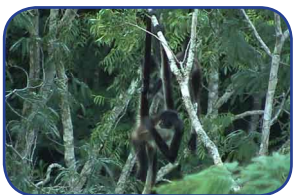
Reasons vary, but often include: the chance to see the world in a unique and off-the-beaten track way; the chance to meet many and varied local people along the way; the chance to achieve a personal goal, such as climbing a mountain; even the chance to get to know me!

It is often surprising how energy and enthusiasm can be infectious, and a great idea can be shared, and as more and more people hear about it, the more will want to join (I hope!).

What does it cost to join you on expedition?

As my goal was to share the experience and make it accessible to all, rather than overly commercialise the trip, I ask people to cover their own costs, plus make a daily contribution to group costs. To simplify, I have standardised the price at £25/day for group cost contribution which covers expedition vehicle food & accommodation, fuel, permits etc. There are discounts available for students, groups and for people joining for more than 3 weeks. Personal activities, hotels, restaurants, insurance, visas, etc are all personal costs.

Sometimes, I also calculate an overall cost for segments of the trip. For example, I calculated an all-in price for 3 weeks to join me in Santiago, Chile, and then climb Aconcagua. This worked out at US\$2,500 per person. Due to the nature of the expedition, and each individual's personal requirements, prices do vary, but all based on the philosophy above.



An interview with Chris Charlton cont...

Have you needed assistance (ie breakdown, tow or suchlike)? Have you given assistance to anyone else?

Fingers crossed, touching wood, so far, no. I've not even had a puncture, and considering I completed the first 17,000 miles on expedition (and 22,000 miles in total since purchase) on the factory-supplied general grabbers, I was impressed; or was it my driving??!! The only problems I've had relate to the parts and accessories I added, such as the Webasto and National Luna fridge, and general wear and tear.

My philosophy is simply one of endurance. If you look after the vehicle, most importantly in the way you drive it, but also care and maintenance, it will look after you. 23,000 miles in, the vehicle is in good shape. Mexico and Central America have obviously been far more demanding than Canada and USA, excepting Alaska.

I have given assistance to a few roadside breakdowns, a quick tow to get someone out of a ditch, and given a number of people a ride; but all in all, not too much. I've also stopped to offer paramedic assistance to several accidents, the most notable being in Mexico – 1 dead, 3 seriously injured, pretty unpleasant, but driving by is not my style.

Two or three experiences: low points?

No real low points, aside from the hassle of having to replace the Webasto (and the new one has also gone defunct now too, which I'll have to sort). I'm not impressed with this bit of kit at all. It's not a big issue, as there is enough heat from the engine at the end of the day to have a hot shower. But sometimes, it would be nice to have a hot one in the morning using the auxillary heater.

My main worry is probably finance - I raised enough to fund the capital investment and running costs for the first year. The second year will be financed through the sale of my house in the UK (from which I will be investing a large chunk of the equity into Namaste, and a large share of that is this expedition). The third and fourth years will be financed by Namaste revenue generated from the sale of products I am developing whilst on expedition (see paragraphs above), plus client contracts during the trip and during my break in the UK between Part 1 and Part 2 of the expedition. For example, I will be offering unique management training courses for groups when I get to Africa and beyond. I will also be able to conduct short management consultancy assignments.

I also consider sponsorship offers, and partnerships with other companies, if this is mutually beneficial. For example, I can promote products and services, test equipment, and provide marketing opportunities.

In many ways, raising the finance is one of the expedition's greatest challenges.

Two or three experiences: high points?

Setting out was a real high point, as the talking and planning was over, and the doing had begun.

Being able to make a difference is always a high point, whether that is providing inspiration and encouragement to others, helping someone in medical need, or raising some awareness of locally-important issues.

There are high points every day, with every new person you meet, and every new place you see. I feel as excited about the trip now, with over 7 months under my belt, as when I first set off. It has been everything I had dreamed of, and more.

Very few people have done long expeditions - what's it like living out of a Land Rover for months at a time?

Good question. I wondered that when I designed all the mod's for the Land Rover. I've travelled a lot and have spent a lot of time under canvas over the years (approx 1600 nights from 1984 to now), so I know what is comfortable and what is uncomfortable. I wanted to make sure that everything was easy, accessible and comfortable, as it is at home. I was very particular about removing what I call the "faff factor", or unnecessary hassle you just don't need on a daily basis. And I continue to refine the design as I go.

For example, setting up and breaking camp takes 10 minutes; a queen-sized double bed in the rooftop, plus additional ground tents; I can cook anything you can cook in your kitchen at home; chairs, tables are easy and accessible; everything has its place in storage, all designed for ease of access and use. I have 120 DVD's for the odd movie now and again; a fridge/freezer for food and beer.

Everything is also weather-proof – temperatures so far have ranged from -20 to +40 celsius; and boy, have I seen some rain in some ferocious tropical storms!

All in all, life on the road is extremely comfortable – it had to be, as it is my home! Everyone who has joined so far has found it easy and comfortable, in many cases suggesting it was "luxury camping", and often being surprised by how much you can fit into a small space. I am also a huge fan of "ambience" so the extra little touches can go a long way – hanging candles under the awning, cushions for the armchairs, tablecloth, 300 CD's of music, a library of books, etc all make it that much better.

Having said all that, though, I did budget for, and sometimes do, stay in local hotels or with local people. This is all part of the experience, and breaks up the routine. The same goes for eating out at restaurants and cafes. But no more so than I would at home.

Is this a one-off, a lifetime's goal... or is it something to be repeated (even if on a smaller scale)?

This is a one-off land-based expedition of this scale. I will do shorter trips in future, but mostly for other people and clients, but I'm sure the yearning will pull me back one day. I would also like to do another round-the-world, but that would be via yacht, rather than land-based vehicle.



Personal Background: Chris Charlton



Born and educated in England, Chris is a laid-back, fun-loving and highly experienced expedition guide, having organised and led many expeditions in a multitude of environments across 6 continents for individuals and groups of up to 40 people. He has broad experience useful for expedition life, gained in both a civilian and military context, including paramedicine, outdoor sports, photography, writing, filmmaking, politics and diplomacy; and of course, enjoys culture, music, film, dance, parties and having lots of fun.

Chris is also a highly experienced project and programme manager, management consultant, coach and trainer. For more information about Chris' professional experience, [click here...](#)

For more detail on any activity, click the title or go to www.namaste.co.uk/namaste-past-adventures You'll also find out what other people think of travelling with Chris...

Overland Travel

Using any means necessary, whether it be car, bus, boat, barge, taxi, train, motorbike, or on foot, Chris has explored the diversity of some of the world's great independent travel destinations, including such trips as South East Asia, Europe, Africa, Middle East, Southern Australia in a VW beetle, as well as exploring many of the world's more interesting cities. He was also President of Cambridge University Overlanders' Club.

Wildlife Safari

Chris has experienced some great Safari adventures in the East African Rift Valley, the Tanzania Serengeti, northern Canada and southern Nepal. He also qualified as a Wildlife Campus Game Ranger & Environmental Ranger in South Africa.

Scuba-Diving

As a PADI Divemaster, Chris has dived in some of the world's most exotic scuba-diving locations including the Australian Great Barrier Reef, the Caribbean, the Seychelles, East Coast of Africa, the Red Sea, and some of the best dive spots in South East Asia.

Trekking

Chris has organised summer & winter trekking trips to all corners of the globe, including traversing the Via Ferrata in the Italian Dolomites, the South African Drakensberg mountains, the Annapurna Circuit in Nepal, long distance footpaths in England, Munro-bagging in Scotland, bushwalking in the Australian outback, and on the Oman border.

Mountain Biking

On a range of trips from weekend jaunts to serious downhill excitement to 6-week, 1500 mile tours, including the Pyrenees, traversing the Moroccan Atlas mountains, around the islands of New Zealand, and a 1500 mile tour of Scotland, Chris loves MTB.

Kayaking & Rafting

On several continents, Chris has explored some great rivers, sea kayaking adventures and white water action, including in the UK, Australia, Nepal, and France. He has also has been involved in organising courses for beginners to the wildest Grade 5 (or more) ride; and part-qualified as a raft guide in Scotland.

Skiing & Snowboarding

With over 4 months on the white stuff in North America and Europe, Chris is a proficient skier and snowboarder, both on- and off-piste.

Mountaineering

Chris has organised mountaineering expeditions to climb amazing mountains in a variety of the world's great mountain ranges including the Himalayas, the European & New Zealand Alps, the Tien Shan Mountains bordering Kazakhstan & China, the North African Atlas mountains, even Mt Kinabalu in Northern Borneo, and Denali.

Adventure Racing

Chris has led many teams in a variety of adventure races, from day and weekend events to some of the world's most gruelling endurance races, including the 1997 Discovery Channel Eco-Challenge in Queensland, Australia; and the 2001 Marathon des Sables, running over 6 marathons back to back over 6 days across the Sahara desert.

Flying, Skydiving & Paragliding

Whether in a commercial jet, a sea-plane, or a helicopter, Chris loves to fly. He qualified as a UK paragliding club pilot, and plans to get his private pilot's licence for fixed wing and helicopters. He has dabbled in the art of skydiving and wants to do more.

Sailing & Waterskiing

Having gained his RYA Skipper certificate, Chris is comfortable sailing yachts, or getting closer to the water in a sailing dinghy. And for those that like the power boating world, he has also explored some cool waterskiing and wakeboarding spots.

Other Stuff...

Chris has also studied several martial arts; and has enjoyed a range of team sports, including football, rugby, hockey, and athletics. And of course, taking time to relax, on the beach, in the hills or at the bar!!



Professional Background: Chris Charlton



Expedition Management – highly experienced expedition leader, having organised and led many expeditions in a multitude of environments across 6 continents, including overland tours, mountaineering, adventure racing, mountain biking adventures; involving a multitude of air, land and sea-based outdoor sports.

Project & Change Management - recognised expert in professional project & programme management, having delivered many projects in a variety of different countries ranging in budget from \$10k to \$250m; with team sizes from 5 to 1000-plus, involving people from over 30 different nations. Projects have included strategy and policy formulation & implementation, integrating mergers & acquisitions, business process reengineering, major IT systems implementations, installation of programme management environments, engineering & infrastructure design & construction, and new business launches.



Line Management - managed & directed teams & departments in a range of environments, setting both organisational and departmental strategies and business plans, fostering a positive work environment and continuous improvement culture. Performance improvements being delivered through individual personal development plans, process redesign, more effective team work, whilst supporting the role and development of the HR & training functions.

Management Training - set up and run a variety of leadership, management and team building courses; plus more specific technical courses covering project & change management, advanced consulting skills, cross-cultural awareness, financial analysis, coaching for performance, mountaineering skills, and the implementation of the euro



Professional Qualifications & Education

- PMI Project Management Professional (PMP)
- Wildlife Campus Game Ranger & Environmental Ranger (Southern Africa)
- Member of the UK Institute of Directors (MInstD)
- Member of UK Securities Institute with Diploma (MSI(Dip))
- Associate of the UK Chartered Institute of Management Accountants (ACMA)
- Registered Representative of the Securities and Futures Authority (SFA)
- RYA Skipper (yachting), BHPA Club Pilot (paragliding), PADI DiveMaster

MA(Cantab): Masters in Management Studies (class 2:1), Cambridge University, including leading a consultancy assignment for MARS incorporated, building a retail sales optimisation model in the UK

BA(Cantab): Bachelors in Management Studies & Land Economy (class 2:1), Cambridge University, including law, economics, finance, politics and governance, land management and sustainable development

Author: "Euro: Impact & Reality – Business risks and practical responses to the challenge of the euro", Financial Times Pitman Publishing

Career

- Namaste Management, Founder & Managing Director
- Dresdner Kleinwort Wasserstein, Vice President, Strategy & Development
- Cap Gemini Consulting, Senior Consultant
- Sanwa International, Corporate Planning Manager
- Lehman Brothers, Treasury Analyst & European Finance Programme
- Honourable Artillery Company, Trooper; CC Decorating, Director

