

Ultraviolet Cliff Info, Aug 11, 2013

Colin Haley

Introduction:

The "Ultraviolet Cliff" is a granite crag located on the Shannon Creek Forest Service Road, approximately where the road turns east (towards Mt. Habrich) into the upper Shannon Creek Valley. This crag has been formerly known as "White Rock," but upon discovering that the main first ascensionist (Robin Barley) didn't like the name "White Rock" himself, it was suggested that we come up with a new name. "Ultraviolet Cliff" is largely a reference to the large amount of sun that the crag receives, but mostly I just think it sounds cool. If someone is opposed to changing the name of the crag just let me know - it's not that important to me.

For the past 20 years the climbing on this crag did not justify the lengthy bike/hike up the old logging road. The reason we have decided to develop this crag now is because it is located about 200 meters from the new gondola top station, and thus it will soon have one of the shortest approaches in Squamish. There are plenty of other cliffs up there that will likely be developed soon as well, but this is the closest and most obvious.

The biggest downside to the Ultraviolet Cliff is that the routes are relatively short (mostly 10-14m, a few 14-18m). The biggest pluses are the short approach, change of scenery (Sky Pilot as opposed to Howe Sound - not necessarily better, but something different!), and steepness of the routes. All routes except one are at least dead vertical, and most are gently overhanging. Overhanging cracks are not in high abundance in Squamish, especially overhanging 5.10 cracks. The other boon of this crag is the large amount of sun it receives, which I think will make it dry quickly in spring and fall, even though it's at 900m elevation. Relative to established crags in Squamish, Ultraviolet Cliff is probably most reminiscent of the Top Shelf.

The recent development of the crag has been done by myself, Sarah Hart and Jeremy Frimer, with some extra help from Peter Winter and Bob Rogoz.

Routes:

Routes are listed from right to left. Blue routes are finished and redpointed routes. Green lines are either completely un-developed, not completely cleaned, or not-yet redpointed. The stars given are based on the scale in Marc Bourdon's guidebooks.

1.) Tinkerbelle, 5.10d, ★, 8m.

Colin Haley and Sarah Hart, July 2013.

A short route in the trees on the far right side of the crag. Bolted anchor.

2.) Haley's Vomit, 5.10c/d, ★★, 12m.

Colin Haley, Jeremy Frimer and Bob Rogoz, July 2013.

A route that follows cracks up and right. A bit contrived, as one could traverse into or out of the route via the big chimney on the right at 2/3 height. The crux is at the end. Bolted anchor.

3.) She's the Son of a Logger, 5.10b, ★★★, 10m.

Colin Haley, Sarah Hart, Jeremy Frimer, July 2013.

A straight-up handcrack. One of the good warm-up options. Bolted anchor.

4.) Undeveloped Route, 5.9-5.10c?, 10m.

A nice and mellow-looking layback crack, followed by 2 bolts worth of nice slab climbing. I started scrubbing it a tiny bit, but ran out of time to develop it.

5.) Chunder Dragon, 5.11a, ★★★, 10m.

Colin Haley, Jeremy Frimer, July 2013.

A burly, physical, and cool route! It is mostly a hand and fist crack that overhangs quite a bit (perhaps 15-20 degrees). I have to admit that it *feels* harder than 5.11a, but since the crux is the couple moves of offwidth at the very end, and since it isn't harder than *Hypertension*, I think 5.11a is the right rating. Bolted anchor.

6.) Ruby's Corner, 5.10a, ★★★★★, 12m.

Jeremy Frimer, Sarah Hart and Colin Haley, July 2013.

Tied with Dead Bernardo's Crack as the crag classic! A start on overhanging jugs leads to a splitter right-leaning finger/hand corner crack. Bolted anchor.

7.) Unfinished Variation - Ruby's Direct, 5.11b?, 10m.

Jeremy Frimer.

A route that we scrubbed but ran out of time to attempt. It is a bit of a squeeze-job variation, but looks fun nonetheless. A steep finger crack which starts to the right, and slashes up and left, crossing Ruby's Corner and finishing on the Emerald Frond anchor. Bolted anchor.

8.) Emerald Frond, 5.9, ★★★, 10m.

Robin Barley, Bernie Protsch, June 1987.

A nice, straight-up handcrack, which shares the start of Ruby's Corner. Bolted anchor.

9.) Undeveloped Sport Route, 5.10c-ish?, 10m.

There is space and holds here for a short sport route. Maybe 4 bolts and an anchor?

10.) Nancy's, 5.10?, 10m.

Robin Barley, Nancy Henderson, Bernie Protsch, June 1987.

An obvious but thuggish-looking wide crack. We added a bolted anchor to the top, but ran out of time to clean it or attempt it.

11.) Fifteen Kilometre Crack, 5.11a/b or 5.8-A0, ★★, 12m.

Robin Barley, Bernie Protsch, June 1987.

A more accurate rating of this route is V3, 5.8. It has a tricky boulder problem at the start, followed by an easy handcrack. This route was originally climbed by Barley and Protsch with one point of aid. Two bolts were added and the route was redpointed by

Sarah Hart and Colin Haley in July 2013. It would be reasonably *safe* with just one bolt, but because the crux is right off the ground most people will appreciate having both bolts in place. An additional benefit is the two bolts make the route climbable at 5.8, A0, for people who don't climb 5.11 or would like a warm-up before trying the difficult boulder-problem start. Bolted anchor.

12.) Dead Bernardo's Crack, 5.11c, ★★★★★, 14m.
Robin Barley, June 1987.

The crag classic! Despite its short length, this is a very high quality route. A funky start followed by a steep pull into the crack will make you surprisingly pumped! The offwidth at the top is fortunately short-lived and relatively mellow. The route was originally top-roped by Robin Barley. One bolt was added and the route was redpointed by Colin Haley in July 2013. Bolted anchor.

13.) Easy Day for a Lady, A3, 9m.
Dan Canton, Lisa Barrett, July 1983.

This short aid crack looks like it will go free at 12+ or 13-, although probably with one or two bolts at the start

14.) Undeveloped Route, 5.12+/5.13?, 20m.

The longest line on the crag. The upper crack looks quite nice, and is clearly visible from the top of the gondola. The lower part looks tricky, and might require a few bolts to be enjoyable.

15.) Undeveloped Route, 5.12?, 17m.

16.) Undeveloped Route, 5.12?, 15m.

These two, left-most lines both look quite intriguing. Both are guarded by what looks to be a difficult boulder problem at 1/3 height, and both will likely require a few bolts to be enjoyable. Peter Winter has shown interest in these lines, and hung an old rope of mine on them, but admits that he doesn't have any idea when he'll have time to go try them. As far as I'm concerned, they are still open projects.

Further Development:

All the routes marked with blue in these photos are finished and ready to be enjoyed, although realistically I don't expect them to see much traffic before next summer, when the gondola opens.

Obviously there are many green lines that deserve to be developed. I would definitely do it myself, but am leaving Squamish in a few days, and won't be back until next summer. Hopefully someone will finish developing the crag with the remainder of this summer and fall, but if not I'll finish it myself next summer!

If you are interested in any of these remaining lines, the access for now is up the recently-renovated Shannon Creek Forest Service Road. The road is gated a couple

kilometres before the Ultraviolet Cliff. The gate is generally open from 7am to 4pm on work days, although there is usually heavy machinery moving around to be mindful of. If going up on a weekend (which is realistically the best option, because there isn't so much work going on, therefore less noise and dust), park at the gate and walk or bike a couple kilometres to the crag.

Lastly, if you are interested in developing the remaining lines on this crag, or developing other crags in the vicinity of the gondola, please contact the owners/manager of the gondola to let them know, and coordinate with them to make sure there aren't conflicts with any of the construction in progress. They are outdoor enthusiasts themselves, and quite easygoing:

info@seatoskygondola.com, ATTN: Climbing