

## MIXED SALAD AND HEATHER ROOTS

Or climbing with a difference in Cleveland.

This document records climbs done over the winters in the early part of the 21<sup>st</sup> century by a few members of the Cleveland Mountaineering Club who have preferred to enjoy the challenge of the great outdoors rather than that of artificial walls.

The climbing has been mainly concentrated on Landslip and Cringle Moor.

### **Landslip**

G.r.567035

### **History**

Avoided by generations of climbers because of its broken and unstable nature Landslip has had very few recorded climbs.

In the nineteen fifties, and perhaps before, scrambles were found as a sporting approach to the Wainstones. One such route was a pleasant chimney but unfortunately, in the early sixties, a large rockfall resulted in the chimney, along with much of the central section of the crag, being deposited in a heap below. Climbers pondered over large fissures, still visible in the moor above, and left the cliff to nature. In the seventies Ian Dunn and friends succeeded in making two very technical climbs on the steepest and soundest of the rocks but these have never become popular. Over the years many climbers have bouldered on a small sound buttress well to the right of the main cliff and these routes have eventually found their descriptions in print in the latest guide. (Climbing in North East England SBP/CMC 2003 )

The routes described in this document have been ascended in a spirit of adventure, that is without prior inspection or cleaning, in winter and at night. Turf seems to bind the crag together and gardening would cause new stability problems so, in an effort to retain the cliff in its natural state, ice tools and crampons were used. Grading is difficult and our only comparison is with ice-climbing. Frost certainly gives more security but cannot, these days (or nights), be relied upon. The MS (mixed salad) grading 1-5 gives some idea of comparative severity but, to date, few routes have been reascended and reassessed. Pitch lengths have not been given as measurements are not easily done in the dark.

Regular sightings of aircraft lights, seemingly heading straight for the cliff, gave rise to the name of the first successful climb, 'The 7.30 from Schiphol', and the subsequent air travel theme.

It's different and it can sometimes be fun, causes little environmental damage but, noticing how many prospective converts slink quickly back to the comfort of the indoor walls, we are sure that it won't catch on.

### **Approach**

From the large car park at the top of Clay Bank follow the forestry track west, climbing above the woods, until it levels. There is a stile over the fence at this point and the observant will note that gravity is continuing to move large areas of hillside. Above this foundation sits the aptly named Landslip.

### **General Description**

The cliff faces north east but is surprisingly sheltered and provides a habitat for numerous species of flora and bird-life. The rock is a soft sandstone bedded with bands of clay which produce ledges and grassy terraces. The cliff-top tends to be very loose or overhung by heather.

The cliff can be divided into four areas.

The left hand section, or **Terminal 1**, stretches as far as the prominent central rockfall. **T1** split by a grassy ledge system which can be accessed low to the right and traverses up to the left. This ledge, or **The Flightpath**, provides a useful descent line and a starting point for many of the climbs.

The short central recessed rockfall area, or **Turbulence Wall**, is not as high, is dangerously unstable and has very few (no) attractive features.

**Terminal 2**, is to the right of the rockfall and extends across to a large sandy gully. **T2** is split by a

prominent ledge, **The Apron**. The lower walls, below the Apron, are loose, grassy and broken but above the rock is better. A grassy ramp or **The Escalator** gives access to The Apron mid-way along its length. This upper wall is again cut by a discontinuous ledge which gives access to some grassy bays.

The large sandy gully, **Runaway Too**, is the easiest descent.

To the right of the gully is **Terminal 3**. This is comprised of a small buttress with a cave-like chimney and then a series of steep walls facing east then more northerly round the spur to White Hill.

## Safety

**Much of the rock is dangerous and care must be taken at all times. No cleaning of climbs has been done deliberately so loose stones blocks, and massive flakes still sit on ledges.**

**Remember, there are about 28 points to consider when 'dry-tooling' - so don't stand under the leader!**

## Routes

Concourse MS1

This right to left scramble along much of the cliff is probably the best way to start. Its not really a climb but it is exposed in sections and passes the start of many of the climbs.

From the sandy gully of **Runaway Too** traverse **The Apron** and then cut under **Turbulence wall**, descend slightly to find **The Flightpath** which is followed up to the moor.

### Terminal 1

To the left of **T1** is a large area of exposed shale, poised above it is a small outcrop. There are two routes here which have probably been done in the past using conventional tactics.

Winglet MS2

Climb the left side of the rock avoiding a large poised block, pull over the small roof to the right.

Port Light MS2

Climb the right edge on good hooks.

Cross the broad heather slope to the main mass of **T1**.

Aeroflop MS3

A few metres right of the heather slope at the toe of a small buttress, climb a short crack and ledges up towards a thin crack in the steep wall above. Avoid the challenge of the crack by traversing left along a grass ledge and pull over onto the platform above.

Lift-off MS3

Start as for Aeroflop but trend right up to a ledge. (an easy exit can be made by continuing right along the ledge) Climb the short, steep groove on the left with good protection.

Controlled Flap MS3

Climb grassy ledges to a prominent left facing flake crack. Pull onto the terrace and climb a crack in a short wall.

Wing and a Prayer MS4

Start as for Controlled Flap but swing rightwards across horizontal parallel cracks in a steep wall. Climb up to a good ledge and then a slabby groove leads to the top.

Heather Row MS2

The prominent corner crack line leads to a ledge, step right and grovel up a ramp with a heather

cornice.

Duty Freeze MS3

Steep climbing leads up to the left of a small tree. Trend left into a groove.

Nothing to declare MS4

Climb the groove below the small tree, taking care with a large hollow flake. Swing up to the tree and climb the heathery wall behind it.

The Chopper MS4

A thin crack splits the wall just left of the obvious square-cut corner of Thwacker-Thwack. Climb the crack to reach a small bushy tree and pull onto the moor with difficulty.

Thwacker-Thwack MS3

This prominent square-cut corner was climbed soon after it was formed in a rockfall (1962 but has since altered considerably with vegetative growth. It is delicate to start but well protected. Step right onto The Flightpath.

Airstrip MS2

A loose, muddy groove which leads to The Flightpath.

The next few climbs start from The Flightpath, starting from close to its junction with the moor.

Take-off slot MS2

The first feature found when descending The Flightpath is a short steep groove to the right of an overhang. Ascend the groove, awkward, to reach a grass ledge and then climb easier ground keeping just left of an arete.

Early Arrival MS2

This starts at the foot of the prominent gully closest to the top of The Flightpath. Step up into a sentry box and swing out left on good hooks to gain an easy arete.

Late Arrival MS2

From the same stance as the last climb ascend the gully to the right by bridging on reasonable rock. The right wall of the gully is formed by The Rudder, a huge flap of hinged and dubiously cantilevered sandstone.

The Rudder MS4

Climb carefully over the blocks on which the flake rests and jam gently up the crack to a sounder resting place on the rib to the right. The adrenalin feast is maintained by moving back left over more loose rock.

Change of Flight-plan MS3

Just right of The Rudder is a groove with a steep crack entry. Some doubtful blocks below the top.

Cockpit Cock-up MS4

A metre right is a steep, bulging crack. Hanger up the initial rock and make a difficult pull onto a short slab. Trend right to a shared finish with Popped Rivet.

Popped Rivet MS4

Steep but well protected climbing. A shallow corner leads to a grass ledge and short final wall.

Belly-flop MS5

The narrow wall left of Emergency Exit is split by a thin crack. The climb is steep and may require imaginative use of the adze.

Emergency Exit MS2

This is a fine prominent corner chimney with generally sound rock. A good introduction.

Belt up MS4

Start below The Flightpath on a small isolated pillar which leads to some large blocks. Belay below Emergency Exit. Climb the wall on the right, starting on the left and trending up right.

Test flight MS3

From the large blocks resting at the easily accessible and lowest point of The Flightpath step right for a few metres along the narrow grassy ledge to a thin crack in an undercut slab. A steep start but short and well protected.

Air-slide MS4

Continue along The Flightpath round a corner to a grassy bay. A struggle up a soil filled scoop leads to a good hanging crack.

Short-haul MS2

A short but testing little pull to exit the right corner of the bay.

On the steep wall above the bay is the previously recorded **Fame E36a** and on the right of the impressive arete is **No Expectations E46a**.

Long-haul MS4

This is the longest of the corners and contains some serious loose sections.

The Holding Stack MS4

Starts just right of the corner of Long Haul and climbs the wall trending right. Frightening.

To the right are two impressive crack-lines.

X-Hell Air MS4

The second crack-line with blocks leading to a small roof. Step up right from the roof and enter the broken chimney with care.

### **Turbulence Wall**

At first sight this seems to be an unattractive section of broken rock, earthy ledges and spontaneous rockfall. On closer inspection little changes.

Air corridor MS2

This is the deep chimney corner tucked in between X-Hell Air and Turbulence Wall. Take care with the crevasses at the top.

A number of lines have been tried to the right of Air-corridor but the dangerous, unstable nature of the cliff at this point has prevented any success. We can confirm that this section of the cliff is falling down!

Cross wind MS2

Halfway along Turbulence Wall is a short right facing corner which gives some delicate bridging.

Scud MS3

A short crack followed by heather bosses.

Down Daft MS5

This follows a vague sloping ramp leading rightwards across a smooth slab.

Bag of Sick MS2

The easy looking break to the right of Turbulence Wall ending in an awkward short crack.

Sick-bag MS2

Start at the foot of a clean slab but climb to the left then traverse left to a heathery rib. Finish up, or just right of Bag of Sick.

## **Terminal 2**

To the right of the low Turbulence Wall is a narrow, cleaner slab. The long ledge known as The Apron starts here.

Cleared for Take-Off MS1 or 4

Climb the slab easily on the left or more delicately on it's right edge.

Left Luggage MS3

Cracked bulges lead to less steep ground and a good crack.

Pressure fall MS4

A metre right of the cracks of Left Luggage is a thin under-cut crack capped by a bulge. Step up right from the crack to gain hooks on a slab. Pull onto ledges and climb a delicate right-facing corner leading to the moor.

Off your Trolley-dolly MS4

This is the steep cracked wall to the left of an easy angled corner, above the point where the Apron narrows.

Delicate footwork and a loose finish but reasonable protection.

Be My Baby MS2/3

The easy angled corner groove which can be started from the lower wall.

1. From the lowest rocks step up left to a small ledge then pull over onto the Apron
2. From a stance on the Apron bridge up the rippled rock to an unconsolidated top.

Boeing.....Bong MS4

An unusually clean climb but the rock has a worryingly hollow ring to it

Start from The Apron below the groove of the previous route and step right, round the corner, onto a narrow ledge below a steep wall. Hook up thin flakes to reach good jams. A good climb.

Pilot terror MS5

This line takes the impressive flake crack in the upper wall.

1. Climb the lower wall by a crack and steep grassy ledges to a stance on The Apron below a thin vertical crack.
2. The crack has some good runners, for which you may be thankful when trying to stand on the narrow ledge above. Step left and jam the impending flake.

The 7.30 from Schiphol MS3

1. Start on the lower wall, just left of the grassy ramp of The Escalator. Climb a steep, left facing corner, moving right below a square-cut overhang on poor turf. Scramble up the grass of The Apron

to a belay below a prominent long corner.

2. Interesting bridging up the big corner- groove to an exposed top out.

Hanger Left MS4

1. Scramble up The Escalator to The Apron and walk left to reach the base of a long corner (belay for pitch 2 of The 7.30 from Schiphol). Continue by climbing up rightwards to a grassy bay. Belay  
2. Climb the steep back wall of the bay. Hanger left to finish.

Hanger Right MS3

A pleasant and possibly safe expedition and one we have even discussed repeating!

Start as for Hanger Left and belay in the grassy bay.

The route now climbs the right rib for a few metres before an overhang forces a hanger right to a narrow ledge. Find a break in the loose top wall to reach the moor.

The 'Airline Crack MS4

A fine flake crack in a smooth wall.

At the top of The Escalator is a left facing corner overhung by vegetation. Pull into the corner and move out right to the grass above. Jam the delicate flake, pull onto a loose ledge ( Hanger Right ) and bridge up to the moor. An enjoyable route on good rock.

Fly by night MS5

This route started from the foot of the broken walls found to the right of The Escalator but, as the cliff rearranged itself shortly after this climb, it would be advisable to be careful on this section.

1a There have been three lines climbed to avoid the easier scramble of The Escalator the most obvious is the corner starting from the lowest point of the crag. Ascend past a good flake to gain a n awkward muddy ledge and struggle left to a sapling. Step up to the right above the heather cornice to climb an easier grassy groove to The Apron. (MS3)

1b To the left of the sapling is a rib of more compact rock which is climbed to a ledge on the right Using a delicate flake pull over onto the grass above. (MS4)

1c From the corner of 1a climb round to the right to ascend grassy ledges to The Apron.

2 Follow The Apron leftwards , scrambling left the first in-cut groove.

Climb awkwardly up to a ledge and traverse left to protection below a steep wall. Good but well spaced holds lead up, trending rightwards, to the final difficult, dirty crack.

Joystick MS5

A steep little right facing corner situated to the right of a large roof.

From the start of The Apron climb up and along heather ledges to a ledge below the under-cut corner. The corner is strenuous but well protected..

The Gravel Trap MS5

Approach as for Joystick and belay at the ledge below the under-cut corner. Swing immediately right for two metres on loose rocks ( some have since fallen), Then straight up to hook on what appears to be a wedged block at the base of the compact headwall. Some exposed climbing gains placements at the top of the rock. Relax, consider retreat, look in vain for reassuring protection, then with no other options open and tools pushed into sandy rubble, heave up, heel-hook and clutch at heather roots above the impending stack of shattered stone.

Mist Flight MS3

A variation of the broad open heather gully of Fog bound. Scramble up keeping to the left to a small ledge below the final short but exposed groove.

Fogbound MS1

Zig or zag following the easiest line up the heather.

Easy Jet MS1

A scrambling, rambling line up the right flank of the buttress which separates fogbound from Runaway Too. Difficulties are easily avoided.

### Terminal 3

Right of the easy gully of Runaway Too is a small outcrop with a cave close to it's left end.

Runaway debris MS3

A short bridging exercise up the cave-like chimney. Loads of loose rock, some now resting below!

Fly by wire MS4

A delicate and tenuous climb up a compact wall which has two thin cracks.

Taxi Lane MS2

A short, steep left hand approach to the gully of Grounded. After the initial pull difficulties ease.

Grounded. MS1

The soil filled gully found in an angle of the cliff can be entered after a short scramble.

Cleared to land MS3

Immediately right of the gully is a compact wall. Climb the left-hand end of the wall and gain the muddy slope above with difficulty.

Chocks Away MS5

the very obvious banana off-width splitting the compact wall. Care is needed on the final rocks.

Land-slide MS2

Round the corner is a filthy. Loose and unattractive gully. Possibly the worst climb hereabouts.

Air-slide MS3

To the right of the gully of Land-slide is a short jamming crack which has probably been climbed before. Poor exit if the soil is not frozen.

Immigration control MS3

A pleasant, well protected and interesting route was climbed up the next cracked shallow right facing corner. This was later found in the 2003 '**Climbs in North East England**' as **Red Grouse 10m HS**. Take your pick, a little cleaning with ice tools will probably make it a more popular free-climb!

Leading Edge MS3

Reach a heather ledge by a steep loose crack housing a flake (a traverse left to this ledge is an alternative). From the left end of the ledge step up a series of small ledges to the moor.

Strobe Light MS4

(It's on and off repeatedly)

Climb the rock to the right of the start of Leading Edge to reach the ledge then go straight up a shallow left facing corner. Long reaches and some dubious turf.

B52 MS4

(Done on Dave Richards 52<sup>nd</sup> birthday and our 52<sup>nd</sup> route on Landslip)

From the extreme right of the buttress, just left of a cracked, heathery corner, pull up onto a ramp where some protection can be arranged. Step left into a groove and the final rocks.

Thirty metres across the heather is the small buttress sporting the previously recoded **Heather Brae 7m Difficult** but some lines seem still open to abuse. A climb was done on the short steep wall to the left.

Trimmer MS3

Torque the thin crack to the right of a large spike and climb elegantly onto the ledge above.

Wing Tip MS1

Either start up the crack and groove of Heather Brae or traverse in along a ledge from the left (lest we scratch the unscratchable). Step over Heather Brae and climb a grassy crack out to the right.

## **CRINGLE MOOR**

G.R. 542032

The previously recorded climbs on Cringle Moor are mainly on, or close to, the large mass of the overhanging Main Crag but the rambling, hitherto unattractive, grassy cliffs to the North East end of what is known as Kirby Bank have been ignored. This area is actually the closest thing we have in Cleveland to a mountainside. Although not sheer, to jump from top to bottom the cliff would take as long, if not longer, than from any cliff in the area and it is, baring Botton Head, closest to the sky. Climbing here has been a real adventure as the hillside is large and full of secrets and, in the dark, we never really had an idea of what we may find. The situation is still unique with hanging chimneys, undercut grooves, balanced flakes, wobbly blocks, slabs, walls and peeling turf and, and all still up there for others to enjoy! Pitches have been kept short as it gets lonely on loose rock in the dark.. True, there are easy ways off most areas but if we considered those we would stay at home. Most of the climbing is on very vegetated rocks and relies more on the vegetation than the rock. It's not for purists! We have found that trying to climb on warm nights lacks security and is both very dangerous and damaging to the delicate flora. The first pitch of the Shadow, for example, has suffered through desperate raking of the turf. Unfortunately, in the winter of 2009, two large rockfalls occurred at the left of the hillside taking with them some routes. We keep convincing ourselves that all the rest was sound!

### **Approach**

The best and steepest approach is from Toft House at the top of Kirkby Lane. First follow the old pack-horse track and then go straight up through the bracken following sheep tracks. The descent is great and ranks alongside the world-cup run at Val d'Isere.

### **Routes (25)**

The climbs are described from left to right.

B light MS2

This is the first gully line on the left of the hillside, sandwiched between two new rock scars. Climb grassy cracks to a groove, avoiding easier ground on the left and make awkward chimney moves to a ledge. Step right to belay at the final rocky outcrop. Not a good route and best left for a few years.

The next section of the hillside is steep although a little devoid of rock but, in snow, entertaining routes can still be found.

Scramble right passing some large fallen blocks and then slightly down to a small isolated outcrop split by a corner.

Stair Light MS2

Climb the short corner and then continue up a blunt, stepped heather rib towards some rock up on the left. Finish by stepping left across the final rock to an exposed nose.

Daylight MS1

Just right of the start of Stair-light is a heathery hillside which can be a fun plod in the snow.

The next feature, again slightly lower, is another small outcrop, this time split by an inverted V crack. The hillside above is beginning to steepen and show more exposed rock.

Moon-light MS3

The initial crack is steep but has positive hooks under the turf, trend left to find belay below a chimney groove which contains some wedged blocks. Bridge the chimney, climb to a narrow terrace and find the easiest way over the broken ground above.

Right again and enter a basin funneling up to a rotten gully.

Search-light MS2

Climb grassy ledges on the left bank of the basin to a rib. A vegetated corner leads up to a belay on a narrow terrace. Climb right, past fakes, to a bay which leads to an awkward corner crack exit to the left.

Super-trooper MS4

Climbed in snow this can be a super route.

Bridge up into the start of the rotten gully above the grassy bay and then make a moves out left on hooks. Climb with difficulty up onto the grass to belay below a deep, steep chimney. Bridge delicately up the chimney, escaping to the right onto a heather rib. Climb into the bay above to find an undercut groove on the right. Hook up and reach the moor.

P light MS3

Same start as Super Trooper but climbs the corner to the left of a prominent rock wall. Progress up the groove is on loose blocks and a mantle of grass. Best belay is to the right, on the large terrace.

Continue up the line of the corner, up a ramp, on much sounder ground.

Spotlight MS3

A steep grass first pitch which should only be tackled when frozen. The top pitch is enjoyable.

Climb the rocky rib on the right of the basin moving a little right towards the rock of The Prow. Keep left of the rock and up steeper grass to a big terrace ledge. Belay. Climb the ramp of P light ileading from the left end of the ledge.

Roof-light MS5

Climbs the impressive prow of rock which rises above a little alcove.

Step up left from the alcove and up to a narrow ledge beneath a steep groove in the front of the prow.

The groove was by-passed by a step to the left then awkward moves back to stand above the steep groove. Pull with difficulty onto grass and scramble to a good belay beneath an undercut crack.

Slightly left is thin corner crack, hook up this to jams and a ledge. Finish up the top of the Spotlight ramp.

The Shadow MS4

One of the first climbs found and still the classic.

Start from the alcove below the rocky prow and climb the gully to the right. The best way is to keep well left via a little slab. Once above the initial step climb a steep but well protected groove on the left. Belay as beneath the undercut left facing crack. Torquing the 'Bear Crack' can be strenuous but fun. Exit up a groove above.

Out of The Shadow            MS4

Same start as The Shadow but continue straight up the gully line (difficult) to a good belay beneath an undercut right facing corner. An easy walk-off is tempting here. Climb into the corner to a constricted cave below the second small overhang and traverse left to slabs. A splendid, varied route.

Half light                    MS2

Not really a full climb.

Climb the bulging, grassy buttress immediately right of the gully start of Out of The Shadow. Start by a traverse right and then climb up and left to a ledge, avoiding easier escapes. Finish up a little groove.

Quarter Light            MS1

The broad heather gully which is climbed easily with an excursion onto the short wall on the right to avoid the vegetated overlap.

The hillside is now a series of short rock bands separated by long grass slopes. The first climb follows the rocky rib immediately right of the broad gully of Quarter Light.

Highlight                    MS4

Follows a vague ridge to the right of the broad heather gully.

From the toe of the buttress squirm onto a heather ledge and wonder why you didn't walk round. The next few metres up the prow of rock are more interesting but gaining a ledge can be just as squirmy. Step left from the ledge to continue up the now easier prow to belay beneath a chimney crack. The crack was avoided by the rocks on the left but the start was not without interest. Hike up to the next little prow and scale it by a groove on it's left.

Candle-light            MS2

The first of the evening winter routes. Torches were so poor in those days that when we found the crag we had no idea of what was above so we just climbed the line of least resistance.

Just right of Highlight is a deep fissure. Climb the chimney and then steep grass on the left to reach a second rock band. Climb a slab rib just right of a prominent fissure (Highlight) and go up to the final rock-band which can be climbed by short undercut groove right of the small prow.

Flashlight                    MS2

Start at the deep fissure of Candle-light but take a groove out to the right and then climb heather to a tree. A groove to the right of the tree leads to a heather slope and the final rocks. A short step up about three metres right from the prow leads to the top.

Side Light                    MS3

Much heather bashing but good for it's final pitch

Right of Flashlight is a short, grubby, right facing corner.

1. Climb the corner and heather above to the next short band and twin grooves, a few metres right of the tree.
2. The grooves are awkward, then trend first rightwards then back leftwards up steep heather to the final band.
3. Above is a prominent V shaped recess and the route climbs a steep crack on it's left wall.

Fog-light                    MS3

This is a short but interesting bridge up the steep back groove of the V shaped recess of Side Light. Approach to the upper band for this and the following two routes could be via Quarter Light followed by a traverse beneath the final band.

Christmas Light MS3

This is the left hand of the two grooves in the upper band just right of the V shaped recess of Side Light and Fog-light. The climb is best done in frost or snow in order to find purchase on the otherwise glutinous initial ledge. Exit leftwards avoiding dubious blocks in the final groove.

Santa Claws MS4

The right hand of the two grooves gives a excellent pitch which is steep but well protected to start.

Right again of **Santa Claws**, on the continuation of the same high band are the previously recorded climb of **Amigos HVS 5c** and the sandbag **Sloper VS 4c**.

Flight MS1

A route of sorts was climbed, mainly up grassy ledges, starting to the left of Amigos and trending rightwards along ledges to a final exposed step.

Pile Wonder MS2

Just right of the prominent groove start of **Sloper** is a short, damp, broken and vegetated wall which can be entertaining when ice has formed and you have done everything else.

Across the slope is a smooth featureless wall, set at an angle to the slope.

Pilot light MS2

From the lowest point of the wall pull into a broad groove on the right.

Further to the right is The Main Crag with it's difficult rock routes over the overhangs and to the right again is a band of broken rocks which, over at least the last forty years, have given many short ice climbs during periods of hard frosts. There may be curtains, mushrooms, gullies, walls and grooves. Usually the ice does not pose as much of a problem as the exits on thick loose moss. A dead sheep once provided an unexpected anchor for an ice-tool! No climbs have been named or descriptions recorded.

Well to the right, 100 metres before the seated view-point and just below the scarp edge is a small outcrop which we will call **Falconer's Crag**. (See the memorial in the view point shelter.)

G.R.535033

The climbs are described from left to right.

History Lesson MS4/5

A very delicate tip-toe up a thin ice streak on the steep wall to the left. This does rely on drainage from snow-melt and has not been possible for some years.

The Cleveland Way MS2

The obvious grassy corner which splits the cliff.

'Acky Wall MS2

To the right of an overhang is a broken wall with two vertical crack-lines. Either one is worth forgetting about.

### **Tranmire Rocks**

O.S. GR 573008

Ice often forms at this crag and a number of entertaining pitches have been found in the main area of the crag, as described in Climbing in the North York Moors. Unfortunately the rocks face south and so conditions tend to be fleeting. The ice streaks tend to vary in position from year to year but the most consistent seem to be around the lines of Grumpy, Lacuna, just left of Tranmire Crack and the steep walls left of Neptune.