

bolted most of the belays and rappelled the route.

SEAN EASTON, with RICH PROHASKA, *Canada*

*This climb appears to share much ground with the 1975 British (Ken Rawlinson and Steve Blake) route (see AAJ 1976, p. 468).

Mt. Asgard, Scott Route, and Various Beta. In early August, Jeff Bowman and I climbed the 1974 Scott Route on the southeast buttress of Mt. Asgard with two bivouacs (owing to a 4 p.m. start). Because of the relative popularity of this route, we thought we'd pass along a few observations. A March, 1998, article in *Climbing* magazine claims the Scott Route is 40 pitches; 24 is closer to the mark (note: don't bother with a 60m rope). Much worse, the route line drawn onto the Asgard photo is dangerously wrong. Instead of climbing the giant corner between the two lower buttresses (a feature nicknamed the "Death Gully" by 1970s climbers), ascend slabs to left-facing corners near the center of the southeast buttress. The first eight or so pitches (5.8) have fixed double-piton belays every 150 feet that would allow rapid retreat if the weather turns sour. The mid-section is about eight pitches of fourth-class rubble. The final eight pitches offer glorious climbing (at last!) and are generally 5.8 to 5.9 with spots of 5.10 that would be easily aidable. We didn't attempt to free the chimney (reputedly 5.11), in part because of a tempting line of aid bolts at its edge. These self-driven bolts must have been placed in a hurry; only about half an inch of each two-inch bolt actually penetrates the rock.

In other news, Japanese climbers helicoptered onto the King's Parade Glacier for new aid routes on the west face of Friga (see below), but the park superintendent says he will no longer permit helicopter landings in the park. If you have more money than time, consider having your food and gear snowmobiled to Summit Lake the February before your climb. We didn't do this, but we did leave our climbing gear there to be picked up the following winter, thus saving ourselves double carries on the hike out. The 65-pound pack cost \$136 for the snowmobile pickup and \$238 for air cargo transport to Oregon. Make arrangements through Joavee Alivaktuk in Pangnirtung, phone and fax: 867-473-8721.

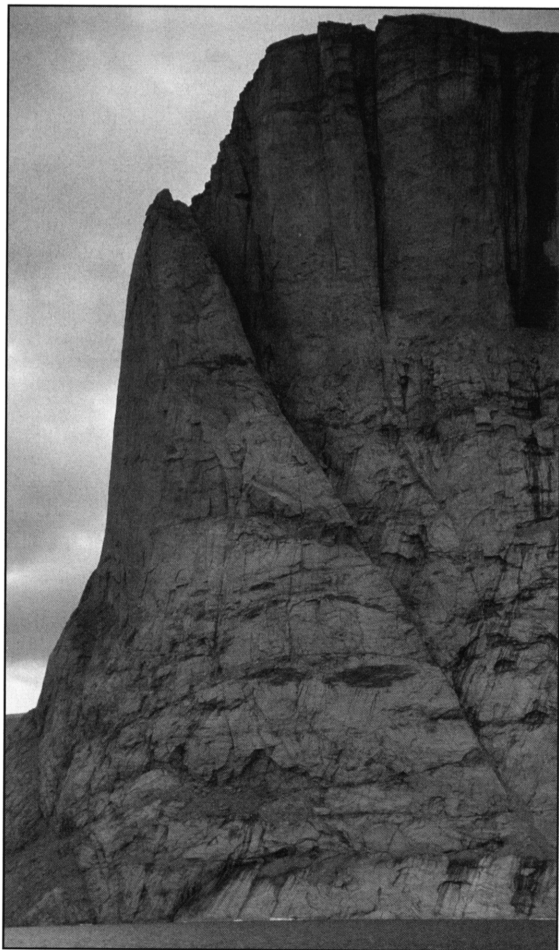
JOHN HARLIN III, *Hood River Crag Rats*

Mt. Frigga I and Mt. Frigga II, Ascents. Minoru Nagosi and seven other people, all from Hiroshima, Japan, ascended Mt. Frigga in Auyuittuq National Park in Baffin Island. They climbed on the west faces of Mt. Frigga I and Mt. Frigga II. On the west face of Mt. Frigga I, three of them climbed 11 pitches (VI A3+) capsule-style from July 17 to August 13. They were forced to rappel because of a storm. From their rappel point, they were 300 feet from the top. On Mt. Frigga II, four members of the team climbed 16 pitches (VI 5.10c A2) from July 18 to August 8.

KAZUYUKI SASAKI, *Editor, Run Out*

Inugsuin Fjord

Nuksuklorolu, The Belluno Spur, and Other Ascents. Two Italian expeditions explored less-known parts of Baffin Island in 1997 and 1998, tallying a number of ascents. In 1997, one



The Belluno Spur. White Man's Wind takes the spur's crest. MANRICO DELL' AGNOLA

woman and five men (Antonella Giacomini, Manrico Dell'Agnola, Giuliano De Marchi, Michele Gasperin, Alessandro de Guelmi and Simone Gorelli) traveled by foot between the town of Clyde River and Ayr Lake, the headwaters of the Kogalu River, climbing five peaks en route that may or may not have been virgin. In August, 1998, Antonella Giacomini, Manrico Dell'Agnola, Giuliano De Marchi, Simone Gorelli, Giambattista Calloni, Luigi Da Canal, Luca Spanò, Luigi Zampieri and Alex Gordon (cameraman) returned with the intent to climb in Sam Ford Fjord. When difficulties with the approach scuttled their plans, they turned their attentions to Inugsuin Fjord, where they made nine ascents, including *Welcome, Nunavat* (VI 5.11 A1, 800m) on "Nuksuklorolu Tower" (1350m) in the Inugsuin Pinnacles, and *White Man's Wind* (V 5.10 A0, 1000m) on the "Belluno Spur." (Spanò and Calloni put up a variation to this, with sections of 5.8+ A0.) The name *Welcome, Nunavat* was chosen in recognition of the new Canadian province of Nunavat,

while the Belluno Spur was named for Belluno, the capital of Dolomites, from which five of the eight climbers hail.

Sam Ford Fjord

Great Cross Pillar, South Face, Non-Conceptual Time. Three days of rough travel brought my partner, Sean "Stanley" Leary, and I to the Great Cross Pillar in Sam Ford Fjord. We said goodbye to our Inuit friends and guides, then busied ourselves establishing a base camp in a wind-sheltered alcove west of our line. For three days we fixed through blustery weather; on the fourth we committed to the vertical world. After a week on the wall, life became routine.

As the days passed by, we watched springtime take effect on the world below us. We couldn't help but wonder how much more time we had before it was no longer safe to travel. We