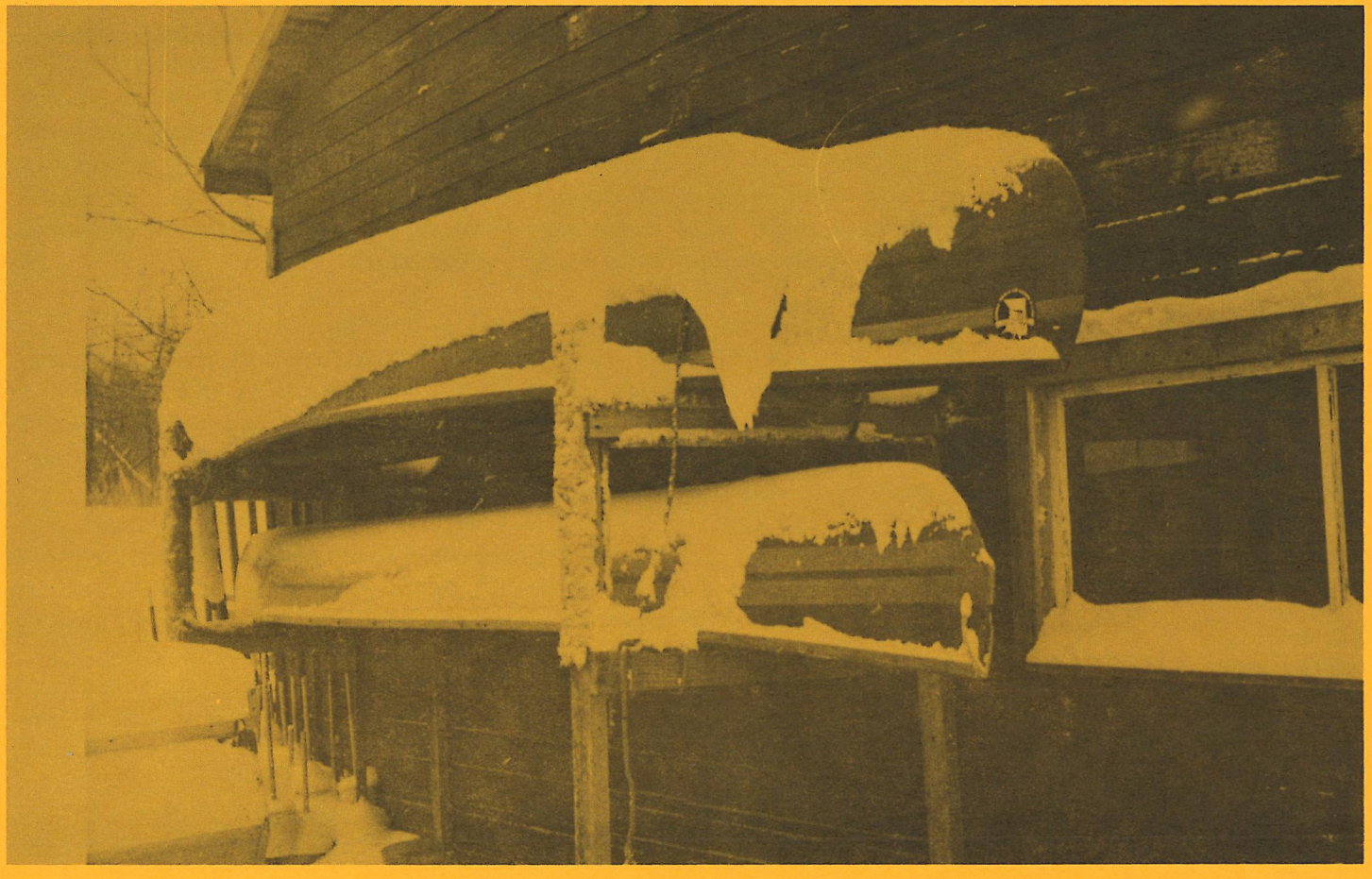
CANOEING IN THE MIDWEST

APRIL 1978

HUT



"Twas the Month Before April"
photo by Bob Brown

FIRST CRUISE: CANNON RIVER – SAT. APRIL 22

CALL BOB 432–7557

1977–1978 BOARD OF DIRECTORS – MINNESOTA CANOE ASSOCIATION, INC.

PRESIDENT
Tom Babcook
633-9323
2516 Snelling Curve
Roseville, MN 55113

TREASURER
Darrell Foss
432-1566
13652 Ferris Ave.
Apple Valley, MN

SECRETARY
Barb Babcook
633-9323
2516 Snelling Curve
Roseville, MN 55113

CONSERVATION
Brian Patterson
521-4804
5000 Hampton Road
Golden Valley, MN 55422

LEGAL
Frank Mabley
699-3619
2159 Juliet Ave.
St. Paul, MN

BUILDING
Bob Brown
432-7557
12936 Galaxie Ave.
Apple Valley, MN 55124

EDUCATION & SAFETY
Wayne Kurth
646-5849
967 Charles Ave.
St. Paul, MN 55104

CASCADERS
John J. Wexler
721-3806
3012 South 14th Avenue
Minneapolis, MN 55407

VICE PRESIDENT
Dan Busch
222-5760
876 Delaware Ave.
St. Paul, MN 55107

CRUISING
Roger Geis
784-4612
520 Dover St. N.E.
Fridley, MN 55432

LIASON
Jan Kronholm
335-1911
115 Bedford S.E.
Minneapolis, MN 55414

MARATHON
Chris Berne
929-5714
5057 Ewing Ave. S
Mpls., MN 55410

VOYAGEUR
Jim Jahnke
699-8053
1804 Sargent Ave.
St. Paul, MN 55105

"HUT" is the signal said by one canoer to his partner in order that both paddlers may switch sides in unison. This practice was originated by canoe racers of Minnesota in the late 1940's with the word "HUT" first used by Eugene Jensen, who still builds and races canoes. This swift and distinctive style of paddling has since been recognized as the most effective way to move a canoe by both recreational and racing paddlers.

HUT Magazine is published monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1500 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

Statement of Policy: The Minnesota Canoe Association, Inc., cannot assume responsibility for the accuracy of the material presented by authors of the articles in the magazine. The pages of HUT! are offered as a clearing house of information and a forum for exchange of opinions, experiences, and ideas. The individual reader must evaluate this material for himself and use it as he sees fit. Every effort is made to present material of wide interest that will be of help to the majority.

Pictures (glossies), cartoons, art work, announcements, letters, and articles of all kinds which serve to promote the purposes of the MCA are cordially invited. Contributions should be typewritten, preferably double-spaced, and should be in the hands of the editor by the 15th DAY OF THE PREVIOUS MONTH. Contributions cannot be acknowledged and will be returned – usually within eight weeks – ONLY when requested and accompanied by a stamped, self-addressed envelope.

Editing, layout, and production
by Lew Miller
7500 Lake Drive
Lino Lakes, MN
612-784-7667

FREE WHITEWATER COURSE

OFFERED FOR OPEN CANOES

By John Wexler

SPRING HAS SPRUNG and Ian Richards, Bill Webb, Steve Bush, Charlie and Dan Walsh have again volunteered to teach a free whitewater canoeing course for the beginning whitewater paddler and the occasional river cruiser who would like to learn how to paddle on that wavier stuff. If you have ever paddled Minnehaha Creek and barely made it, or sloshed through the Taylor Falls rapids with 25 gallons of water swaying from left to right in your canoe at the end of your run, or if you have ever swamped your canoe at Blueberry Slide and had to swim the remaining three-fourths of a mile through the HELLS GATE RAPIDS, then this is just the course you have been looking for.

The first session will be held at 1:00 p.m. on Saturday and Sunday, May 6 and 7, at the University of Minnesota (U of M) Showboat landing near the Washington Avenue Bridge and East River Road near the U of M East Bank Campus. At this session your instructor will explain the draw, sweep, pry, etc, and when and how they should be used.

The next session will be held two weeks later at Taylor Falls on the St. Croix River at 1:00 p.m. on Sunday, May 21.

The final session will culminate at HELLS GATE RAPIDS on the Kettle River in Banning State Park near Sandstone, Minnesota, on Sunday, June 4, if water levels are reasonable (This will be determined at the Taylors Falls session. This date could be changed.). No one will be allowed to participate in this session unless they have attended at least one previous session. A brief scouting of the river will be made, some words on river safety and techniques will be given, and then you will paddle the HELLS GATE!

If you are interested in taking this free course, just come down to the Showboat Landing on either Saturday or Sunday, or on both days, May 6 and 7, with your life jacket, paddles and canoe if you have them (If you do not have a paddle or canoe, see one of the instructors--). Remember, everyone must wear a life jacket. For more information, see Steve Bush's article, "I Took Ian Richard's Whitewater Course and --Survived."

CALENDAR

Wednesday, April 26

Activity Meeting at Logan Park Community Center at 7:30 p.m.

"ONE RIVER DOWN"

The movie "One River Down" by John Rugge and James West Davidson will be shown at this activity meeting. John and Jim co-authored the excellent book "The Complete Wilderness Paddler". The film, like the book, is fantastic. Bring a friend.

RAPID REVIEW

The 1978 spring cruising season is shaping up really well. Indications are that we're looking at the best water in three years, and that with anywhere near normal rainfall we should have good paddling well into June. The crusing schedule through May is included below. June's crusies will come out next month. We have a variety of club-sponsored beginner and intermediate trips and competent cruise leasers to coordinate them.

If you are interested in joining a cruise, talk to the designated cruise leader in advance. He or she will provid additional information of time, location and trip difficulty. Also, if trip plans are changed, the trip leader can let you know. If you have difficulty contacting the cruise leader or if there is no designated leader for a cruise, call me at home (566-1984) or at work (633-6170, ext. 5820). Sign-up sheets for cruises will be available at meetings. We's really like to see lots of new faces on the rivers this year, so don't be shy --give it a try.

Cruises marked as instructional are oriented toward beginners, but we also need experienced paddlers to help teach. We'll try to teach such river techniques as eddy turns, ferrying and surfing, Remember that all participants must wear life jackets, and that decked-boat paddlers must have wetsuits (through early May), helmets, and boat flotation. Some cruises are suitable and enjoyable for open canoes. The cruise leader can tell you whether a particular river is suitable for open boats.

So, it looks like a good year. Let's all get out and enjoy the fresh air, beautiful scenery and good company. If you have any questions or comments, give me a call. (Afternoons at work are usually best. Leave a message if I'm not at my desk). See you on the river.

John Krack,
cruising chairman

1978 CRUISE SCHEDULE
(APRIL, MAY)

April 15: Upper Snake, north of Mora. Advanced beginner or intermediate cruise. Instructional, but paddlers should have some river experience. Call John Krack at home (566-1984) or at work (633-6170, ext. 5820).

April 16: Possible Lower Snake instructional cruise. Call John Krack.

April 23, 24: Peshtigo cruise and wildwater race. Advanced intermediate and expert. Call Dave Blinde (823-3362). Also Ontonagon and Montreal rivers in Upper Michigan.
Intermediate and expert. Call Terry Quam (483-0325).

April 29,30: Kettle River wildwater race on Banning Rapids. Also cruising and instruction. Call Bob Scheutzler (331-5284).

May 6, 7: Apple River Slalom. No cruises scheduled.

May 13, 14: North Shore HAIR wildwater race and cruise. Also Lower Snake (Saturday) and Upper Kettle (Sunday).

May 20, 21: Wisconsin Brule, Instructional cruise.

May 27, 28, 29: Possible Flambeau River cruise.

Tom Aluni will be running advanced intermediate and expert cruises nearly every weekend as water permits. These trips will concentrate on rivers near Lake Superior (north and south shores). Call Tom at 439-4236;

Minnesota paddlers will be traveling to several eastern states to race. A lot of cruising and other wild antics have been known to occur on these trips. Call Bob Schuetzler or John Krack if you're interested.

Mississippi Mud

MCA POINTS SYSTEM 1978:

Since NO paddlers, male or female, expert or novice, north or south, have come together to help regulate and promote our race schedule, you will be stuck with the following:

RACE	DATE	STATUS
Faribault	May 20 or 21	**Possible**, low prize money, Doug Sumner needs help.
Buffalo		**Cancelled** unless a new organizer will replace Denis Holmberg.
Minneapolis	June 24	**Possitive**, $1,000-4hrs.
Sauk Rapids	July 8	**Positive**, Sat. race.
Grand Rapids	July 15	**Very Possible**
Glennwood	July 29	**Positive** 2½ hrs. $400

There will also be races in Hoyt Lakes and Bemidji but no prize money is expected.

Sauk Rapids Canoe Race will be held again this summer after an absence of three years.

That's only 4 or 5 races – a pretty poor showing. No racer is too busy to help organize or promote racing canoe events. If you want to continue racing, you had better make sure the races near you continue to be held.

Classifications of teams in racing canoes will be the same as the last two years. Points will be counted and silver bowls awarded by Mike Bohanon for the following classifications of paddlers:

Men's Grand Master –top ten finish at Quebec or top 5 at USCA
Men's Expert –top twenty at Quebec or top 10 at USCA
Men's Intermediate –over two years of Minnesota racing
Men's Rookie –first two season in racing canoes
Women
Mixed Couples
Juniors –18 and under at time of the race

You must be an MCA member to receive points! A race may not have all these divisions. That's because few or no teams race in that class for that sponsor. He won't keep having a class if the competion isn't there and that's our fault. If a class is not held separately, you should paddle anyway to get the points. Example: If there is only one class of racing canoes the 20 points for the first place mixed will be awared to the first finishing mexed team no matter where they place in the overall race. This will allow the mixed team to win a prize in addition to the points.

MISSISSIPPI RIVER CANOE CLASSIC:

Minnesota's most competative and therefore the most important canoe race will be held June 24 near North Minneapolis. Betty Ketter, race organizer, has secured $1000 for prizes. Teams signing in as amateurs and refusing prize money will be awared medallions in mixed couples, womens, and junior categories. This four hour event is not to be missed by any racing team. It's the biggest, all comers, racing canoe challenge in Minnesota.

Ev Crozier and Tim Tribold, USCA National Champions, will be here and promise a number of strong teams from Wisconsin.

The race will be counted for MCA point for all classes. If interest developes, there will be awards for the fastest solo paddler and to the fastest six people teams.

The day after this contest on the 25th of June, all paddlers will be invited to the umpteenth annual Jensen Handicap. That's the 45 minutes of fun and games played by one expert and one novice racer over an up and down stream course. Same rules and course as always. A novice is one who, 1–has raced before, 2–has been in a racing canoe, 3–has attended Rookie Racers and, 4–is an MCA member.

PEOPLE:

Mike Bohanon will not soon forget that beautiful weekend of cross-country skiing on the well groomed trails near Itasca State Park. He'll remember it often during his six weeks in traction at the University Hospital (station 47). That's normal treatment for a broken leg which is followed with a cast as big as Jeff's new LeCar. Karl Ketter, Mike's partner of two season said, "No problem the cast will be on his leg. He can still paddle and we'll just take it a little easier on the portages for awhile."

Tom Babcook, MCA president, has signed up for Rookie Racers. Long distance canoe racing involves personal goals. He'll most definately become the top voyaguer (paddling category). Barb, however, does't seem too enthusiastic about joining this devient activity.

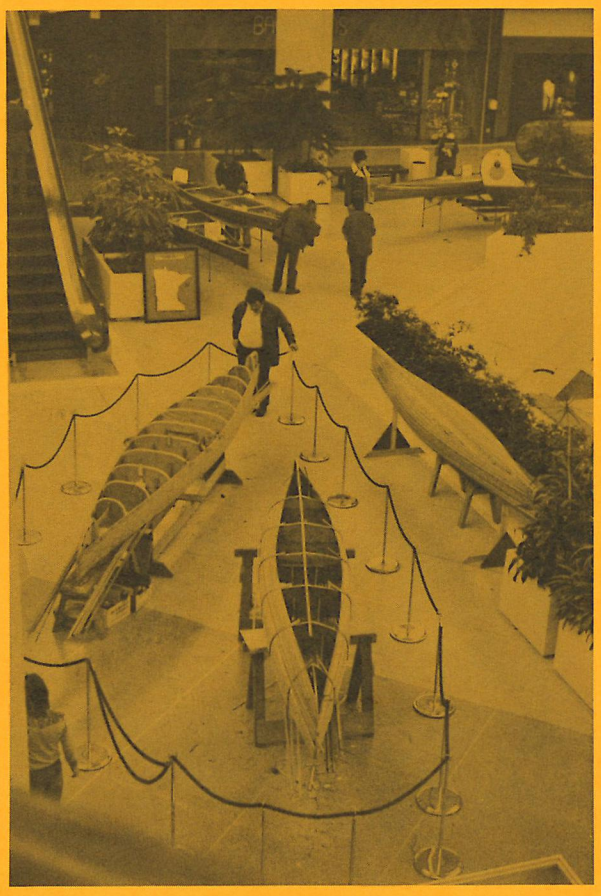
Gary Neddermeyer recently finished a beautiful home overlooking the Mississippi River near Monticello. Never one to rest, he is now building a car. "I got tired of working in wood and thought I'd try something new," he told the racers. He's starting with a Citreon from which he'll use the suspension system, parts of the frame, engine, transmission, and firewall. The rest he'll play be ear.

Peg Bohanon did $1800 damage to her car by turning in front of another car. No injuries. Peg's and Mike's mother doesn't need any more surprises.

In February, Jerry and Judy Hidde royally entertained a couple of dozen winter bound canoe racers. The Hidde ranch lies 9 miles north of Elk River. An afternoon of skiing and an evening of very good food and friendly talk make cold winter days enjoyable. Thank you Judy and Jerry.

Building

By Bob Brown





I would like to invite you all again to send in your ideas and helpfull hints. I don't know all the answers and if you have found something that helped you let's share it.

The MCA is looking for that set of forms that is cluttering your garage. We will gladly take it as a gift or we will use it on a long term loan. All we can promise you is that it will help out the club to provide one more service to its' members.

The question comes up how much glass is needed to sheath a hull. Not all builders agree.

I believe in making a boat strong, this I do at the cost of some weight.

Most builders use 7.5 oz. cloth on the outside of their 15–18 ft. canoe and 4 oz. on the inside. Some builders are using two layers of 4 oz. on the outside.

I feel that 7.5 oz. is plenty over most of the hull but not nearly enough at the ends.

Fiberglass boats are subject to abrasion as well as, other stresses. The lower end of the bow and stern catch much wear. These areas need extra reinforcement to stand up to this abrasion.

When I glass a hull, I start with two layers of 7.5 oz. bias strips over the ends. I use bias strips that reach about two-thirds of the way around the end. This gives me an overlap on the lower half of the stern doubling the cloth right where it's needed most.

The outer bias strips should be added first with a narrow one then a wide one.

To complete the job, I lay a strip or two of 4 inch Fiberglass tape down the length of the keel.

Some builders use much less glass in those areas, but I'd rather patch my boat before it wears thru.



FINANCIAL STATEMENT

NOVEMBER 1, 1975	
Checking	$ 3,654.46
Savings	6,042.72
HUT Checking	470.59
Conservation checking	29.99
Intransit deposits	1286.35
	$11,484.11
Excess Disbursements Over Receipts for Nov. 1, 1975 to Oct. 1976	$ 1,633.96
OCTOBER 31, 1976	
Checking	$ 507.61
Savings	9,342.54
	$9,850.15
Excess Disbursements Over Receipts for Nov. 1, 1976 to Oct. 31, 1977	$ 3,617.90
OCTOBER 31, 1977	
Intransit	$ 646.44
Checking	710.02
Savings	4,875.79
	$ 6,232.25

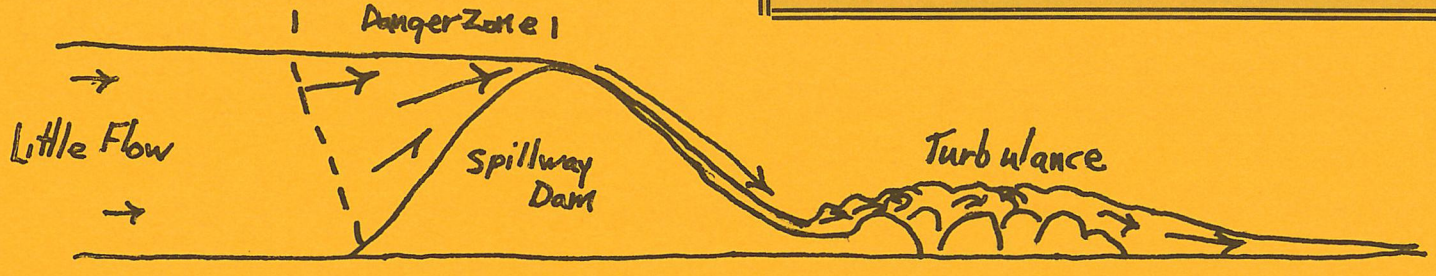
RECEIPTS	Nov. 1, 1976 to Oct. 31, 1977	Nov.1,1975 to Oct. 31, 1976
Depots	$ 5,794.37	$ 7,375.89
Membership Dues	6,309.50	5,058.23
Canoe Plans	25.50	40.50
Patches, Decals	51.00	30.50
Advertising	30.00	150.00
Mold Fees	50.00	375.00
Canoe Classes	-----	72.00
Book Sales	4.00	67.31
Donation	75.00	----
Interest Income	312.68	399.82
TOTAL RECEIPTS	$12,652.05	$13,569.25
DISBURSEMENTS		
Depots	5,301.97	6,425.52
Publishing – Hut	3,588.15	5,092.00
Canoe	3,331.57	-----
Membership	859.48	827.36
Annual Banquet	82.60	-----
Meeting – Cruises	268.09	517.14
Chapters	242.00	953.00
Office (file cabinets, supplies)	577.24	138.98
Office Rent	1,217.37	553.35
Office Phone	192.94	87.70
P.A. System	------	263.76
River Runners Conference	100.00	------
Patches, Decals	306.12	------
Miscellaneous	30.09	------
BWCA Defense	25.00	168.23
Canoe Plans	------	1.09
Donation	20.00	60.00
Legal Fees	88.10	------
Safety & Education	39.23	------
Advertisements	------	80.00
Books	------	4.09
Conservation	------	29.99
TOTAL DISBURSEMENTS	$16,269.95	$15,203.21
Excess Disbursements over Receipts	3,617.90	1,633.96

BE DAM SAFE

Bob Brown

Like to play around near dams? The calm water above a dam can be very deceaving. Notice the picture of a spillway dam, the danger zone is shown. Very little flow will be noticed as you approach from above. This leads to a false feeling of safety.

At a point where the front edge of the dam meets the river bed the flow begins to increase as it is forced into a narrower band. The speed further increases until it slides freely down the backside of the dam.



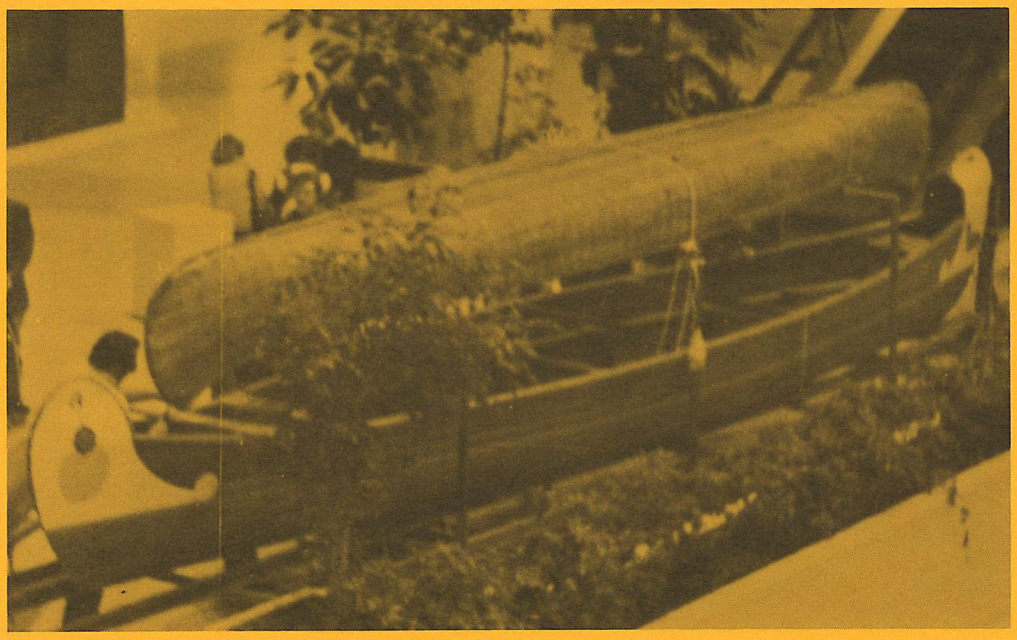
Should you go over the edge you can expect some pretty violent turbulance, often among large quarry-stones placed there to reduce erosion.

The tainter gate dam has a different set of dangers. Boats can get pulled under the gates. The greater the flow the higher the gate is raised and greater is the chance of being pulled under.

The greatest danger on a tainter dam is on the lower side....The water rushes out below the gate with such force that it builds a hill of water downstream a short distance. This hill is often unnoticed until an unfortinate boater finds himself rushing downhill toward the dam at an alarming rate.

When this boat pushes into the water rushing under the dam we have another statistic.

Brigade Canots du lac Nord



(This letter from an old voyaguer was hand delivered by Larry Johns as he returned from a BWCA winter trip).

Well I just got this letter written and if you are quick you might be reading it before the ice breaks up this spring. Took a long time to write. Larry took the last quill to pick his tooth after John knocked it out fighting over an old polecat skin. Anyway, by the time we had gotten another quill, the air had gotten colder and as anyone who lives here on the portage on the west of the big lake knows it gets cold fast. Well it go so cold that Dans' breath froze and we all had high wine. Froze the ink also so we had to melt the ink piece by piece just to write this.

When the letter was done Walt said he wouldn't take the dog team out to bring you the letter and he wouldn't go out himself so it sat here. 'Bout four days later this old fellow came by with this thing that flew over the snow like a fox with its tail on fire and blowing dirty smoke and making so much noise that the ice broke off the roof, Dan our lead singer started singing, and that old bear that was holed up in a cave a mile or two north woke up.

Well we gave the letter to this fellow and he made so much noise that Lew, who was coming back from church, thought that the thing just had to be evil and pushed it into the lake. So we hauled that old fellow out and warmed him up. The old trapper from up on thrid lake named Malke came by on his dog sled and took the old fellow and our letter.

Pierie just came in an told us that we are going to rendezvous at Hidden Falls. Is he dumbed! We have to portage there over the ice and snow. Boy am I glad we have one good canoe. Our other canoe which we just bought for ten beaver is about five paddles long. Someone from back east bought it and came out here but didn't make it but one summer. I will tell you about that later. Our new canoe was built in 1926, that's about 100 years from now, and it needs a lot of work so you can help us with it this Spring. See you at the rendezvous!

Jock

An Invitation

From the International

Hawaiian Canoe Association

Here in Hawaii we have a special race in October of each year. The race starts from the island of Molokai, crosses over some 25 miles of open ocean and ends at famous Waikiki Beach. This race was first suggested by the writer and sponsored by Aloha Week Hawaii in 1952. Similar races were started in Southern California where there are numerous clubs and races.

The past race of 1977 saw forty-five canoes on the starting line, teams being from Hawaii, Tahiti, Japan and California. Each team composed of nine men with six in the canoe at a time, the other three relieving and alternating so as to make it not too strenous on each man and as a relay. The average time is from 6 to 7 hours.

The Hawaiian canoes are 40 feet long, with a beam of 22 inches and weigh 400 pounds with outriggers.

We thought of trying to interest some of your members to come to Hawaii in October on a vacation, to take part in one race and to see the festivities of Aloha Week. Your people can arrive here a week prior to the race and be given a canoe, instructions, etc. The experience of open ocean should be something different. We can send you more information, data, movies, etc., if you are interested and will be very happy to hear from you at your convenience.

Aloha,

A.E. Minvielle
President IHCA

WANTED

People willing to help restore an old 26' canoe. We need people with and without experience.

People needed to paddle a canoe
30' canoe holds 15 people
26' canoe holds 11 people
Total 26 people

THE BIG, LONG CANOE PADDLER'S JOURNAL

I TOOK AN IAN RICHARDS' WHITE WATER COURSE – AND SURVIVED!

by Steve Bush

Last spring after being out of the canoeing scene for twelve years, I purchased a canoe from Roger and Becky Rhodes (nee Becky Rom). I intended to introduce a few of my friends to the joy of white water canoeing and then later in the year take them on a two-week trip through the Quetico. I started out by explaining to them (three men and two women) all the strokes I could remember and then we went out to Lake Nokomis so that they could familiarize themselves with the techniques.

From there, it was off to conquer the Mighty Minnehaha. With my canoe in the lead, we entered the first riffle. But my bowman didn't understand when I yelled, "Draw right!" We got hung up on a rock and turned over. (That's right, folks. Peril in raging Minnehaha Creek.) Six hours and four miles later we had learned that we needed better teaching than I could provide. Fortunately, the next copy of the M.C.A. Newsletter arrived containing an article about Ian Richards' three-session course in white water canoeing. We were quick to sign up.

*

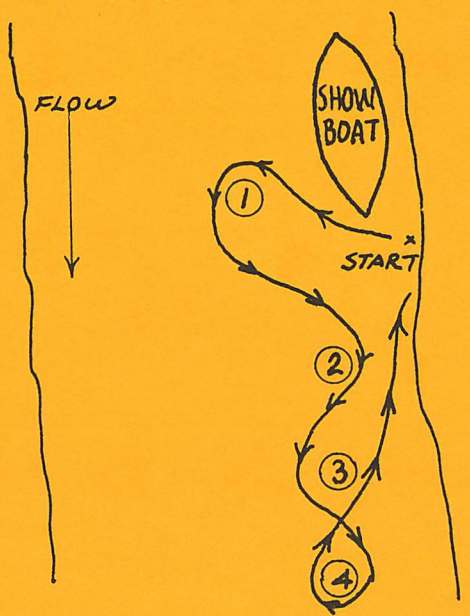
The first session was held where the University of Minnesota Showboat is moored on the Mississippi River. There were about 30 people there with every type of canoe and with every type of paddle – ranging from $1.98 discount cheapies to Buzz Peterson's handcrafted specials.

The experience of the paddlers was just as diverse. We ranged from an Ely wilderness guide to two people who had never been in a canoe before. None of us knew quite what to expect. We only knew that we were embarked on an adventure that would culminate at the awesomely named – HELL'S GATE.

Ian started out by explaining the strokes we would be using: the draw, pry, sweep, etc. He put into the water and showed how to execute the strokes and explained when and how they should be used.

You learn by doing so in we go. Kneel down in the canoe and paddle out from below the showboat. (Ian's plumber's knee pads don't look so funny any more.) The sternman's draw sets us up for the upstream reach for buoy #1. Oops! Straighten her out again. This is tougher than it looks. I thought the Mississippi was a *slow* river. Puff! Pant! I'm out of shape.

Buoy #1 is coming up. Draw down stream in the bow and up stream in the stern. Oops, again! (Remember to lean



down stream.) So we get around buoy #1 and head for #2. But we thought that going down stream you could relax a bit. That ain't necessarily so. We pointed for buoy #2 but the current carried us too far down stream, and it was all we could do – stroke, stroke, stroke – to make it between buoy #3 and buoy #4 – well, we make it all right – but it's a long paddle back to the others on shore because during the maneuver, we drifted some distance downstream.

So it went. The strokes were sloppy at first; but under Ian's tutelage, we got better each run. Ian has the patience of Job and the ability to be intense without being angry.

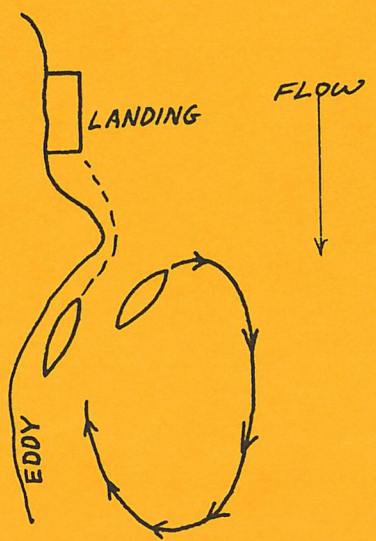
By the end of the day, we were all wet, all smiles, and all looking forward to three weeks later at Taylor's Falls.

*

Taylor's Falls was worth the wait. We put in at the boat landing just below the bridge and floated down to an eddy in a cover behind (downstream) an outcropping of rock. With all of us quietly sitting in our canoes in the still water, Ian went over the strokes again and explained the ways currents and counter-currents affect the canoe

We were reminded not to lean upstream (a mistake you can make several times until it sinks in – or you get damned tired of going through the labor of emptying a swamped canoe).

After a quick demonstration by Ian, we tried moving upstream out of the eddy, turning into the current, running downstream, and turning back into the eddy again. We kept doing it until we got dizzy. Ian got his exercise chasing the swamped



boats of those who couldn't or didn't keep their upstream gunwale up – or their downstream gunwale down. Never underestimate the power of any river or the need for precision when paddling your canoe upstream. That was a lesson brought home by our next maneuver: leaving the eddy to round the outcropping and gain the next eddy upstream.

For about three hours we practiced and re-practised eddy turns, cross-stream ferrys, and general canoe control. Then it was time to shoot the "falls".

The river was high and boisterous that day. Heavy water extended from the bridge to a 100 feet below the landing. Ian went first to show us how.

He and his partner dug in to get themselves centered on the big downstream V and shot down into the big stuff. The bow sprang upward as they hit each backroller in quick succesion. At the last and largest roller, the bow seemed to come up almost vertical and the canoe sank stern first in the chilly water. Ian and his partner swam off to the side to look for his paddle and observe his students' canoe rescue techniques.

But it was about that time that my partner and I started down the V. Oh Lordy! Those rollers were so much bigger and more powerful than what they looked like from the shore. Had they been any bigger, they would have been Class 4. (That's what Ian said.) It was touch and go all the way. All we could do was make headway and keep the canoe aligned with the current.

In a few seconds it was over and we had made it. We plowed through the rough

stuff and wallowed to the shore with three inches of freeboard. That means that we had an awful lot of water in the boat. It was an exhilarating experience, shooting the "falls". But the power of those waves made me worry a little about Hell's Gate.

*

It was raining as we put in on the Kettle River at Banning State Park. Nobody seemed to mind the rain as we crossed the river to check out Blueberry Slide. The "slide" is a 50-yard dog leg to the right. It's wide and wavey.

Ian decided that the best place to run it that day (the water stood at 2 feet and 4 inches on the scale) was on the outside of the arch. We put in the water and spread out to leave plenty of space between boats.

When our turn came, I forgot about the feeling in the pit of my stomach and headed down the left bank. Things go by pretty fast the first time out. Before we knew it, we were through Blueberry Slide and back in quiet water. It wasn't until we pulled out that we realized that we had shipped two inches of water.

Everyone dumped the bilge out and congratulated one another on making it through. The feeling in my stomach was gone. We were ready to take on the rest of the river. Mothers' Delight, the next drop, is a dog-leg left with a nice 2- or 3-foot drop over a ledge between two rocks. Start out toward the right bank in slightly choppy water. Down over the ledge between the rocks and into quiet water. After that you move to the left bank to dump water and pick a route down Dragon's Tooth. As we were looking at the Tooth, two men in a discount store plastic canoe swamped at Mothers' Delight. One of the men left the canoe (a definite NO-NO) and tried to swim to shore. The second guy was floundering with the canoe which was sinking because of ruptured floatation tanks. Ian was barely able to reach the sinking canoe before it and its owners were swept over Dragon's Tooth. The Tooth is a large, submerged rock (at least on this day it was submerged) that sets up an action like a front loading washing machine. Go over it and you might revolve there for a couple of days until bloating up and floating out. Fortunately, Ian got them out in time.

They had done almost everything wrong: they were paddling a leaky canoe; they were using paddles only 3-feet long; they had no idea what the river was like; and worst of all they wouldn't have known what to do with it even if they had good equipment and good information. They were like many others who have gotten hurt or killed trying a sport that is safe and fun if you know what you're doing.

After the men dryed out, they decided to learn what they could from Ian and accompanied us for the rest of the trip.

We felt thankful and a little smug for our training as we started down Dragon's Tooth. Dragon's Tooth is a 75-yard straight shot. A fast slick above the tooth with pleasantly large rollers from the tooth on down. Stay to the left and you won't even have to bail out at the bottom.

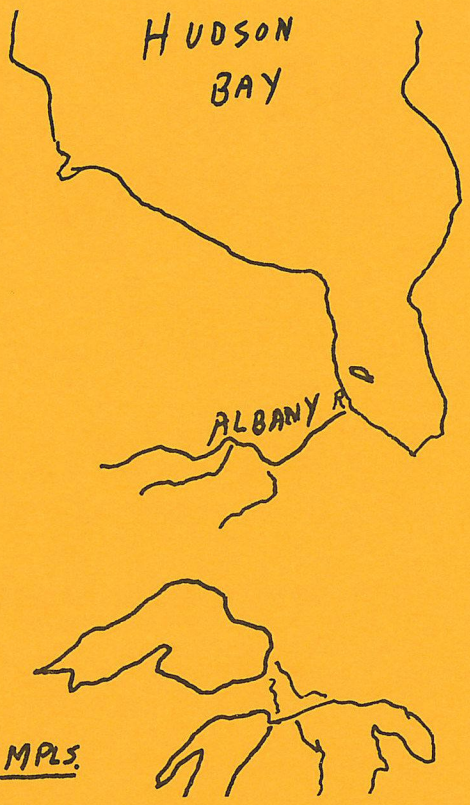


Anghor Wat is next. It's a long (about ¼ mile), wide and pleasant rapids that would be a boulder field at low water.

Below Anghor Wat we paused before the half-mile flat water paddle to Hell's Gate.

Hell's Gate is the most interesting of the rapids on this section of the Kettle. (Well, at least it's the most famous). It is a bodacious mixture of chopping water and exciting rollers. You start out on the left in fast water for 50 yards then take a sharp right around a submerged volkswagon-sized boulder, then down a fast chute, over a drop, and down to placid water and the end of the run.

Ian's course is an excellent one. It will take a true novice and teach him or her all they need to know to be a competent white water canoeist. It is advanced enough to offer a lot to people who already have some white water experience.



McCLOUGHAN'S ON THE ALBANY

by Robert McCloughan

The Albany River, located in north central Ontario, is a true wilderness river, available and affordable to many Minnesota canoist. It winds east 500 miles, through country inhabited only by Cree and Ojibway Indians, until it reaches Ft. Albany on James Bay.

Last summer my wife and I canoed the Albany. We camped on beautiful sites unused for decades and reveled in the knowledge that we were hundreds of miles from civilization. The trip's simplicity was the key - no extended travel to reach a jumping off place and no expensive fly-in charters to reach the river. In fact, the start of the river is just one long day's drive from Minnesota.

Osnaburgh House, a tiny Hudson's Bay Store near Osnaburgh Lake provides a logical jumping off point. Here, we left our car in the manager's care and launched our veteran Alumacraft.

High country, with fast water and beautiful falls, prevails on the first section of the river. The walley and northern fishing was great and the weather near perfect. The paddling and portaging on this stretch of the river is fairly easy and we were surprised at how soon we arrived at Ft. Hope, an Indian settlement about 120 miles from Osnaburgh Lake and one of the only two communities along the entire river.

At Ft. Hope, a community of about 600 located a couple hours paddle off the main channel, the Hudson's Bay Store provides food and supplies at fly-in prices (plum, 2/$1; bread, $1 for one loaf). We restocked and resumed the river for the next third of the trip.

Downriver from Ft. Hope the fishing is exceptional, especially right below the falls. High rocky campsites are easily found. Makokibaton, a 20 mile long lake, the longest on the river, is found in this section. After blowing down the lake, we camped on a small rock island, one of the many dotting the Albany's Lakes.

A String of 14 rapids and falls comes next, requiring a series of portages which become soggy and somtimes treacherous with rain. This is the section which the official Ontario trip description is referring to when it says that the Albany "will give the whitewater man all he can handle and make him welcome the somtimes too infrequent placid stretches."

With practice, we became more confident in whitewater on this stretch, sometimes avoiding short portages by running the rapids instead. By Saturday we'd become downright cocky. Launching into whitewater after a long portage, we didn't even bother to lash in our gear. Moments later, as we negotiated a shoot through what we later learned was Martin Falls, we spun on a rock and capsized. Shooting down the rest of rapids, our legs crashing against bottom rocks, we grabbed at our bobbing packs.

Then, from upriver, came John Baxter, a local Ojibway fishing guide, in his aluminum rowboat. He gathered our gear, set Sue in his boat, hauled us to shore, and handed us a pamphlet advertising his guide service. We camped and spent the remaining afternoon and evening drying clothes and bags. From then on, John Baxter figured prominently in our nightly fireside discussions.

Past the falls the river widens, the current quickens and the scenery changes dramatically. Now, instead of falls and rapids, rocky outcroppings and hilly terrain, the river cuts through clay banks topped with black spruce, birch and aspen.

Two more days and we reached the settlement of Ogoki, where we reprovisioned for the rest of the trip. An old Hudson's Bay Company site, high on a bluff across the river, provides a grandstand seat for life as usual in an Indian village.

Rainy weather tends to dominate the remainder of the trip through the Hudson's Bay lowlands. Here a swift current with no portages makes long distances possible; wind on this wide stretch is a constant threat.

Fossiliferous limestone can be found everywhere and in the late summer, thousands of geese are seen forming their great flocks.

The days blended together on this last section, until late one afternoon we arrived at Ft. Albany. Here, daily airservice took us south to Moosonee where we boarded a train for the long trip back across Ontairo.

Bob is willing to answer any questions you might have on the Albany River.

Write: Robert McCloughan
4020 - 18th Ave. South
Minneapolis, MN. 55407

Rapid Review

THE SCARED SURF

by Rebecca Aluni

(Author's note: This real-life story is dedicated to those paddlers who think boating is no laughing matter.)

Perhaps it was like the first time I stepped into an open manhole and landed hands first on the underground asphalt, breaking both wrists. Perhaps it was like one of the many times I tried to end it all by flusing down an overflow culvert only to find myself floundering in the metropolitan section of the Mississippi. Perhaps there is no decent analogy to how I felt the first time I found myself crammed into a kayak beneath the bridge at Taylors Falls, the recipient of a gentle, but steady pelting of pigeon poop.

After years of searching for the ultimate experience, I sat there and mustered up the lung capacity from somewhere in the recess of my rib cage to utter, slowly and nasally, "Ain't this the life?" I think at that particular moment I realized that this was only the beginning. I'd be able to experience similar sensations a countless number of times.

While perched precariously upon a large pebble, my maganaimous mood was such that I really didn't mind sharing my eddy with two Ding Dong wrappers and a banana peel. Watching the brown swirling water whip past, I waited my turn as a convoy of Coors cans and the partial corpse of a watermelon beat me to the surfing wave.

Seizing the first opportunity, I ferried up-stream, out from behind Rada's Rock. "This could be it", I thought, "the end of my search for the sacred surf."

Rasping and wheezing, coughing and hacking (no one had told me noseplugs cut off 50 percent of your oxygen supply), I flailed the paddle uselessly, The current grabbed by bow and ripped me off. "Rats, missed again!" I shrieked. Not only did I miss my angle, I blasted broadside into the surfing wave, where I overcompensated by doing an airbrace that Freddy Baby would have been proud of. I pulled myself together just in time to plop half-assed into the hole that claimed Karen's clavicle and dis-jointed P.J.'s nostrils. Words can't describe how I really felt as my bow was snatched by that suck hole, but it was something like having one chain on your swing set snap while in midair.

I must have been half dazed, slightly crazed or just plain amazed, otherwise, I'd have surely shut my mouth as that hellhole flipped me.

I didn't brace (reflecting on Karen's shoulder) and I did protect my nose (P.J.'s nose needed an extra lump to add character to his face). That amber water gushed up my open mouth, rushed down my throat and found nasal cavities I never knew existed.

Keeping all priorities in proper perspective, I braced my knees harder, kept a death hold on the paddle with my right hand, clutched my face with my left hand (that rock would not get my face without a fight) and tried to ignor my physical body telling my cerebral lump it was possibly drowning.

I wasn't spewed forth from that overgrown agitator totally unscathed. A healthy clip on the chin reminded me who was boss. I knew I was perfectly safe because I have remained inside the boat. All I had to do was:

a. Overcome the water in my lungs.
b. Ignore the pain in my jaw.
c. Transfer left hand from face to paddle.
d. Position blade angle and set up for a roll.
e. All of the above.

My choice was "e". I pulled off an all or nothing desperation roll. Focusing my bleary eyes on daylight, I saw I'd already floated past Joe's Rock, which had no less than six craft sitting in its ample eddy and two Big Water Associates relaxing on its pinnacle, caught up in what appeared to be their noon meal.

The only redeeming factor was this: I still had three mediocre standing waves to frolic in before hitting boiling eddys and then flat water.

As I portaged my boat to the car, physically spent, bent on hanging it up for the day, I knew I'd be back. You see, I'd been told by a water-wise, old-time kayakist that "as long as the grass grows, the wind blows and the water flows (through 2½ generators on the dam) the wave would be there, " waiting for me to discover what life is all about, finding the "sacred surf."



Swimming – and the Folly Thereof

By Tom Deschner
Washington Kayak Club

This is a confession. I swam a river last year. I have seen the light and I ain't gonna do it no more, honest. An I'm not going to do any more of those bad things either that I am going to tell you about. If you swim, then ol' man river's 'gatcha' and is apt to keep you.

I want to clear up some misconceptions. Last year I led a trip on the Middle–Middle. People shouldn't always follow the leader. I swam a long stretch of the boulder section. This produced some consternation in some of the boaters as they thought this was a boat trip, not a swimming exhibition. However, some of the other boaters took this as a patern to be religiously followed. Faithful Lois Irwin, true boater that she is, plunged into the foam and swam the dreaded house rock section. Lest any of you more impressionable boaters be led astray by this display of loyalty, please read on while I confess my sins. Don't do as I do, do as I tell you **not to do!**

I dumped. This failed to instill confidence in the group when they saw the leader swimming. However, to show them I was still very much in control of the situation, I grabbed for the boat to save it. Right? WRONG! Save the "bod" not the equipment. That plastic yellow banana that wraps itself around rocks wasn't worth saving. To make matters worse, I swam ahead of the boat to guide it down the rapids. Good technique? LOUSY! The boat paid me back for my good deed by crushing me against the first big rock we came to. Several hundred pounds of water in the boat makes a pretty good smasher. I recall that in this same river, Jack Tucker made a similar mistake which was fatal and here I was doing the same thing, almost.

So I let the miserable boat fend for itself, and not watching where I was going, plunged down a chute between two rocks. Ok? NOT OK! Me and the life jacket got stuck and for one instant, I became a human dam.

Now in a state of semi-panic I went bobbing down the rapids grabbing at any firm ground with my legs. Good? TERRIBLE! Underwater rocks smashed my legs. Crevices in the rocks could have caught and held me. As it was, I was lucky and got off with black and blue legs.

Shallow water at last, stand up. I did, and the fast moving water knocked me down several times, dragging my feet along the rocks on the bottom. What if my foot had caught? Bad news! I never could have held my head above water.

I got back in my boat and dumped again, but this time I rolled. Nothing like a miserable swim to improve your roll technique!

"Mea culpa, mea culpa, mea maxima culpa." The great river gods were forgiving this time, but may not be so benevolent the next time.

This message brought to you by one who has seen the light!

CONSERVATION

A BWCA bill which needs and has the full support of the MCA has been introduced in the U.S. Senate. It is very important that our new senators hear from us. We know that they will hear from those opposed to wilderness protection for the BWCA. Please write letters to:

Senator Muriel Humphey
Senate Office Building
Washington, D.C. 20510

and to

Senator Wendell Anderson
Senate Office Building
Washington, D.C. 20510

There are three important points to make in each letter. First, explain that you want the greatest possible wilderness protection for the BWCA, and why you have an interest in this area. Second, ask the senators to support the Clark Bill, S 1759, by joining as a co-sponsor. Finally, ask for a reply giving the senators view on the BWCA problem, and mention that this might influence your vote in the next election.

We don't know where either of our senators stand on the BWCA. If you do get a reply, let me know, and send me a copy if you can.

Brian Patterson
Conservation Director

Dear Canoe Association:

Could you advise me on the way to stabilize a canoe that uses a motor?

I have a Gruman 17' double point canoe with a side motor mount. I would like to use this with myself as the only passenger at times or with other passengers at other times. Presently I have an older 3 h.p. motor but plan to buy a 2 h.p. this summer.

When I am the only passenger, the front end rises far out of the water. I assume the only way to conquer this is to add weight to the front end, or to sit in the middle of the canoe. This latter solution creates problems in controlling the motor.

My more important concern is how to stabilize the canoe. A motor off-balances the canoe and, when running at top speed makes the canoe feel "tippy" due to the quickness with which it responds when turning.

I visited the boat show recently looking for a solution. No dealer gave me a satisfactory answer. It seems that some type of outrigger on one or both sides would offer the best answer. The outrigger offered by Gruman that has floats on both sides doesn't appear to be designed for what I have in mind.

Do you think an outrigger would work? Do you know someone who has done this? Are there plans available?

Attached is a drawing of what, in my mind, would work. I'd appreciate some advice before I give it a try.

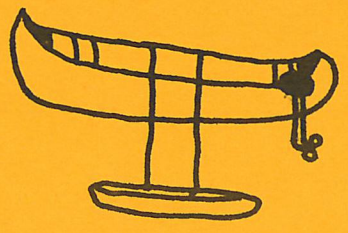
I read about your Association in last Sunday's paper. I'm hoping you've got some members that are knowledgeable about the questions I raised.

Thanks for any help you can give me.

Sincerely,

Allen Zumach
141 N. Morningside
Le Sueur, MN. 56058

I prefer not to get a regular boat (an obvious solution) since I don't want two boats around, and I enjoy paddling a canoe also.



Recently I have received several inquiries on classes or clinics the MCA will be sponsoring this year. Since I am a new board member this year and relatively new to the MCA I think the way to give the members what they want is to ask them what they do want. Here is a partial list of learning sessions that may be of interest to canoeists. Please indicate if you would be interested in attending a session and feel free to add any not listed. As far as "where, when and how much" that will depend on the number of responses received. Check your preferences and mail to:

MCA – Safety & Education
P.O. Box 14177
University Station
Minneapolis, MN 55414

Basics:	[ ] Basic canoeing skills
	[ ] Advanced canoeing skills
	[ ] White Water Skills – open or closed boat
	[ ] Selection of canoe & equip.
	[ ] Basic plant and bird identification
Trip Planning:	[ ] Equip. & Supplies selection– basic
	[ ] for BWCA(portages & other limitations)
	[ ] First Aid – Hypothermia – CPR
	[ ] Selection of stream, lake or river
Construction:	[ ] Wood strip canoe building
	[ ] Kayak building
	[ ] Restoration and/or repairs

Many of these sessions can and should be held before good canoeing weather starts so the sooner enough responses are received the sooner we can set something up. We'd like to have the info in March "HUT". These do not mean a firm committment on your part – we just need an indication.

Wayne Kurth

THE TRADING POST

Items for The Trading Post should be mailed to: Hut Editor
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014

Your ad will only run for one month and is free to members. HUT editors reserve the right to determine if ads are for a commercial venture and to charge the rate for space used.

FOR SALE:

Seventeen foot Tremblaz Verlite and Wood canoe in mint condition-$425

Easy Rider TSL 2 in good condition with all kinds of equipment-$200
Peter 890-0049

FOR SALE:

Two - 18½ foot U.S.C.A. Jensen competition cruisers. Sliding seats.
Number 63 - $225.00
Number 49 - $325.00
John Huelskamp
Winona, MN 507-425-1690

NEEDED:

Two experienced whitewater canoeists to complete group planning two and a half week trip on the Bloochvein River in Easter Manitoba during mid-late June.
Call P. Brennaman 690-5821



FOR SALE

MCA Epoxy, $15.00 per gallon. Nylon 67 inches wide, 4.2 ounce, $2.00 per yard. Call Larry Johns at 633-6734 and remember your membership card.

AVAILABLE:

Coaching & training for beginning marathon racers. Karl Ketter 636-8116.

FOR SALE–

MCA Resin and Fiberglass cloth
Polyester resin with catalyst . $7.75 per gallon
4 oz. cloth, 50" wide. . . . . $1.60 per yard
7½ oz. cloth, 50" wide . . . . . $1.70 per yard
7½ oz. cloth, 60" wide . . . . . $2.00 per yard

Rules for purchase: Call ahead and schedule pick-up time. Payment by check or money order to Minnesota Canoe Association. Bring a valid membership card.

DEPOTS

Bob Brown	432–7557	Apple Valley
Don Busch	222–5760	St. Paul South
Walt Jones	488–4570	St. Paul North
Betty Ketter	561–2208	North Minneapolis

FOR SALE: SUPPLIES FOR STRIP CANOE BUILDING
WOOD: Redwood, W. Red Cedar, Sitka Spruce
STRIPS: Complete stock for ready pick up
TRIM: Gunwales, thwarts, seats, yokes
MISC: Glue, screws, staples, etc.
FOR RENT: Strongback and forms
CONTACT: Bill Knudsen, 488-1932

MINNESOTA

Discovered by the Voyagers–
CANOE IT YOURSELF.
SAWYER–WINONA–JENSEN
CADORETTE–CLEMENT–SAWYER–
BENT–Quik-N-Easy, Omega, Seda

Ch. 19-22
"Canoe Lady"



CANOEING

Canoes, Paddles, Accessories, Sales & Rentals.

Send me a card telling about your canoe trip, where you went, time, water level, put in and take out, and if someone in the area helped you (cost, name, address, phone). In return I will have the card on file, so when you call the next year to ask for the name etc. I will have it for you and our river rat friends.

Betty L. Ketter – 101–79th Ave. N. Mpls, MN 55444.

Send for free catalog

Eastern Mountain Sports Lob Pine

SPECIALISTS IN QUALITY BACKPACKING, CAMPING,
MOUNTAINEERING AND CANOE EQUIPMENT

HOURS:
MON. – FRI. 10 A.M. – 9 P.M.
SAT. 9 A.M. – 5:30 P.M.



MAD RIVER CANOE

GRUMMAN

OLD TOWN



1627 WEST COUNTY RD. 'B' ST. PAUL, MINNESOTA 55113 (612) 631–2900

MINNESOTA CANOE ASSOCIATION
HUT AD RATES

1" on Trading Post Page $5.00
¼ Page . . . . $30.00 . . . 6 – 150.00 . . . . 12–300.00
½ Page . . . . $50.00 . . . 6 – 250.00 . . . . 12–500.00
Full Page . . . $80.00 . . . 6 – 400.00 . . . 12–800.00

Your ad will reach over 1500 avid outdoor type people who ski, fish, canoe, hunt and sail. Over half of this number live in the Metro Minneapolis and St. Paul area, another fourth throughout Wisconsin and Minnesota, and the rest all over the nation. Let HUT help you sell your product or service.

Midwestern Fiberglass Products

P.O. Box 247 Winona, Minn. 55987
Phone: (507) 454-5430

Manufacturer of the **We-no-nah Jensen**

Canoes made for the serious canoer.

Jensen Designed RACING CANOES

14' – C-1 U.S.C.A. JENSEN
17' – We-no-nah
18' – JENSEN U.S.C.A. standard
18½ – U.S.C.A. Jensen competition cruiser

Northern Mn. Dealer–Robin Baker, Cohasset, MN – 218-328-5191

Central Mn. Dealer–Ketter Canoeing, Mpls., MN 612-561-2208

Southern Mn. Dealer–Straight River Canoeing, Owatonna, MN – 507-451-0325

MINNESOTA CANOE ASSOCIATION
P.O. Box 14177
University Station, Minneapolis, MN 55414
Executive Secretary: Lew Miller
Phone 612-784-7667

Bulk Rate
U.S. POSTAGE
PAID
Permit No. 615
Minneapolis, Minn.

TO:
The most indispensable
person in our Association –
A MEMBER

MEMBERSHIP APPLICATION FORM

Make checks payable to, and send payment to the
Minnesota Canoe Association, P.O. Box 14177
University Station, Minneapolis, MN 55414

Age _____ Sex _____ No. of years canoeing _____ Occupation _____

Own canoe? _____ Type _____ How many others in your family canoe? _____

Status (check one) [ ] New membership [ ] Renewal

Type of membership (check one) Single [ ] Family [ ] Supportive [ ] Contributing [ ] Life [ ]

Chapter Affiliation – 1. Brigade du Canots Du Nord 2. Cascaders 3. Marathon 4. 3M 5. Hiawatha

CLASSIFICATION OF MEMBERSHIPS – Single $8 – Family $10 – Supporting $25 –Contributing $50
Life Membership $100.

Name _____
(Last name first)

Address _____

City and State _____

Zip Code _____ **Telephone No.** _____
(Our publications will not reach you without zip code)

Name _____
Address _____
City & State _____
Zip Code _____
Telephone _____