HUT

CANOEING IN THE MIDWEST

A PUBLICATION OF THE MINNESOTA CANOE ASSOCIATION

July – August 1978

TAKE YOUR CHILD ALONG – AND ENJOY IT

Reprinted from Illinois Paddling Council Newsletter



The writing of this article was prompted by the recent drowning of a new canoeist and "good" swimmer at the Lincoln Park Lagoon. The canoeist was paddling with his two children when his new canoe tipped. None of the occupants of the canoe wore PFD'S. The father drowned after saving his children.

We were experienced canoeists before we were parents. Therefore, it was important that our children also enjoy canoeing. To reach this goal I have formulated some ideas which may be helpful to other parent-canoeists:

1. Adults should not take children canoeing until the adults are skilled in handling a canoe. Beginning canoeists – leave your children at home until you know what you are doing! Water classification should be consistent with the ability of the adult paddlers.
2. EVERYONE in the canoe should wear a PROPERLY fitted, PROPERLY fastened P.F.D. Your panicked child (in a PFD) can drown you if you don't have that extra flotation. Regardless of water condition or swimming ability the adult should wear his/her own PFD so that the child will respect the need for his/her PFD.
3. For your children short (one hour) trips near home will be intriguing and fun enough that they will want to go again. Whining and fussiness means boredom has set in. The trip is too long and return trips will be dreaded rather than craved. Provided with a comfortable canoe seat or pair of cushions some small children will sleep. These trips should also have many breaks for exploring. They will no doubt be much shorter and slower than you are accustomed to making.
4. Children should be separated from each other in the canoe and have their own seats. Our children have been placed in off-the-floor seats in the middle of the canoe or on make-shift board seats tied to the thwarts. It is important to stay off the floor to stay dry. When one adult and two children occupy a canoe the children may sit on the bow and stern seats while the adult paddles the canoe from a kneeling position in the center of the canoe. Preferably children should be in a position to paddle when and if they want to. Even the very young child should be provided with his own paddle and canteen of water.
6. Have plenty of food and drink in the canoe even on short trips.
7. All canoeists, especially children, should have hats to shield themselves from the sun. Use an elastic chin strap to keep the hat on the head.
8. Carry dry clothes, warmer clothes, and rain gear. Wet, cold children are miserable children and make you miserable too!
9. How do you prepare you and your children for the dump that may come eventually? Take your canoe to a pool or quiet lake (Strip Mines) and swamp it with you and your children inside. Prepare them for what you are about to do. Make sure that everyone has his /her PFD fastened and empty all extraneous gear from the canoe. Swamp gradually - notice that the canoe still floats. Explain to your children that they will be safe hanging on to the upstream end of the canoe (to keep from beging crushed by the canoe as it bounces off objects) until you or another adult can rescue them. Then proceed to rescue yourselves. (It might be good to have another canoe along just in case you need help.) This is a good time to also teach your child (and review for yourselves) the feet up floating position which prevents entrapment in rocky streams. Of course, it would be nice if all canoeists were excellent swimmers, however, they are NOT! Therefore, this swamp technique is a must for good safe family canoeing.

Have a good safe time canoeing with your children and soon you will become a two canoe family!

Lynn Snarr

"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.

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Within the Minnesota Canoe Association are several groups that have formed because of special interests or geographical location.

The Voyageur group owns two large canoes, 30 feet and 26 feet in length, has monthly cruises or meetings and enjoys paddeling the lakes and larger rivers. They will race anybody. The Marathon Chapter is made up of individuals who like to race. The MCA began out of the efforts and experience of these expert canoeists. The Cascaders are made up of gals and guys who are fond of white water and kayaks. They are a large active group that has activity meetings and cruises throughout the year.

Each of these groups has a small membership fee in addition to the MCA membership. If interested in one of the groups, contact the representative listed on this page or write care of the MCA.



CALENDAR

AUG. 23 WEDNESDAY

Cascaders General Meeting at Wendy Joy Nutter's. Barbecue and keg beer followed by water games. More details inside.

AUG. 26-27 SAT. & SUN.

Savage International Slalom and Wildwater races in Maryland. Bob Schuetzler et al., will be going out. Call 331-5284.

SEPT. 23 SATURDAY

Color Cruise on the St. Croix and Builders Contest.

SATURDAY SEPTEMBER 23 COLOR CRUISE

Our annual color cruise will begin at about 10:30 a.m. on Saturday, September 23, at the boat landing in Interstate Park (Minnesota side).

Shuttle service will be provided by the Voyageur Chapter.

The cruise will take from 4 to 5 hours including time spent for a lunch break at the Osceola bridge. Bring your own lunch.

A feature of the trip this year will be an endless supply of soft drinks and the contents of a keg distributed as you float from the 30 ft. Voyageur canoe. Catch us if you can!

We will arrive at O'Brien State Park in time for the Builders Contest.

BUILDERS CONTEST

The annual MCA Canoe builders Contest will be held following the St. Croix color cruise at O'Brien State Park, September 23.

Any MCA member may enter any canoe or kayak built during the past year.

Judging will begin at 5:00 p.m. by all members present.

The six classes are as follows:

CLASS 1.Cedar or Redwood Strip Canoes
CLASS 2 . . Long Distance Racing Canoes
CLASS 3 .Fiberglass Hull Cruising Canoes
CLASS 4 . .Decked Whitewater Canoes or Kayak
CLASS 5 . . . . . .Restored Classic
CLASS 6 . . . . . .New Design

No entry fee – Certificates are awarded to winners of each class. Silver Cups to first place winners in classes with five or more entries.

Builders need not be present.



FRASER

Many MCA members have strong feelings about the use of the BWCA. Don Fraser, a long time advocate for protecting the BWCA, is seeking election as senator from Minnesota. Fraser faces challanges both in the September 12th primary and in the November 7th general elections. His opponants in both elections are receiving support from the snowmobilers and motor boaters and other anti-wilderness forces. One of the best ways to make your feelings known is to give all the support you can to Don Fraser NOW and show that a politician who stands up for the environment can survive. Call (612) 339-9547 or write Fraser Senate Committee, 410 Marquette Ave., Minneapolis, MN 55401. Your help is needed NOW, not after the elections. Thanks.

Frank Mabley



Cruising

by John Krack

River levels continue to be good, though other summer activities have been encroaching a bit on paddling for some of us. The Kettle has been running 1½ feet to 2 feet lately – not spectacular, but great for playing in holes and practicing rolls on a warm summer day. (Also, the Hell's Gate section is a good "one-car" run, as the shuttle can be run with one car, as follows: Put in at Banning State Park and leave car there. All boaters paddle down through Hell's Gate. The driver ties his boat to the back of someone else's, and hikes back upriver to get the car. His partner tows the driver's boat downriver to Robinson Park in Sandstone. The driver takes the car to Sandstone, where all boaters reunite to go home or for another run.)

Taylor's Falls has been pretty high, as has the Vermillion. I haven't hear reports on the Wisconsin rivers, but I suspect they're pretty good also.

On May 20/21, Gregg Kelley, Greg Larson, Jim Nelson, and myself ran the Wisconsin Brule through the ledges. The water and weather were ideal for playing holes and surfing waves. Gregg, Greg, and Jim are new paddlers this year, and are coming along really well. Except for a few leaks in the commercial polyester boats and a late arrival in the Cities, the trip was a rousing success.

The Rhinelander trip was pretty sparsely attended, but Larry Johns and I decided to go for broke, and ran a stretch of the Mighty Pelican. In addition to the hazardous rapids, we had to fight off mosquitoes and hodags the whole way down. The rest of the weekend, we sat around the cabin and drank beer. A stop at the Club 8, this side of Ladysmith, for roast beef sandwiches and HORSERAD–ISH hot enough to curl your toenails capped off a fun weekend. Too bad you all missed it.

Most of the summer cruises are pickup affairs where several people get together and decide to go paddling. If you'd like to know about any of these that I hear about, give me a call (566-1984 (H) or 633-6170 ext. 3231 (W)

For those of you interested in the Kettle, up-to-date information on the level can be obtained by calling the Park Office at Banning State Park. The number is 1-245-2668. The river is pretty tame from 1–2, gets interesting from 2–3, and begins to get tricky above 3.

FARIBOLYMPICS CANOE RACE REPORT

Douglas Sumner

The 4th annual canoe race at Faribault was held May 21. For a change the weather was beautiful with not even a whisper of a breeze to make waves and yet not too hot. Only problems with sunburn were noticed. Times of the racers were much better than in years previous. In the racing class some close contests developed that were close for the duration of the race. The course was 11 miles long and started on Cannon Lake at the park. From there racers went west to Warsaw and then back the length of Cannon and Wells Lakes over the portage around the dam and down the river into Faribault to end on the NE corner of town by the woolen mills. The spectators enjoyed the event also as there were a number of places to view the racers as they progressed. As can be seen by the entries the MCA racers were represented well.

One suggestion that was received that may be incorporated in this race next year is to hold a 3/27 class open for cash and a 4/32 class open for trophies. Comments anyone? The race is getting very well received in Faribault by the businessmen so this race will probably be around for awhile.

Detailed results are as follows:

I Racing Class – 11 Miles;Time
1. Kare Lid and Demar Hahn;
Park Rapids, MN;1:16.30
2. Gerald Hidde and Stu Bastian;
Elk River & Princeton;1:20.53
3. Jeff Howe and Rich Hendrichs;
Minneapolis;1:21.43
4. Tim and Jeanne Block;
Rochester;1:24.31
5. Allan and Greg DuBois;
Cottage Grove;1:26.45
6. Tom and Larry Johns;
Fridley;1:27.16
7. Rebecca Rockwell & Larry Johns;
Minneapolis;1:28.43
8. Dale and Steve Hennek;
Mankato;1:44.02

II Junior Traditional – 6¾ Miles;Time
1. Brad Jordahl & Scott Keller;
Faribault;1:06.05
2. John Kriedeman & Ron Lotzer;
South Haven;1:13.27
3. Tom Keller & Dan Palan;
Faribault;1:21.52

III Mixed Couples Trad. – 6¾ Miles
1. Doug Sumner & Pat Locnikar;
Faribault;1:12.52
2. Jan Sanderson & Carol Horak;
Aurora & Brookings S.D.;1:15.35
3. Lowell & Mary Huber;
Sandy Point;1:22.09
4. Joyce Daugaard & Alan Krueger;
Faribault;1:43.45

V Men's Traditional;Time
1. Dean Walsh & Darrell Bruns;
Park Rapids;1:03.47
2. Warren Thunstrom & Mike Bens-
Majerle – Mpls.;1:07.23

VI Business Class – 5½ Miles;Time
1. Peterson Law Office;
Gary Peterson & Glenn Holman;53.25
2. Pluemer Chevrolet;
Paul Miller & Dan Ableman;:55.45
3. Larson Electric;
Ollie Larson & Mike Cooper;:56.42
4. Jim & Joe Clothiers;
Jim Borwege & Gary Lazars;:57.57
5. Midland Coop.;
Ron Elzen & Mike Dulae;:59.28
6. Matejcek Impl.;
Ed Matejcek,& Herb Engler;1:01.30
7. 1st N.W. National Bank;
Paul Kemper & Dan Kingsley;1:01.41
8. State Bank of Faribault;
Art Meland & Hartley Schendel;1:04.5
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TRAVELS WITH THE EDITOR

– EMS LOB PINE

The summer shopper at EMS Lob Pine in Roseville has gotten accustomed to stepping around, over, and between the piles of lumber, canoes, and all kinds of goods. By the time MCA people read this it will all be over and Lob Pine will be new – at least different.

All the change is due to a new manager Dania Whiting and his assistant in charge of inventory control Debbie Burke. Both come with years of experience from Eastern Mountain Sports Burlington store. And, of course, the whole idea is to make the store a better place to shop and easier to manage.

The only thing to go downstairs for is to pick out a ski package, watch your binding being mounted, choose a tent, or attend one of the many classes Lob Pine plans to offer.

Everything else is on the top floor. A new book corner, easy to get at boxes of small goods, clothing, and everything else you've always known Lob Pine to have is there.

So stop just for a visit, its one of the cities best places for that. Besides they have a good sale going on till August 24.

TRIP REPORT:

NAMEKAGON RIVER

by Walt Jones

For some people canoeing is a hobby. For others it is a disease, and as with other maladies it usually begins with a slight fever and is highly contagious.

Early symptoms of the disease generally develop about the first of March when the patient takes a good look at his canoe to check it for damage from the year before. Further symptoms continue to appear during the cleanup of canoe and repair of any small damage and the annual paddle varnish.

Then comes the planning of a trip to explore the mysteries of a river – to follow it around bends as one would a new path.

Canoeing and camping are hobbies that go together. The thought of tenting beside running water becomes an obsession that must be met. He reads of coming cruises in Hut, selects one or more, and begins to put his gear in order. Tent, sleeping bag, stove, pots & pans, paddles, poncho are all checked. Then the long phone calls and the questions of where, when and who.

It was just this process that brought six canoes to the Howell Bridge site on the Namekagan River on Friday Eve July 7, 1978. It was the river that gave the six couples and one young lady named Alex their joy, their high spirits. It ran high and clear from the rain soaked hills speaking its own quiet language at near flood stage, offering rapids and shallows where neither existed before for the appreciative group. Each ripple, eddy, and rapid has its own voice calling from under the stern, beside a rock around a bend "come enjoy".

The Namekagan is one of the few that have been chosen by the National Parks as a scenic waterway. Slowly the cabins are being removed as the river becomes one of only nineteen rivers in the nation to receive this protection. It is the largest tributary of the St. Croix, called by the Indian – Place of the Sturgeon. Red and white pine, oak, and maple trees make a fall trip one of great beauty. We see a doe, a blue heron, an eagle, an ospry, mink and otter. Through the tent walls comes the hoot of a great horned owl and the more rapid chumping of the whet owls.

Yes, it's a disease, but what a way to go!



"THINK A GUY COULD GET STUCK IN ONE?"

PHYSICS FOR WHITE WATER

by George Weed

After spending an afternoon canoeing at Taylors Falls, I started thinking about the force on a canoe by the river. I was thinking about the ultimate mishap: a swamped canoe wrapping around a rock, or just hitting a rock.

Everyone knows the force on the swamped canoe is measured in tons. I wanted to find out how many tons. This is an academic question. But I thought it was a bit interesting.

To start, I went to my physics text book and dug out Newtons second law. The law states: The force is equal to the mass times the acceleration. (F=m.a)

To put this into usable form, acceleration is the change in velocity over time. So: a=V2–V1 /(over) T

The units that are used are:

Velocity (V) – feet per second
Time (T) – seconds
Mass (M) – pounds
Force (F) – poundals
Acceleration (A) – feet per second2

Now everything can be put together. There is a canoe 17 ft. long, 3 ft. beam, 1 ft. deep. To be conservative, let's say the length without air chambers, etc. is 14 ft. The volume of the canoe is 14 x 3 x 1 = 42 ft. 3

Water weighs 62 pounds per cubic foot. The weight of the water in the swamped canoe is: 42 ft.3 x 62 lbs. = 2604 pounds. Now add 70 lbs. for the canoe. The total mass that must be stopped by the rock is 2674 pounds. M=2674 lbs. The acceleration must be figured out. Let's say the river flows at 5 mph. This is about 7.33 ft. per sec. When the swamped canoe hits the rock the velocity drops from 7.33 ft. per sec to 0 ft. per sec. The average velocity is 3.66 ft. per sec. The canoe might be distorted (bent, broken, folded, or all of the above) so the canoe will stop in about 1 ft. The time required to travel 1 ft. at 3.66 ft. per sec. is .273 sec.

Now "A" can be figured out. Going back to the equation A=V2–V1/T V2=0 ft. per sec., V1=7.33 ft. per sec., T=.273 sec. So, A=7.33 ft. per sec/ .273 sec. = –26.8 ft. per sec2. The sign of "A" is negative because the canoe is slowing down. Going back to the formula F=M x A we get F=2674 lbs. x –26.8 ft per sec2. 71663.2 lb-ft per sec2 71663.2 poundals

To convert poundals to pounds of force one more operation must be completed. 1 lb. Force = 32.2 poundals.

So, 71663.2 poundals/(over) 32.2 poundals /lb. force = 2226 pounds of force. (a pound of mass is not the same as a pound of force. Confused? It is simpler in the international system: meter–kilogram – second.)

One other interesting thing is that these 2226 pounds of force are always being exerted on the canoe. This is not like a car hitting a wall where the force is exerted for a fraction of a second.

To end, it should not be suprising that forces this great are possible, but that canoes stand up as well as they do.

Editors note: I didn't mess with the figures George has provided for us here because I dropped out of physics before I flunked it. Now nobody needs to be told what will happen to a person caught between the canoe given above (which was bent, broken, folded or all of the above) and said rock in the river!!

After all of the help and information we've gotten from the MCA - both from the club and from various individuals - we hope to contribute a bit and help others in the same way. Therefore, a description of our canoe hauling methods. Please feel free to edit or change as necessary. The ideas aren't brilliant, and few of them are original, but together they've worked well for us. We finally got away from the basket full of ropes, bungie cords, carpet pieces and foam blocks.

When figuring how to haul your canoe consider several things: a) The canoe MUST be safe and secure against movement side to side, up and down, and front to rear. This is the most important point - for the safety of other motorists as well as for the canoe. In addition, the rack b) should easily haul more than one canoe, c) should be quick to install, load, and unload, d) should be adjustable for different cars, secure against theft, not mar the car too much, and be as cheap as possible.

The Quick and Easy carrier brackets have all of these advantages with only one disadvantage: you must have rain gutters (sturdy ones) on the car.

PARTS LIST

(1) set, 2 pairs, Quick and Easy cast aluminum brackets. Betty Ketter (561-2208) has them for about $20 per set. EMS Lob Pine also carries them for the same price.

(2) 2x4's, 7–8 ft. long. pine, fir, or redwood or cedar if you're fancy. $3-8

(8) 5/16 or 3/8 eyebolts, approx. 1 in. ID eyes, w/nuts and washers. $5

About 40 ft. of 3/16 or 1/4 in. soft flexible braided nylon line, NOT plastic or polypropylene line – it's too stiff, won't hold a knot, and stretches too much. ($3-4) 7-10 cents /ft.

(4) harness snaps – the kind with a sliding pin moved by a small button $2

Sponge or rubber-an old ensolite pad, rubber conveyer belting, or a $0–10 couple rolls of 1/4 or 3/4 sponge weather-stripping. Total $33–47

Construction is simple and can be done in a couple evenings - one evening if the Big Trip is tomorrow at 5 a.m.

1) Clamp the brackets to the rain gutters as far forward and rearward as possible while keeping the brackets close to level - this will depend on the curvature of the rain gutters. Bolt the 2x4's to the brackets with 3 8x3 in. carriage bolts. Drill holes in the 2x4's to fit the different vehicles you will be using.

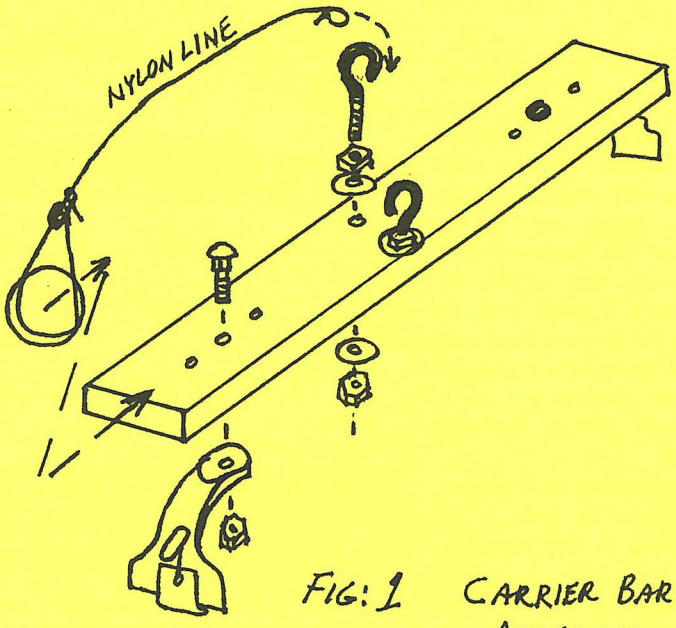


FIG: 1 CARRIER BAR ASSEMBLY

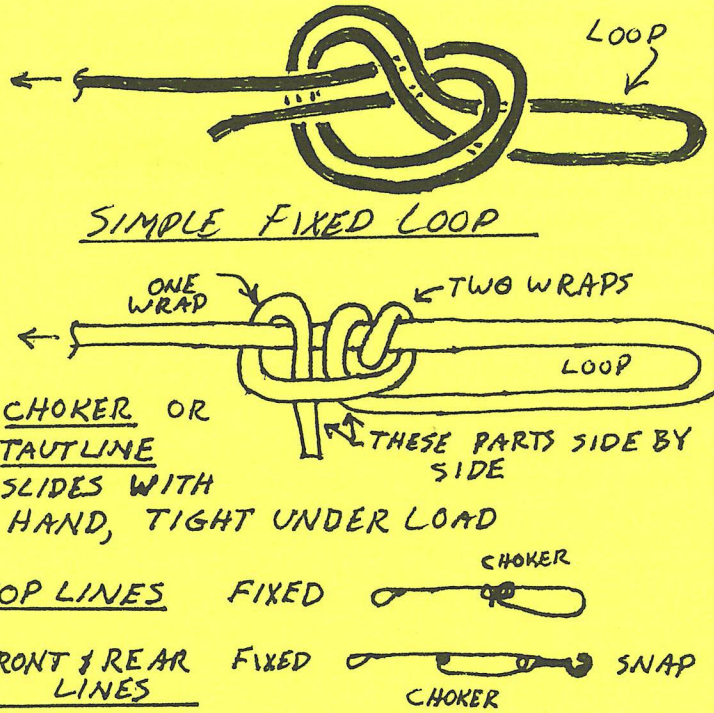


FIG. 2 LINES & KNOTS

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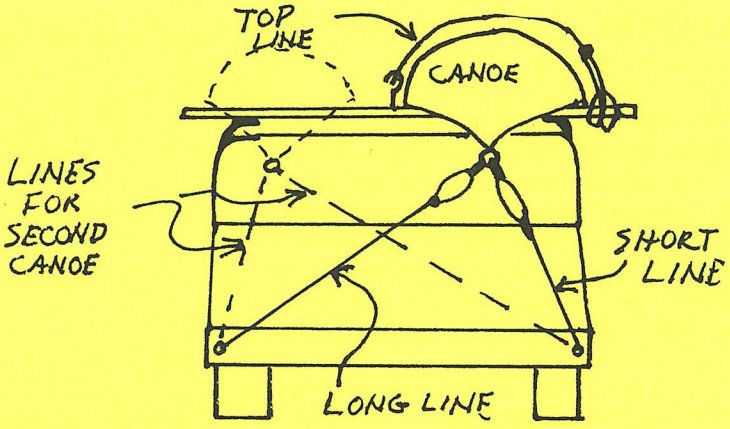


FIG. 3 FRONT OR REAR VIEW OF CAR

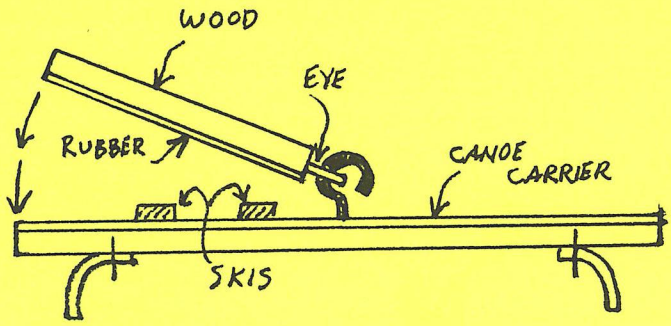


FIG. 4- SMALL BAR TO CARRY SKIS



7) If you've made it this far, you'll realize they're easier to build and use than to describe. To load things up: a) Slip the fixed loop of a top line over an eyebolt in the center of the 2x4 - pulling towards the side away from the opening in the eye–and throw it over the top of the canoe. Make 2 turns around the end of the 2x4 and tie a choker around the main line about 8–10 inches up from the 2x4. Once these loops are tied and adjusted, don't untie the knots to remove the canoe. Just slide the choker all the way down then use that slack to slip the two turns off the end of the 2x4. b) Slip the front and rear lines over the eyebolts on the bumpers and snap the other end onto the eyebolt on the canoe. Tighten by sliding the choker down the line and that's it. If you're really cramped for trunk space, tie the paddles to the thwarts inside the canoe with elastic shock cord, and put life jackets etc. in a duffle bag and tie that up inside. Carry extra line for tying on another canoe on the other side.

8) Removing the eyebolts in the center of the 2x4's makes them into good plywood, lumber or paneling carriers. For the ski season make two shorter top bars of wood and foam rubber, with an eyebolt sticking out one end. This hooks onto the center bolts and clamps the skis (3 pairs of touring skis per side) tightly down to the 2x4. See Fig. 4. Fasten the outer end down with a hasp, draw latch, webbing or rope wrapped around, etc.

Again, it is easier to make and use than to describe. It takes about 3 minutes to put the carriers on the car, load the canoe, and tie it down. None of the knots are tied or untied to load or adjust the canoe. It's easy to check and tighten lines at gas stops, and the canoe is tight, even in gusty sidewinds. We hope it works for you as well as it has for us.

Sincerely,

Kevin & Jane Johansen
4125 W. 31st St.
St. Louis Park, MN 55416

MINNESOTA BRULE REVISITED

by Henry Kinnucan

On Saturday, September 3, 1977, eight boaters - Alune, Rada, Breining, Wexler, Martin, Blinde, Cary, and Kinnucan - had the good fortune of participating in a rare event: paddling the Minnesota Brule in the "off-season." I for one, was ecstatic. Imagine paddling excellent whitewater in the Midwest with air temperatures above 60 degrees F! Even the somewhat scrapey water level of 9" did not dampen my enthusiasm.

John Wexler took on Sauna Bath with more guts than finesse, allowing the river to push him over rather than around a large boulder marking the end of sauna bath. Besides Greg Breining having to spend a few frantic moments beating the waters of an eddy midway through his run, the rest of the party ran Sauna Bath without incident.

Second Island Drop was in Wexler's words " a piece of cake, " and was run on either side of a protruding river right rock.

Those who failed to remember the sneak route made the nasty portage around Canyon Falls even nastier-the trick is to keep as close as possible to the river while walking along its canyon walls.

Tom Aluni used the only keeper-sized hole in 3x3 Flume to demonstrate his paddle twirling and hand-bracing skills. I personally see no connection between paddle twirling and river running ability and demonstrated my disgust for this bit of showmanship by ploughing broadside into him from upstream. Although I flipped and skinned my knuckles in the process of rolling, I had the satisfaction of fulfilling a certain duty. Les Martin, after developing the courage to enter the hole, lacked the strength to exit gracefully. His boat, paddle, and body were successfully reunited some distance down-stream.

Devil's Kettle elicited the usual amount of awe and speculation. The consensus seemed to be that anyone failing to catch that last eddy should aim for the rock ledge midstream (assuming it is above water) and hope that the boat hangs up on it. (S)he should then wait for a helicopter to extract her/him from the rocky ledge. In any event, one would not want to be river-left of the rock. This would dump the boater right into the Kettle. Legend (fact?) has it that a container of blue dye was dumped down the Kettle in reemerges. It is still a mystery.

The most exhilerating part of the Brule is the section between the put-in below Devil's Kettle and Sewer Pipe. The water developed and abundant. The holes are significant--especially at higher water levels. Lower Falls is contained in this section and was scouted from river right before running for the benefit of the newcomers to the river. Les Martin had a vary smooth run here, perhaps benefitting from observing the seven previous runs.

The rest of the river, including Sewer Pipe, was run uneventfully.

Since we failed to get on the river before noon, it was close to six before getting off. Consequently we were feeling some chill. However, for those of us whose fond memories of running the Brule are intermingled with numbing recollections of frosty April mornings and frozen wet suits must regard this as a small price to pay for the magnificent opportunity of being able to run a North Shore river in early September.





TRIP REPORT:

WEST BRANCH

MONTREAL RIVER

by Terry Quam

In high water this river could be one of the most exciting grade III runs you'll ever see. Unfortunately, you're as likely to find this river full of water as you are to see Bob Schuetzler win a race. Out trip was an exception.

For a good trip there needs to be a substantial amount of water going over the Gile Flowage dam. The day of ours, there was only a trickle, and consequently all four boats suffered extensive damage.

Despite the constant sound of cracking fiberglass, we still managed a good time. Some of the fun included:

1. Watching George Jensen get eaten up in a hole below Gile Falls. (By the way this falls isn't on the map. However, if You're planning a trip up there, for a nominal fee, one of us may be able to remember where it is.)
2. Watching Dave Blinde swat mosquitoes with a kayak paddle. This wasn't too exciting until one grabbed the paddle and smacked him back.
3. Watching Dan Murphy try to avoid boat damage (which wasn't easy considering there were more rocks than mosquitoes) and comments from Jensen while at the same time trying to negotiate the sale of his boat to Jensen.
4. Watching the camera man (whose name is being withheld pending notification of next of kin) film several exciting runs through the gorge only later to discover there was no film in the camera.

A somewhat accurate description of the river can be found in WHITEWATER; QUIETWATER. Read it carefully if you plan to make this trip. Be prepared to do some scouting as some of these drops are the healthiest grade III (according to the book) drops I've ever seen. All are runable though.

After the trip we headed for Duluth to eat. There we met, by accident, long time kayakers Andy Westerhaus, Rick Gustofson, and Ralph Beer. They had just ridden bicycles from Minneapolis to Duluth in one day.

In summary, our boats looked like those bikers rear ends felt after this trip.

Building

I received a letter with a few hints that I would like to share.

I would also like to encourage anyone to share with us their building hints.

The letter I am sharing is from Mike Zapf in St. Cloud. Mike has built several boats including the one pictured on the cover of the May Hut.

Maybe some day he will share his secrets on how to do that fancy overlay.

Bob Brown

Hello Bob,

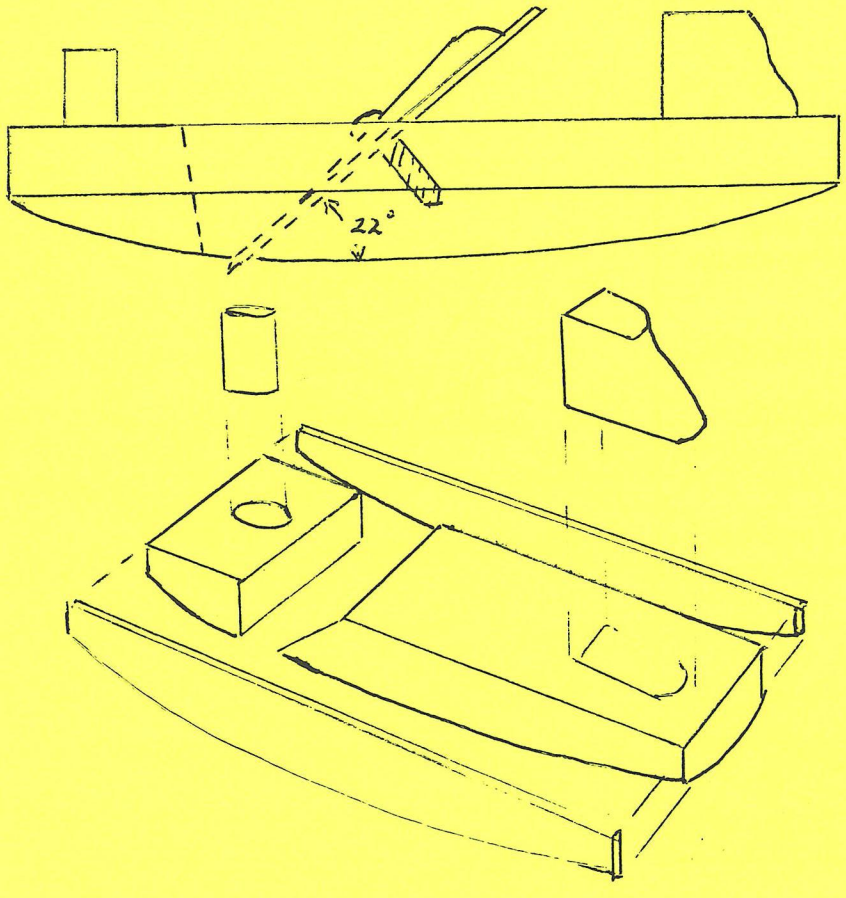
In the May issue of the Hut you talked about helpful hints for cleaning out the inside of a strip canoe. I have a couple that have worked well for me, so I'll pass them on to you. To keep my sanding discs from tearing out in the middle, tearing at the edges etc. I simply back the disc with denim from a pair of worn out jeans. The disc remains flexible and the strength is increased tenfold. Try it you might like it.

The next one is a tool I made to help carve out the inside. I made a wooden plane, with the bottom shaped like a rocker instead of being flat. So it ended up rounded from side to side as well as from front to back. I used birch for the body and the blade from an old block plane ground down to fit the contours of the inside of the canoe. One nice thing about a wooden plane is the fact you can shape the bottom to fit by trial and error as you use it. Believe me, it really works, cuts your sanding time down to a third and shaving don't get in your eyes, nose and mouth either. They say a picture is worth a thousand words so i've tried to draw one for you. If you can't use or it isn't clear enough let me know and I'll try to do better.

A lot of us i'm sure, forget to wipe away the glue on the inside with a damp cloth as we strip our way along. It sure helps not to have all those globs of glue on the inside later on.

I hope some one can use these ideas and thanks for the nice column in Hut.

Mike Zapf
1714 Woodland Road
St. Cloud, MN 56301



FRIENDLY LETTERS

In the June issue of "HUT", page 4, Mississippi Mud, was an item of special interest to us as we are the couple referred to by Ketter and Howe.

However, we are not the ones Betty Ketter remembers of the Aquatennial Race days, as we have lived here for only five years. Wish that race would be revived!

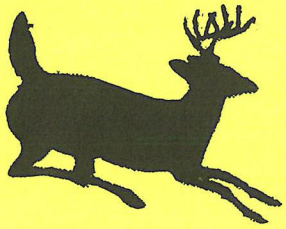
We enjoy visiting with canoeists (as we do a little ourselves) and invite all who come by to stop in for a chat, fresh water, or a cup of coffee.

We are on the West bank 9 river miles from Jacobson, NOT Palisade as the article stated. The River from Grand Rapids to Aitkin is a pleasant, easy trip.

Two of our many interesting River acquaintances were young women who started from the Park, and made it to New Orleans. They wrote us several times and were featured by St. Paul and St. Louis papers.

Again, we extend an invitation to river travelers, especially MCA members.

Sincerely
J.L. Adams
Route 2
Jacobson, MN 55752



We now have sixty members in this chapter, twenty five have built new strip canoes, two kayaks. The building we were in has been torn down by HUD, we are in another building and there are five canoes in different stages of being built, we have five forms there, and three outside the building at members homes being used.

We have monthly meetings in fall, winter and spring and on the river during summer. Some members are building paddles also.

Ardel Gorman, Desert Chapter

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Hints from Hilda

Hilda Dumpsalot, well-known Pacific Northwest kayakesse, gives this month's safety tip. Hilda, in an exclusive interview with Bulletin reporters, said, "Always keep your boat under you."
(From Washington Kayak Club Bulletin, October '77)

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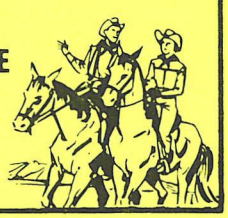
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