ISSN 0739-7445

HUT!

MINNESOTA CANOE ASSOCIATION INC. June 1984 / Volume 20, Number 6

CALENDAR OF EVENTS

(FMI= for more information)

CALENDAR RIVER RATING CODE

example:**@Q,I-A (trees,cold)**

@ = code following
Q = quiet water; **W** = Whitewater
I-A = skill level required: **B**eginner, **N**ovice, **I**ntermediate, **A**dvanced
( ) = special conditions requiring rating

JUNE

GOVERNOR'S CRUISE
2 Saturday @Q,B,
St.Croix River
FMI Al Gustaveson (612)778-8525.

DULUTH/THUNDER BAY FRIENDSHIP GAMES
2-3 Sat-Sun, Thunder Bay, Ontario
Racing, seminars, activities
Bi-centennial celebration
*Reservations, Rick Luck (218)724-7992

CANOE & KAYAK DEMO - LAKE NOKOMIS
2, 16, 30, Saturday, Noon to 4:00 P.M.
Midwest Mountaineering (612)339-3433.

BANNING RAPIDS OF KETTLE RIVER
3 Sunday @W, N-I,
Beginning Whitewater Class Graduation
Survivor's party following.
FMI Paul Rem (218)645-3538.

CAMBRIDGE CANOE RACE
3 contact: Mark Pocrnick
531 So. Dellwood
Cambridge, MN 55008

MEDFORD STRAIGHT RIVER CANOE DERBY
3 contact: Medford Civic Club
PO Box 8, Medford, MN 55049

COME PADDLE A VOYAGEUR CANOE WITH US
5 Tuesday 6:30-9:30 PM
Lake Nokomis, Minneapolis
FMI See back page.

MONTHLY DIRECTORS MEETING
6 Wednesday 7:00 - 10:00 P.M.
All members welcome.
Minnesota Federal Savings & Loan
1200 Silver Lake Rd., New Brighton

HOIGAARD'S 2ND ANNUAL CANOE DERBY
7, 14, 21, 28, and July 12, 19
contact: Jerry Kassanchuk
245 Paisley Lane
Golden Valley, MN 55422

FLAMBEAU RIVER
8, 9, 10 Fri.-Sun. @W,N-I, Class I-II.
Leader Steve Olson (612)435-7584.

TWIN PORTS UPPER CLOQUET RIVER
9 Saturday @Q,N, easy rapids
Meet 8 AM Tim & Carol Sundquists
*reservations call (218) 724-4143.

CROW WING RIVER
9-10 Sat-Sun @Q,B,
Shell City to Nimrod.
Leader Bill Marcoullier (612)789-0074.

RAPID RIDERS BUSINESS MEETING
13 Wednesday 7:00 P.M.
Coffee House Extempore
Cedar & Riverside Aves. Minneapolis
FMI John Wexler (612)722-7069

CANOE SELECTION: LEARN THE BASICS
13 Wednesday 7:30 P.M.
Midwest Mountaineering (612)339-3433.

EFFICIENT PADDLING-BASIC
16 Saturday 10 A.M.
Basic canoeing course
Showboat landing on Mississippi River.
FMI See canoe class article inside.

HUT!

HUT! is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940s as they won four Aquatennial canoe races. It was adopted as the title of the MCA magazine because it symbolizes the teamwork and coordination necessary for effective canoeing.

HUT! is the monthly newsletter of the Minnesota Canoe Association, Inc. Copyright 1984, all rights reserved.

HUT! STAFF

Winnie DauSchmidt, *Editor* **Jim Robinson,** *Ass't. Editor*

Deadline For Each Issue:

Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: Winnie DauSchmidt, Editor, 1679 W. Minnehaha, St. Paul, MN 55104.

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Austin, MN 55912
(507) 433-7465

John Wexler
Rapid Riders & Kayak
2923 16th Avenue South
Minnepolis, MN 55407
(612) 722-7069

CALENDAR OF EVENTS

TWIN PORTS GRANDMA'S GET-A-WAY
16-17 Sat-Sun @W,N-I
White River, Greg's cabin & sauna
*reservations, Greg (218)727-7242

FARIBAULT CANOE RACE
17 contact: Faribault Lion's Club
Faribault, MN

SUGARBEET DAYS CANOE RACE
17 contact: Lanny Miller (612)329-3906
Renville, MN 56284

MAP & COMPASS READING COURSE
18 Monday 7:00- 10:00 P.M.
HTC Central 6300 Walker St
St.Louis Park, 55416
For fee information (612) 920-4122

RAPID RIDERS PROGRAM
19 Tuesday 6:30 P.M.
Picnic and Whitewater Canoes;
Dealer displays, try different boats
Hidden Falls Park, St. Paul
FMI John Wexler (612)722-7069

OLDER WOMEN'S CANOEING WEEKEND
22-24 Friday-Sunday
Women 50 years+, no experience necessary, comfortable camp.
FMI Woodwomen, (612) 870-8291

3RD ANNUAL
SNOW LAKE INTERNATIONAL CANOE REGATTA
23,24 contact: Arlene Robinson
International Canoe Regatta Committee
Snow Lake, Manitoba ROB IMO

ST CROIX RIVER
23-24 Sat-Sun @Q,B,
Taylors Falls to Stillwater,
Easy cruise;
Camp at Wm. O'Brien State Park.
Leader Mike Gilman (612)428-4400.

KETTLE RIVER
24 Sunday @W,N-I, Class I-III.
Leader Greg Pothoff (612)894-4480.

BIG FORK RIVER
29 to July 4 Sat-Wed @Q,N-I
Long distance paddling;
moderate whitewater; canoe camping.
Leader Al Gustaveson (612)778-8525.

CLOQUET CANOE RACE
30 **Contact: John Widell**
P.O.Box 135, Duluth, MN 55801

TWIN PORTS GARDNER'S DAWN DIP
30 **Saturday, Park Point to Barkers Island**
7:30AM meet at Park Point Boat ramp.
Breakfast at Radisson/Tour Whaleback.

FLIN FLON TROUT FESTIVAL
30 **July1,2 contact: Stephanie Jarvis**
343 Queen Street
Flin Flon, Manitoba R8A 0M8

JULY

CANOE POLING INSTRUCTION
1 **Sunday 11:00 A.M. - 4:00 P.M.**
Coon Rapids Dam on Mississippi
FMI Burt Levy (612)729-8874.

READING WHITEWATER SLIDE PRESENTATION
2 **Monday 7:30 P.M.**
by Burt Levy of MCA
At Midwest Mountaineering(612)339-3433

GRAINBELT DOWNSTREAM CANOE RACE
- ST. CLOUD
6 **Contact: Doug Severson, Route 5,**
Sherwood Shores, St. Cloud, MN 56301

MANKATO BEND OF THE RIVER DAYS
CANOE RACE (MCA)
7 **contact: Dale Hennak**
Route 7, Box 307, Mankato, MN 56001

RESCUE CLINIC
7 **Saturday 9:00 A.M.**
Sand Creek at Hwy 21 in Jordan MN
FMI Bek Craig (612)929-9454 or article

MONTHLY DIRECTORS MEETING
11 **Wednesday 7:00 - 10:00 P.M.**
All members welcome.
Minnesota Federal Savings & Loan
31 9th Ave.S., Hopkins

MINNESOTA RIVER
14 **Saturday @Q,B,**
Belle Plaine to Chaska, Easy Cruise,
Leader Mike Gilman (612)428-4400.

EFFICIENT PADDLING-BASIC
14 **Saturday 10 A.M.**
Basic canoeing course
Showboat landing on Mississippi River.

MISSISSIPPI RIVER TRASH CLEANUP
14 **Saturday,**
Showboat Landing to Navy Island
Organizer-Mississippi River Revival
FMI Bill Zachman (612)874-8139

RAPID RIDERS PROGRAM
17 **Tuesday 6:30 P.M.**
Picnic and Kayaks; dealer displays
Hidden Falls Park, St. Paul
FMI John Wexler (612)722-7069

ESKIMO ROLLING
17, **19, 24, & 26. Evenings Tues. & Thurs.**
Summer sessions at Lake Nokomis
FMI contact Mike Pease (612) 222-3191.

COME PADDLE WITH US
18 **Wednesday 6:30-9:30 P.M.**
Try paddling different canoe styles
Lake Nokomis, Minneapolis
FMI See back page.

ST. LOUIS RIVER
20,21,22 **Fri.-Sun. @W,I-A, Class III.**
Leader Mike Pease (612)222-3191.

COOK TIMBER DAYS CANOE RACE (MCA)
21 **contact: Dave Culbert**
Box 158, Cook, MN 55723

STATE VFW RACE
21 **contact: Douglas Sumner**
Rt 1 Box 129D, Telemark Road
Dundas, MN 55019

MISSISSIPPI RIVER
22 **Sunday @Q,B,**
Camden to UofM, Aquatennial time,
Leader Jim Robinson (612)588-5402.

8TH ANNUAL SKI-HUT/KZ10 CANOE CLASSIC
22 **contact: Scott Neustel**
1032 East 4th St., Duluth, MN 55805
alternate contact:Jim Wheeler
1910 E. 3rd St., Duluth, MN 55805

ELY CANOE DERBY
28 **contact: Piragis Northwoods Co.**
105 N. Central Ave., Ely, MN 55731

AUSABLE MICHIGAN CANOE RACE
28 **contact: Karl Ketter**
1957 Lake St., Roseville, MN 55113

A SUMMER PLEASURES CANOEING EVENT
30 **Monday 6:30 - 8:30 P.M.**
Mississippi south of Broadway Bridge
St. Anthony Locks to U.M. landing
Mpls. St.Paul Magazine & MCA event
FMI Jim Robinson (612)588-5402

TRADING POST

WANTED:

#2 or #3 Duluth Packs. Call **Steve Heimer at (612)423-2898.**

Used (racing) C-1 or C-2 for training purposes. **Tom Maier (612)253-4881.**

FOR SALE:

Wenonah Advantage Solo. Foam-core kevlar, excellent condition, $595.00. **Call Steve Piragis in Ely (218)365-6745.**

18'6" fiberglass Mad River T-W Special with cane seats and ash gunwales. $450. 17' Old Town Tripper $300. Call **Boyd at (612)729-4022.**

Olympic Flatwater kayak, built by Kayak Specialties, MI. Includes paddle, spray skirt, and travel cover. $500. **Mike (612)647-9911.**

18' WE-NO-NAH Canoe, WW II, Kevlar, Best offer over $500. **Timothy (715)262-5197.**

13'2" C1 (decked whitewater canoe). Max type C1 with flotation and spray skirt. $200. **Jess Fauchier H-(612)537-4907 or W-(612)540-6578.**

Duluth Pack and Stuff bag liners. Finally, plastic liners sized right and made tough for canoeists. $.29 to $3.29. **R E I ,35W & 98th St. exit, Clover Shopping Center, Bloomington, (612)884-4315.**

Challenging canoe trips for women; Noatuk River, Alaska (in the Brooks Range and the tundra) July 23-Aug.16; White Otter Wilderness, Ontario, June 24-July 13. Call **Woodswomen (612)870-8291.**



RESCUE CLINIC

by Bek Kragh

While reentering the swift current your canoe becomes off balanced and capsizes. What if....

...your capsized canoe is pushed by the current against a rock and held there so strongly that you and your partner can't make the boat budge?

...your partner becomes pinned between the boat and the rock?

...your partner tries to stand in the swift current and his shoe becomes wedged between rocks. He loses his balance and is held underwater by the force of the current?

Whitewater paddling has its own special kinds of magic, but it also has its own special kinds of dangers.

On Saturday, July 7 the Rapid Riders chapter will be conducting an MCA clinic to teach rescue of people and boats from pinning and entrapment situations on a river. The morning will be spent learning about river hazards (like broaching, foot entrapment, holes, dams, strainers, and waterfalls), prevention, and ways that ropes, boats, and other basic river gear (like throw bags, Z-line drags, tag lines, and Telfer lower) can be used to free boats and people who are trapped - dam/hole rescue, rescue upstream of a hazard, rescue of a vertical pin.

Knowing theory and skills are not enough, however; the rescuer also needs leadership, organization and lots of good common sense. In the afternoon participants will have plenty of opportunity to test what was taught in the morning; to succeed, fail, critique, and try again by responding to a variety of simulated rescue situations.

How valuable are these rescue skills? In the month of April two pinned canoes were rescued on Rapid Rider cruises. A thousand dollars worth of paddling equipment was retrieved that was unrecoverable by other immediate means. Of greater value is having the knowledge and skill to potentially save another paddler's life.

Bek Kragh, Rescue Instructor, sets up a Z-drag to remove a pinned boat at the bottom of the third drop on the Peshtigo River. This is just one of many essential techniques you will learn in the Rescue Clinic.

WHAT: River Rescue Clinic
WHEN: July 7th, 9 AM - 5 PM
WHERE: Sand Creek Jordan MN at Hwy 21 wayside rest
COST: $10. to MCA members. Mail to: Paul Rem, 1845 W. Larpenteur, #16, St.Paul MN 55113.

Bring yourself , your boat, personal paddling gear, a throwbag rescue rope, a bag lunch, and carbingers (if you have some). Bring a dish for the potluck supper at Bek's cabin 3 miles away; drinks, dishes, utensils, stove and refrigerator are provided.

The Education & Safety committee is seeking donation, or lend, of canoes and/or kayaks suitable for rescue simulations (plastic, ABS, beat-up aluminum).

Questions? Call Bek Kragh (612)929-9454

EFFICIENT PADDLING CLASSES

- Burt Levy Education & Safety Director

In Efficient Paddling-Basic you will learn: various safety procedures, how to trim your boat, how to match paddle length to your body and boat, boat control, how to get the most out of your stroke, how to switch paddle (yes, there is an alternative to J-stroking), and many other tidbits of information that will make your paddling experience more enjoyable.

Efficient Paddling-Intermediate will take the techniques you learned in basic and help you refine them to the point where paddling becomes more of an art than a chore.

Either class costs only $5.00 for MCA members. Efficient Paddling-Basic is scheduled for June 16, and July 14. Exact dates have yet to be set for Intermediate, but we will have sessions in June and July. All sessions will be held at the U of M Showboat Landing, starting at 10:00 A.M. and will last 5-6 hours. Sleek-lined cruising canoes will be available for rent at a minimal charge for those who don't have boats or for those who would like to try paddling a more efficient canoe. Participants are asked to bring a snack, favorite beverage, and plenty of quarters to feed the meters. You can sign up by contacting Burt Levy, 4000 40th Ave. S. Minneapolis 55406. (612)729-8874.





(612)561-2208
101-79th Avenue North Minneapolis, Minnesota 55444

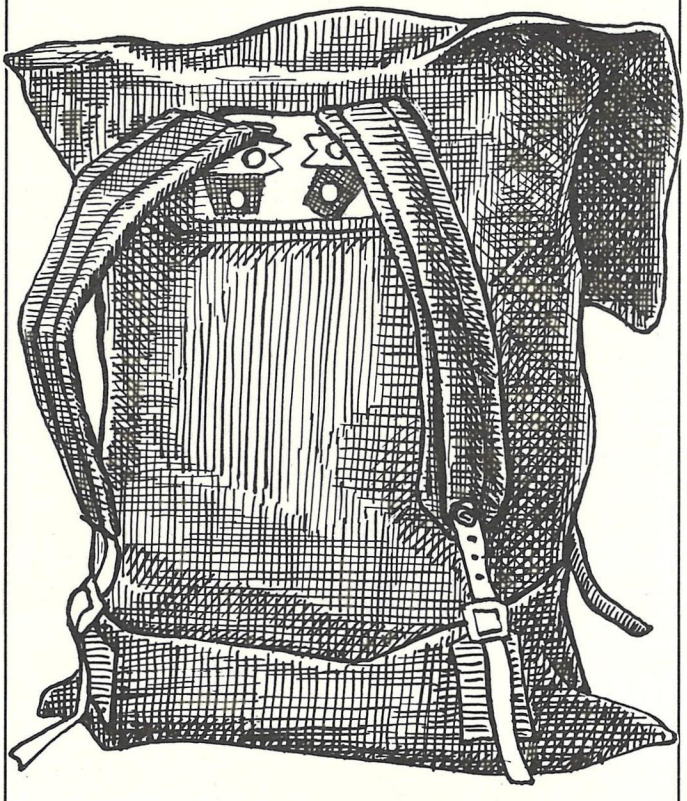
Before we sold any canoes, we paddled them. Before you buy any canoe, you paddle it.

CANOES: We-no-nah, Sawyer, Peterson, Jensen. Racing, Training, solo, tandem, cruising, expedition, rentals and sales.

PADDLES: Cadorette, Peterson, Waddell, Hidde, Clement, Gray Owl, Bents, straight, lightweight, laminated wood.

EQUIPMENT: Custom canoe covers, sliding seats, footbraces, yokes, Quik-Easy carriers, foam blocks.

The Strongest Canoe Packs are at REI



Look and compare—REI's Canoe Packs are two of the strongest, most water-repellent packs available to you today. Made especially for us, they carry all your essentials for any expedition. These 8 oz. urethane-coated, nylon packs are protected by a 10" "boot" of 15 oz. treated canvas. Features industrial strength double-stitching, padded leather shoulder straps and trim, double copper rivets, inside map pocket, and flap closing with chrome buckles.

#3 Canoe Pack—7,000 cu. in. **$74.95**
#4 Canoe Pack—11,000 cu. in **$79.95**

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Sat. 9:30 a.m. to 5:30 p.m.; Sun. 12:00 noon to 5:00 p.m.
• Rentals Available •

CRUISE-HOT-LINE (612) 379-7073

MINNESOTA CANOE ASSOCIATION
&
NORTH STAR SKI TOURING CLUB

THE DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER

President: Rick Luck, 18 W. Owatonna Street, Duluth, MN 55803 724-7992
Cruising: Liz & Fred Freeman, 525-6486
Whitewater: Sue Marsh, 879-5581
Racing: Jim Wheeler, 722-8010

Shakey spring weather has forced a few changes in the spring schedule, but then thats nothing new for boaters. The phones were ringing the morning of the Trout Scout when we woke up to snow and 30 mph winds. The consensus was that it was one thing to have to paddle in those conditions when you are already out and it gets nasty, but to knowingly leave a nice warm house and voluntarily paddle in something like that.....well it seemed to border on masochism. We were all surprised to learn that Dave Spencer ended up meeting 7 other crazies and they paddled the river. They claim the wind turned out to be a tailwind and the weather broke to be a nice day, (in Brule), but I'm not sure they've convinced too many people yet.

The next regularly scheduled outing will be the June 9th paddle on the upper Cloquet. With the Trout Scout all but canceled, this should be a great replacement for it. It will be a good opportunity for getting the club together as a whole and paddling a relaxing river that is within everyone's abilities. The weather should be nice, a few bugs will be out by then but bring some repellant and you won't have a problem. Remember, we're asking you to call Tim or Carol Sundquist (218)724-4143 if you're planning on going.

If you can't make the upper Cloquet trip, give Greg Furtman a call (218)727-7242 for his White River outing the following weekend (June 16-17). Remember Greg's got the hottest sauna south of Ashland. Either trip will get you some good paddling and there's nothing that says you can't do both.

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President: Karl Ketter (612)636-8116/561-2208
MUD Editor: Jenny Graham (612)729-3475
Membership: Steve Nelson (612)822-4164/333-5336
Rookies: John Wexler (612)872-8282.

The long distance racers aren't waiting for warm weather they are out on the river limbering up their muscles. If you aren't out there 'cause you don't know where they are, (or if you are a potential racer who would like to join them), just read the following weekday training schedule, call ahead for details, and head for the river. Most start about 6:00 P.M. and extra partners are available at most runs.

Mondays:

Minneapolis - Rookie Racers, UofM Showboat Landing. Karl Ketter (612)636-8116.

Fairmont - Ward's Park on Chain of Lakes, 1st & 3rd Mondays of each month. Scott Akeny (507)526-5740.

Blue Earth - Roadside Park off old Hwy 16 in town. Scott Akeny (507)526-5740.

Grand Rapids - Rookies, Pokegarra Dam on Hwy2 west. Maren&Jim Hagen (218)326-8757.

Tuesdays:

Anoka - Old Crafty Racers, County Fairgrounds Landing on Rum River. Steve Peterson (612)753-2921.

Owatonna - For rookies, juniors, and experts. Morehouse Park. Larry Kreisel (507)451-0325.

Wednesdays:

Minneapolis - Solo night (C-1), Camden Landing, 42nd Ave. N. west side of Mississippi. Jerry Kassanchuk (612)541-9810.

Rochester - Lake Zumbro, Bill & Marge Gardner (507)281-4355.

Duluth - Rowing Club on Park Point, Jim Wheeler (218)728-3368.

Thursdays:

Anoka - County Fairgrounds, Rum River Landing, Jim Macken(612)427-1513/378-2132.

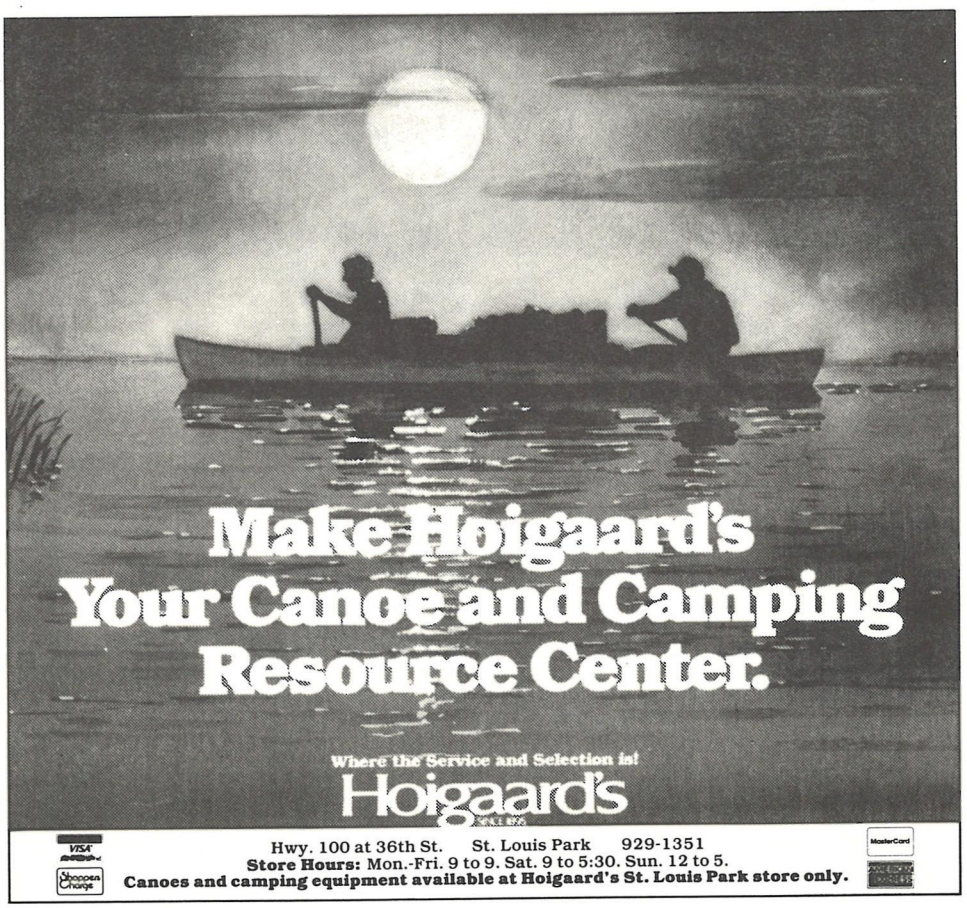
Hastings - Prescott Beach off Hwy 10, Walt Hirshey, 437-7424 or Al DuBois 623-7723.

Princeton - City Park, Tom Nolz.

Fridays:

Minneapolis - Juniors, Betty's Landing. Warren Thunstrom (612)780-3284 or Shiela Johnson (612)729-3475.

Sartell - Public landing west bank north of paper mill. Tom Mier 253-4481.



JUNE IS RIVERS MONTH

PROCLAMATION

Whereas: The State of Minnesota has been blessed with more than 10,000 lakes and 93,000 miles of rivers and streams, providing almost unlimited opportunity for canoeing; and

Whereas: The canoe has played an important role in the State's history, serving the Indians, voyageurs and explorers, early settlers, and today's recreationists; and

Whereas: Minnesota has more than 120,000 registered canoes—more than any other state in the nation; and

Whereas: It is important to recognize and celebrate our canoeing heritage, our nearly unlimited opportunities for canoeing, and the important contributions that canoe manufacture, sale and use make to the economy of Minnesota;

Now, therefore, I, Rudy Perpich, Governor of the State of Minnesota, do hereby proclaim the State of Minnesota to be CANOE CAPITAL of these United States.

GOVERNOR'S FAMILY CANOE DAY

June 2, 1984 on the St. Croix River

THE HONORABLE RUDY PERPICH
GOVERNOR OF MINNESOTA

INVITES YOU TO THE SECOND ANNUAL
GOVENOR'S FAMILY CANOE DAY

Starting at 10:00 a.m.
INTERSTATE PARK at TAYLOR'S FALLS

Ending 12:00 noon
OSCEOLA BRIDGE REST AREA

BRING A PICNIC LUNCH!

SPONSORED BY
Minnesota Department of Natural Resources
and
The Minnesota Canoe Association

FMI contact Al Gustaveson (612) 778-8525

CROW WING RIVER CRUISE

Bill Marcouiller

How about a weekend family trip on a pleasant semi-wild river in west central Minnesota. The Crow Wing River can fill the bill. An MCA outing is planned for the Crow Wing on June 8th and 9th. On Saturday we will paddle from Shell City Campground to Huntersville Forest Campground and from there to Nimrod on Sunday. There is no whitewater to speak of, but there will be some rock dodging on the Sunday paddle.

The Crow Wing is a forgiving river for the novice and a satisfying experience for all canoeists.

Camping is available both Friday and Saturday nights at the Huntersville Forest Campground. Shuttle will be arranged from there. If you are going or want more info call Bill Marcouiller (612)789-0074.

WELCOME NEW MEMBERS

Erick Ajax	Minneapolis MN
Charlene Allert	Minneapolis MN
Jan Amberson	Minneapolis MN
Michael Andrews	Burnsville MN
James K Barnett	Cottage Grove MN
Philip Behrend	Minneapolis MN
Bob Berkemer	Ridgeland WI
San Dieguito Boys & Girls Club	Solana Beach CA
Carl Bublitz	Minneapolis MN
Roy Camp Jr.	Rockford MN
John Carlson	Rosemount MN
John P Case	Wayzata MN
Harlan E Clark	Excelsior MN
Mark S Cline	Minneapolis MN
Michael Close	Maplewood MN
Jan Clymer	Minneapolis MN
Bryant R Dunshee	St Paul MN
Margretta Dwyer	Minneapolis MN
Peter R Fleming	Minneapolis MN
Steve Fowler	Bloomington MN
Diane Gamm	St Paul MN
Russell Goebel	Staunchfield MN
Louis M Gottwalt	Pierz MN
Jay Hanley	Minnetonka MN
Linda Harriman	Green Bay WI
Gary D Hipple	St Paul MN
Mona Hoffman	St Paul MN
Kenneth J Janusz	Hugo MN

Robert Kemp	Bloomington MN
Floor Kooyman	Plymouth MN
Kevin Kujawa	Minneapolis MN
Joel J Kuntz	Minneapolis MN
Kris Latare	Burnsville MN
Monroe M Lindgren	Anoka MN
John Marquardt	Mewaygo MI
Russell Martin	Minneapolis MN
Wayne R Martin	St Louis Park MN
James D McCarty	Burnsville MN
Gary Merritt	St Paul MN
Steven J Michaud	Oakdale MN
Ruth Ann Mitchell	Hastings MN
Wayne Munday	St Cloud MN
A E Murray	Lino Lakes MN
Larry Myers	Plymouth MN
Bob Nassauer	St Paul MN
Dave Neson	Golden Valley MN
Paul Nelson	Richfield MN
Steve Neumeyer	Edina MN
Nancy Nielsen	New Brighton MN
Mark Odegard	St Paul MN
Barbara Olson	Minneapolis MN
Mark Pocrnich	Cambridge MN
Arthur Pratley	Mound MN
Susan Rester	St Paul MN
J V Robidoux	Fridley MN
Steve Schaefer	Red Wing MN
Susan Schik	St Paul MN
Robert J Schmidt	Minneapolis MN
Edward C Schneider	St Paul Mn
Caroline Scully	Minneapolis MN
Linda Seidel	Hastings MN
Byron Selbrede	Superior WI
David M Setran	Minneapolis MN
Alison Sheridan	St Louis Park MN
Dennis Silkworth	Bloomington MN
Paul Sobania	Rice MN
Paul V Sundquist	Minneapolis MN
Ronald Szews	Brooklyn CenterMN
Marlene Tatman	Windom MN
John E Thomas	Minneapolis MN
Lynne Tonsfeldt	Crystal MN
Joe Voels	Coon Rapids MN
Steven Yanisch	Minneapolis MN

LIFE MEMBER

Paul Stephan	Pine City MN

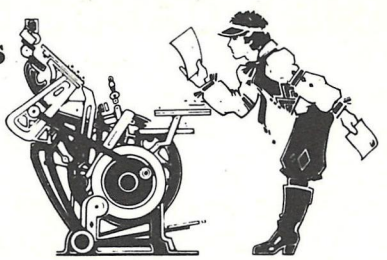
SUPPORTIVE MEMBERS

Michael Andrews	Burnsville MN
Holace Nelson	St Paul MN

COME PADDLE WITH US!
TANDEM & SOLO CANOES ON LAKE NOKOMIS
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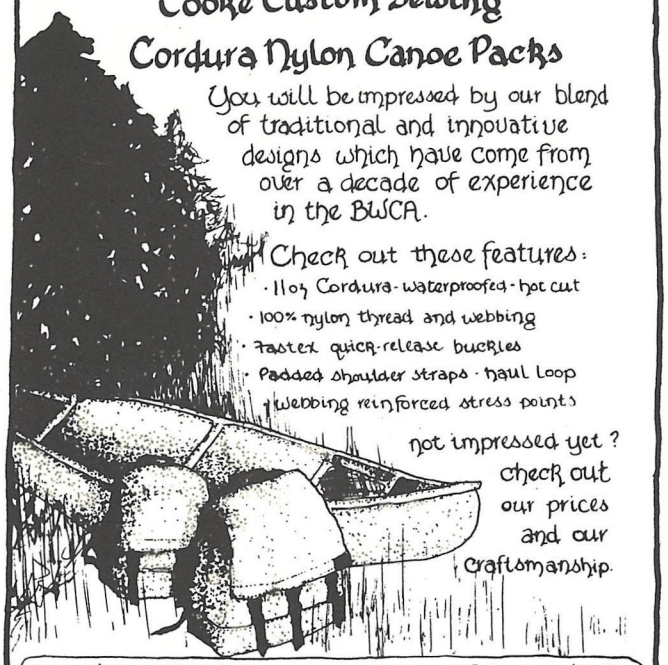
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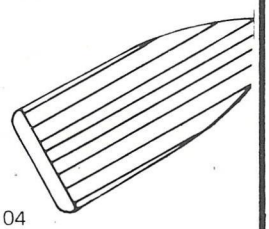
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THINGS THAT GO WRONG

- Bob Brown, Building Director

As building director for the MCA, I get many calls regarding problems that arise while building. The majority of the problems are in the glassing operation so I'll start with those problems.

Many problems arise because the builder doesn't understand the difference between wax and no-wax resin. Either type of polyester can be used for canoe building. Each has its advantages and drawbacks. You must know what you are working with.

Ploly resin doesn't cure in the presence of air. The outer surface will stay sticky unless the air is sealed off from it. Many ways have been developed to do this such as covering the surface with saran wrap or wax.

A very small amount of Parafin Wax can be added to the resin. This wax will float to the surface of the curing resin and seal off the air. Resin can be obtained with this wax already in it or you can add it in yourself. I prefer to add it in to the last coat only.

Okay a few problems! You bought your resin, the no-wax type; you didn't get the wax to go with it; and you've been told to just add some floor wax.

Take a look at the ingredients of the floor wax. Most of them have either water or petroleum distillate as a vehicle. What would you expect to happen if you add water to your resin? That's right folks, anything from a complete failure to sticky surfaces or a milky finish.

DON'T add floor wax; no matter who tells you.

A different guy called. He used waxed resin. A couple days after glassing there are still sticky spots on the hull. After a lengthy discussion it was learned that he hadn't shaken the resin.

Wax floats to the top of the resin. If you mix several small batches, like recommended, the first few batches get all the wax and the last get almost none. If you use waxed resin shake it up thoroughly - then shake it some more.

Occasionally a batch of resin refuses to set at all. This differs from the sticky surface found with the no-wax. When resin won't cure its usually because of not enough catalyst added to the mix.

Catalyst is not necessarily all the same strength. It looses strength with age. It ages very fast in bright sunlight. If you set your catalyst bottle up on a window sill to keep it out of reach of the children you could have a problem. Old resin gets lumpy, you can see this when you pour it. Old catalyst still looks like so much water, this makes it hard to identify.

Failures happen as a result of temperature extremes. 70-75 degrees F. is ideal and 30-40% relative humidity is also important. It doesn't always happen that way. Below 60 degrees any cure is going to be slow. Above 85 and you have trouble getting it out of the pot fast enough.

Follow the charts for your resin! This helps get the proper mix for the conditions. Mix small batches! This gives you a shorter time that each batch is in the pot. If the resin begins to get lumpy as you use it, give it a pitch and mix a new batch with slightly less catalyst.

If you have completed the first coat, bias strips and all, and the resin hasn't begun to cure, it may be you need more catalyst. No problem, paint on a second coat that is much hotter (more catalyst). The second coat goes much faster as you are simply painting on a layer. You can still get it on because you require a shorter time.

If you are experiencing a really slow cure, find a way of warming up the project. A few degrees temperature change does wonders. If warming is impractical, sometimes painting on a Super HOT batch will save the day.

It is very easy to mix a test batch before you start; often hard to correct the problem later. A small batch, about on ounce, will tell you a lot about the condition of your resin. Mix it to the proportions on the chart and set it aside while you do other chores.

Your test batch will cure much faster in the container than it would spread out on the hull, keep this in mind. If your test batch set in 15 minutes that is the pot life. The cure time may be 8-10 times that long, depending on how thinly you spread it and how warm the surface is.

Failures happen because material other than catalyst was added to the resin or because catalyst was added to something other than resin (yes, this happens). A friend of mine painted on two coats of Naval Jelly mixed with catalyst before he discovered his mistake.

Starved spots can develop in your job, especially if you didn't prime the hull first. These spots are obvious as the cloth begins to reappear after it was once wet out and transparent. This happens because the cloth has to share the resin with the wood below. To solve this problem, add more resin to the starved spots while its still wet. A better solution would have been to prime the hull first.

Knots and pitch pockets can cause a no-cure situation on the surface. Again priming is the answer. Give an extra coat of primer on these spots. Its better to find out about this problem before you add the glass.

This is a very classic problem. This person spent the winter building a canoe. He moved it to the garage in early May and glassed the outside on the first warm day. The cure was slow but complete. June came and went quickly as it always does. The inside got glassed on the 4th of July. The rest of the boat looked great but the inside turned milky. Another call to the building director, (always get them on the 5th and 6th of July). My advice - never glass on the 4th of July. Sound silly? Take a look at the humidity on the 4th and it makes sense. June and July are wet months. The actual moisture in the air is greater than during an April shower.

I hope I have saved you a problem with this article. These are not all the things that can go wrong, just some of the most common ones. Prime the hull, watch the weather, try a test batch, and it will save you much grief.

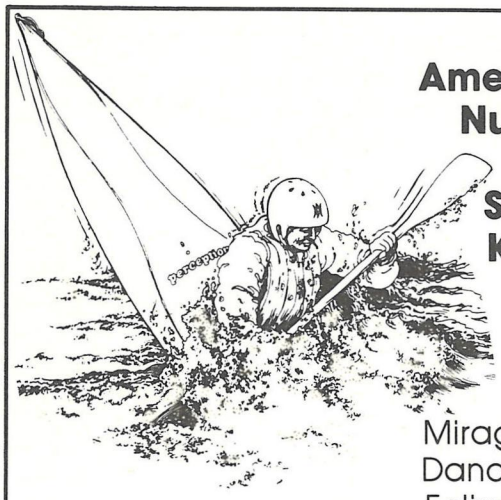


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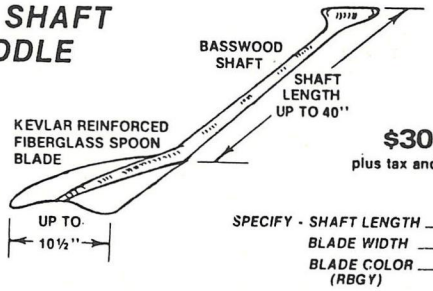
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IN DEFENSE OF AN OLD FRIEND

- Cliff Jacobson



I've used canoe packs built from every imaginable material, from canvas to Cordura. But for all around canoeing, nothing works as well as old fashioned cotton canvas. Here's why!
CANVAS KEEPS OUT RAIN AND DRIES QUICKLY AFTER A WETTING.

Canoe packs must take the abuse of being drug across sharp granite and tossed into a sandy canoe bottom. Given that kind of treatment, day in and day out, year after year, the most watertight material will eventually fail. So why pay a lot for an expensive waterproof fabric that won't last? Instead, waterproof the things that go inside the pack by securing them inside two over-size six mil thick plastic bags (available at REI, Hoigaard's, or by mail from Indiana Camp Supply). At around $1.50 each, these tough plastic bags are affordably replaceable when they wear out.

Canvas is much more waterproof than Cordura nylon. Skeptical? Hold some Cordura to a strong light. See the tiny pinholes? They're there because it's almost impossible to waterproof heavy synthetics with polyurethane coatings so they'll keep out every ounce of water.

Rain water will go through the tiny pores of the nylon Cordura and wet the inside of the pack and outside of the plastic liner. To dry the outfit, you'll need to dump the pack contents and wipe dry the pack fabric and surface of the plastic liner. You'll have the opportunity to repeat this procedure after each and every rain. Hardly a good time!

Canvas, however, dries completely (and quickly) after a rain. Rain water wets and expands the cotton fibers and seals them completely. Generally, water won't penetrate through to the plastic liner even in the heaviest rains. If it does, no problem; the warmth of the sun will wick moisture to the surface of the canvas and allow it to evaportate. For canvas is BOTH breathable and waterproof!

Packs made from fully waterproof materials (PVC coated nylon scrim, for example), solve the rain seepage problem (that is, if the seams are waterproofed) but not the result of a capsize. Packs made of fully waterproof material should be fully waterproof--i.e., they should allow no water to enter anywhere! And that kind of construction is very, very expensive!

Capsize! Now you've got a mess on your hands. Water is slopping around between the pack fabric and plastic liner. The inner walls of the pack and outer surface of the plastic liner are dripping wet.

Under these conditions, a canvas pack will dry quickly. Excess water will ooze out through the side seams and sunlight will wick-dry what is left. Cordura and PVC scrim packs, however, will need to be dumped and towel dried. Another "good time".

CANVAS PACKS ARE COOLER TO CARRY THAN WATERPROOF ONES.

Remember mucking through "swamp portage" on that steaming 100 degree day? Thank goodness you weren't carrying a watertight nylon pack. Compare driving through the desert (without air-conditioning) in a car equipped with "breateable" 60/40 seats, and one upholstered in "luxurious" vinyl. A porous fabric always feels better against your body than a non-porous one. For this reason, you'll want to cover your sweaty "Thermarest" foam sleeping pad with a cool shell of crisp cotton. You'll sleep much more comfortably!

NYLON DEGRADES IN THE SUN, CANVAS DOESN'T!

Nylon may lose 50 percent or more of its original strength from continuous exposure to ultra-violet light over the typical 109 year tripping life time of a canoe pack.

CANVAS SEEMS TO OUTWEAR NYLON.

Scientific analysis reveals quite the opposite--that nylon will outlast canvas by a wide margin. But comparisons done in the lab are meaningless under typical field conditions. For example, a typical Duluth pack weighs in at around 8 ounces per square yard. The best canvas Duluth packs run closer to 18-20 ounces per square yard. Simple math suggests that nylon must be at least 100 percent stronger than canvas to maintain an equal edge. To this add the sun degradation factor, and canvas packsacks come out looking much better than the statistics suggest.

Frankly, I've never worn out a canvas Duluth pack. I've pulled rivets and broken leather straps. That's all. Canvas packs can be easily re-coated with chemicals to restore "bleach out". Re-coating nylon fabrics is neither easy nor inexpensive.

CANVAS PACKS HAVE FAST, EASY-TO-USE FASTENERS.

Nothing beats supple leather straps and polished steel roller buckles for speed and ease of fastening. Usually, I just snug the leather closing straps through the frog in the rollers; I seldom anchor them through the entire buckle. I dislike messing with flopping nylon webbing and "infinite" adjustments.

CANVAS PACKS ARE PRETTY!

I like the looks, feel, and smell of canvas, oiled leather, and solid copper rivets. But then I also prefer wooden canoes over all other types!

CANVAS PACKS ARE EASY TO REPAIR.

A few rivets, a square of scrap canvas, and the backside of a hand-axe will keep a canvas pack humming for decades. Some nylon packs have sophisticated fittings which aren't easily repaired in the field.

Admittedly, a strong case can be made for nylon packs, especially in the rental trade where abuse compounds abuse and mildew is a persistent enemy. But for most canoe travel, canvas has the edge. Canvas Duluth packs have been around for more than a century and they're still going strong. Some attribute their continued success to"tradition". But I think they are simply "better".

A SUMMER PLEASURES EVENT

If you possess a canoe, or possess a compliant friend who has a canoe, show up just south of the Broadway Street bridge in north Minneapolis at 6:30 P.M. on July 30th. You can join a cruise (float) down the Mississippi, passing through the St. Anthony Locks to the Univerity of Minnesota Showboat Landing. Transportation back to your car will be arranged.

This SUMMER PLEASURES event is one of many being advertised by Mpls. St.Paul Magazine and WCCO radio to acquaint residents with the diversified array of summer pleasures available in our great metropolis.

Call Jim Robinson (612)588-5402 to register or volunteer shuttle assistance. Lets give them a good MCA showing.

THE BOIS BRULE & TOTOGATIC REPORT

Burt Levy

On Saturday, April 7th, five of the twelve Beginning Whitewater instructors, (Mike Pease, John Wexler, Bek Kragh, Dave Holland, and I), set out to confirm the suitability of the accommodations for the upcoming class on the Brule.

First we checked the tent pitching area, and then we examined the kitchen, shower house, and sauna.

Satisfied that the facility would suit our needs, we were ready to head back to the city when someone noticed that there were 4 kayaks and a canoe sitting on top of the cars. Upon futher examination we discovered full wetsuits, paddling jackets, etc. inside the cars. We turned to each other, shrugged our shoulders and grinned. There was nothing else we could do but run the river.

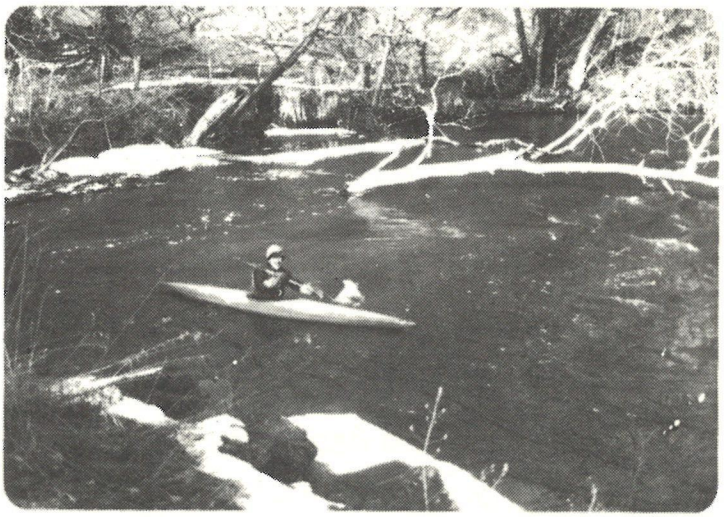
We slid our boats off the ice into the balmy 40 degree water at Pine Tree Landing and prepared for a refreshing run on Section 4 of the Brule.



The river was quite a treat at this high spring-melt-water level. What are normally Class I boulder beds become funfilled open channels with 2 foot standing waves and well defined eddies.

Lenroot and May ledges took on a considerably different configuration. The rock outcroppings, (that are normally used for lunching, sunning, and other slothful activities), were covered by 6 inches of water. Moderate hydraulics formed in places where a stick will hardly float at normal levels. Both ledge sections and the rapids below them definitely rated a strong Class III.

Bek and Dave decided to check out their wetsuit gear and had to roll at the bottom of the second pitch of May - Invigorating to say the least. Meanwhile the fisherman on shore were making book that the open canoe wouldn't make it through the third and most difficult pitch of May. I'm glad I proved them wrong.



We arrived at the put-in, read the gauge at 6.3 (latter learned that anything over 6 makes a good run), and scouted downstream a bit. John and Mike put in and we prepared to shuttle to the take-out.

The shuttle road rated a strong Class IV with a lot of bone jarring ruts and slipping and sliding in the mud. However, the biggest jolt came when we reached the take-out point. We gazed across the 1/2 mile wide lake that stood between the river mouth and the landing and saw nothing but white. The lake was still frozen over!

Nothing short of 100# of dynamite could cure this perplexing problem. Meanwhile, our blissfully unaware boaters were still frolicking in the frisky Class II rapids of this beautiful wild river. (NOTE: There are also 2 Class IV-V falls.)

When John and Mike reached the lake they turned to each other and said, "(Expletives deleted)", and also cursed us for not conjuring up an act of God to open up the lake for them. Undaunted, they skated, pulled, and paddled their boats over and through the ice. They finally arrived at the landing, shivering a bit but not too much worse for the wear.

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