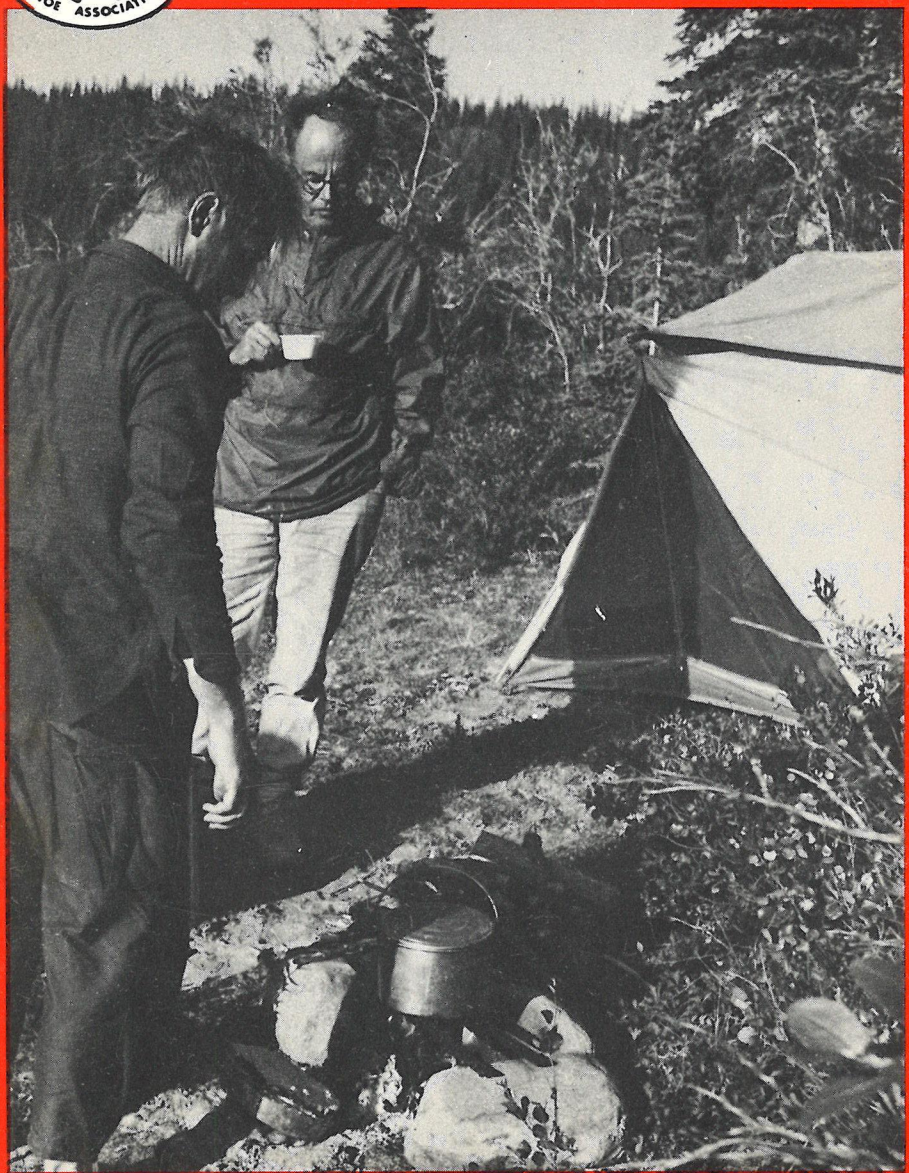
EMPHASIZING CANOEING IN THE MIDWEST

AUGUST • 1971

HUT!

MINNESOTA CANOE ASSOCIATION

STATE FAIR ISSUE



HUT!
VOL. 5, NO. 9
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3M Chapter To Host August Meeting

The 3M Chapter of the MCA will host a short cruise on Lake of the Isles and Cedar Lake. On August 18, 6:30 p.m., members, guests, and other interested persons should meet on the south shore of Lake of the Isles (site of the June Cruiser Training Clinic). The group will paddle across Lake of the Isles, through the channel to Cedar, have a swim and picnic, and return to the put-in spot. Bring canoes, canoeists, and chow. Call Dick Edwards with questions: 770-1916.

Experimental Approach to September Meeting to Have Local Touch

by Kim Williams

The September Activities Meeting will be held on a regional basis this year. We hope this will be an opportunity for you to meet other MCAers in your area. I, for one, have just moved to a new area and don't know any of our members here. This will also be a great chance to hear about the canoeing escapades that took place this summer. I think this would be a good time to invite your non-MCA friends who are interested in canoeing but rather leery of big meetings.

We are looking for places to hold these mini-meetings. If your house is available (plan on a minimum of 10 people) or if you know of a meeting room nearby, please contact me at *770-1712.* The programs will be informal. If anyone has slides or movies of canoe-related subjects they would be willing to show, please contact me, as I am coordinating all areas of the meetings. The definite locations and directions will be in the September HUT!. If you have any questions, call me.

DEADLINES FOR EACH ISSUE:
News — the 15th day of previous month
Features — the 10th day of previous month

HUT! Magazine is published monthly by the Minnesota Canoe Association, Inc., a nonprofit organization, and is distributed to more than 1000 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.

CALENDAR OF EVENTS

August

8 (Su)	Am. race, Chippewa River, Ojibwa, Wisconsin. Call Karl N. Ketter, 869-0021.
11(W)	Board meeting at home of Bob Haug
14 (Sa)	Corn-on-the-Curb Standard Canoe Race, Am. (canoe 18-ft. max. length, 31-in. min. width 3-in. above keel base), 8 miles on Minnesota River, LeSueur. Contact Tim Straub, 665-6963. (See article, July issue, p. 12.)
15 (Su)	Pro-Am race, traditional canoe, Elk River, 2 hours. Contact Karl N. Ketter, 869-0021.
18 (W)	Activities Meeting: Cedar-Lake of the Isles Cruise-Swim-Picnic (see article); Dick Edwards, 770-1916.
14-15 (SaSu)	National Kayak Slalom Championships, Arkansas River, Buena Vista, Colorado; U. Martins, 8711 W. Brittany Dr., Littleton, Colorado 80123.
28 (Sa)	State Fair opens. MCA canoe display; canoes and volunteers needed through Sept. 6 (see articles this issue and July issue, p. 3).
28-29 (SaSu)	Pro race, Mt. Laurier, Quebec, 10 hours, $2,000.
28-29 (SaSu)	U.S.C.A. National Championship Downriver Canoe Race, AuSable River, Mich. Oscoda C of C; Robert Grandprie, 234 S. State St., Oscoda, Mich. 48750.

September

4-5 (SaSu)	Savage River Slalom, Westernport, Maryland. Joe Monahan, Box 1219, Cumberland, Maryland.
4-6 (Sa-M)	Pro race, Shawinigan, Quebec, 15 hours, $8,000.
8 (W)	Board meeting
ll-12 (SaSu)	Youghiogheny River, Ohiopyle, Penn., CCA, Stape Shields, 66 E. Ridge Rd., Greenbelt, Maryland 20770.
15 (W)	Activities Meeting: Ten regional meetings scattered across Twin Cities area. Get to know your paddling neighbors. Meeting sites and program material needed. (See article.) Call Kim Williams, 770-1712.
25-26 (SaSu)	Fifth Annual St. Croix Slalom. Preregistration required (see article and registration form this issue). Al Button, Chairman, 776-4607.

Own canoe? _____ Type _____

How many others in your family canoe? _____

Status (check one): ☐ New membership ☐ Renewal

Type of membership (check one): ☐ Reg ☐ Assoc ☐ Jr ☐ Life

Regular — new $7; renew $5
Junior — new $5; renew $3
Associate — $4
Life — $100

BOOKS AVAILABLE THROUGH THE MCA

Each member of the MCA should have a copy of *A Wilderness in Crisis* and the two Nature Study Aids, *Field Guide to Edible and Useful Wild Plants of North America* and *Field Guide to Tracks of North American Wildlife.* You would also do well to obtain copies of the three canoe trails books, *Wisconsin's North Central Canoe Trails, Canoeing the Wild Rivers of Northwestern Wisconsin,* and the *Minnesota Voyageur Trails.*

A Wilderness in Crisis is an apt name for a spectacular booklet produced by the North Star Chapter of the Sierra Club and the Natural History Society. The purpose? To compile in one readable booklet the problems, the history, the characteristics, and the future of Minnesota's most valuable resource, the Boundary Waters Canoe Area.

Field Guide to Edible and Useful Wild Plants of North America by Myron C. Chase and *Field Guide to Tracks of North American Wildlife* by Myron and Charles Chase are being sold as a pair (sorry, no single copy sales) for $3 plus postagle. The titles are pretty much self-explanatory: both books are simple, basic, but fairly comprehehensive field guides.

Wisconsin's North Central Canoe Trails is a general summary of the Chippewa, Thornapple, Flambeau, Jump and Yellow Rivers. Each description includes a map showing access points, campgrounds, points of interest, and river conditions such as information on rapids and portages.

Canoeing the Wild Rivers of Northwestern Wisconsin is a guide to the St. Croix and Brule Rivers systems of northwestern Wisconsin. Each has a summary much the same as the above book.

Minnesota Voyageur Trails outlines the major rivers in Minnesota. This book, too, has complete summaries of necessary information.

Make check or money order payable to the Minnesota Canoe Association, Inc. (Price includes postage.) Send payment with the information listed below to MCA Book Dept., 1804 Sargent Av., St. Paul 55105.

Quantity	Title	Price Each	Total Price
_____	**A Wilderness in Crisis**	$2.14	$_____
_____	**Wild Plants and Tracks (2 books)**	3.14	_____
_____	**Wis. N.C. Canoe Trails**	3.14	_____
_____	**Canoeing the Wild Rivers of NW Wis.**	3.14	_____
_____	**Minnesota Voyageur Trails**	2.14	_____
	TOTAL PAYMENT ENCLOSED		$_____

Name _____

Street address _____

City and State _____ ZIP CODE _____

(must be included)

Fifth Annual St. Croix Slalom To Be Held September 25-26

by Al Button

September 25-26 – circle that date on your calendar. Plan to attend one of the Upper Midwest's most exciting sports events – as a competitor, official or spectator. We'll set a tough 20 to 25 gate course for experts and shorter courses for intermediates and novices, with separate classes for juniors (under 19). Whatever your level of experience *you* can be a winner.

Saturday night we'll have a film festival with whitewater action including western rivers and World Championships. Bring your instruments and voices for a little pickin' and singin', too. Camping facilities have been secured for a group rate of 45¢ per person per night on the Wisconsin side of the river. (Payment for use of these facilities is mandatory.) The group camping area is at the south end of the park, about 3/4 mile downstream of the Highway 8 bridge.

We plan to print a program for competitors and spectators. Competitors, get your name on the program by filling out and mailing the entry blank in this issue, with entry fees, to me (see address on entry blank). Deadline for advance registration is September 15. Late registration will cost more and we won't be able to get your name on the program. Racing time slots will be assigned by class and by receipt of registrations and fees. So register early. Late registrants will run at the end of a class or the end of the day.

We need an army of volunteers – starting now – to help plan the race, design and hang the course, set up communications, judge gates, time runs, prepare programs and handle mailing. If you would like to help make this event a success, call Al Button: 776-4607.

ST. CROIX SLALOM PREREGISTRATION

Name_____ Age _____ Sex _____

Street address_____ Pnone _____

City_____ State_____ Zip _____

Club affiliation _____

CLASSES entered (3 entries required to make a class) – circle choices:

Expert	K-1	K-1W	C-1	C-1W	C-2	C-2W	C-2M
Intermediate	K-1	K-1W	C-1	C-1W	C-2	C-2W	C-2M
Novice	K-1	K-1W	C-1	C-1W	C-2	C-2W	C-2M

Partner's Name: C-2_____ C-2W_____ C-2M _____

TEAM RACES: Teams will be registered on race weekend and time will be scheduled. Please indicate class of team races you would like to enter and probable partners:

_____

JUNIORS (under 19) have the option to compete for either the junior award in a class or for the regular adult award, but not both. Older and more advanced juniors may wish to compete with the adults. Please indicate your choice of award: Junior_____ Adult_____

FEES: Check amount included. If member and running more than one class (e.g., both novice and intermediate) pay higher member fee.

Expert, intermediate
- Non-member – $3
- MCA member (2 classes) – $3
- MCA member (1 class) – $2

Novice, junior
- Non-member – $2
- MCA member (2 classes) – $2
- MCA member (1 class) – $1.50

SIGNATURE _____

Parent's approval if under 21 _____

SEND TO: Al Button, St. Croix Slalom Chairman, 885 Johnson Parkway, St. Paul 55106

Half a Million Dollars Raised by Canoe Tax Bill — Why?

Continuing a series of analyses

by Joe Conrad

In the next three years $500,000 of Minnesota canoe-owners license fees will go into the state treasury. None of this is dedicated to benefit canoeists directly. Approximately $140,000 will simply go down the rathole of the bureaucracy needed to administer the law. Why is this law necessary? Surely canoes must be a public nuisance or a danger to innocent lives to warrant such regulation.

Our Minnesota Department of Natural Resources (DNR), formerly the Conservation Department, pushed this bill along through the legislature. The DNR spokesman at legislative hearings was Bill Severson, who also spoke at our May 19 MCA meeting. The following are quotations from Mr. Severson either made at hearings or at meetings with canoeists. My comments are in parentheses.

1. "Over one-half of all canoes nowadays are motorized anyway." (Absolutely no factual basis for such a statement.)

2. "Canoeists should pay the costs of sheriffs' search and rescue operations." (Fair enough, but perhaps they should only pay in direct proportion to the number of canoe-caused deaths and injuries and sheriffs' expenses incurred *as compared to those deaths, injuries and expenses caused by motorboats.* No data was presented which made any comparisons. Mr. Severson gave the impression that county sheriffs were going broke looking for canoe victims.)

3. "Canoeists use state parks and don't pay their share of fees." (How many canoes do you see on cars without Minnesota park stickers on them? To avoid paying a daily park visitor fee, how many canoeists bother to portage instead of drive their boats through a state park to the highway? How many canoeists camp in state parks without paying overnight camping fees?)

4. Concerning required lifejackets or cushions: "Eight people drowned in canoe accidents last year, and 20 more may drown over the next two years if we don't require lifejackets." (Certainly any drowning is a tragedy. *The MCA is not against lifejackets or water safety.* We publish articles on safety and strongly urge that lifejackets be worn by non-swimmers at all times and by others in rapids or on very cold waters. I believe that education is much more effective than regulation. Concerning the eight drownings, how many were due primarily to absence of a lifejacket? No data was presented to separate drownings caused by physical illness (e.g., epileptic seizure, heart attack), collision with a powerboat, or exposure to cold water when wearing a lifejacket. Even more significant is the total of 100,000 canoeists in the State (DNR estimate). Does the tragedy of eight thousandths of one percent (0.008%) require a *law* to regulate the activities of the other 99.992%? Only eight out of 100,000 seems to be a remarkable safety record. Certainly this provision is well-meaning and may save a few lives. I believe, however, that a law should respond to a definite need. Canoeists have, it seems a remarkable safety record and should be judged capable, as a class, of regulating their own safety requirements without the need of special laws.)

5. Again concerning lifejackets: "Only Coast Guard-approved life preservers should be legal, otherwise the DNR would have to test nonapproved devices." (With the revenue from 100,000 canoe licenses a testing program should be a snap. There are a number of jackets not approved by the Coast Guard which are safe for canoeing. They are comfortable and hence much more likely to be worn than kneeled on, sat on, or tied to the canoe.)

6. "Canoeists are the first to scream when a powerboat swamps them, yet are not willing to pay for boating law enforcement." (An incredible statement. Tax the offenders, not the victims.)

7. "Funds are needed to buy more public access to Minnesota waters." (No doubt true — but will canoeists benefit? We don't need large, expensive, paved ramps. We *do* need acreage on rivers for parking our cars and camping. We *do* need an enlarged BWCA. For this we are willing to pay for a license, but are the license funds dedicated to this? No. In fact the money goes into the general State treasury. We can only *hope* that the DNR would try to pry it out again for the benefit of canoeists.)

8. "Licensing will deter theft." (This is one of the hoariest arguments of all. Everyone knows that licensing does not deter theft of, say, bicycles. They are stolen in broad daylight and never traced. Canoes are not much different. A license would help in those rare cases in which a thief abandons the boat after using it once. A much more effective measure would be to require all canoes sold in Minnesota to have a serial number engraved in the hull.)

9. "Minnesota will lose $100,000 to $500,000 in federal aid if this licensing bill doesn't pass." (This was never explained fully at any time and is a vague reference to federal legislation which is *proposed* but not yet law. It is the type of legislation arising from some agency in Washington, D. C., which decides that all state boating laws should be uniform. They draw up a model uniform code, then get federal legislation which will reward the states for passing this code into law. The reward in this

case is $1 in federal aid to states for each boat registered. Immediately we see that more federal aid can be had by counting more boats, i.e., canoes, kayaks and sailboats. Here we have an example of blind devotion to federal standards at best and a cheap money-grab at worst. Notwithstanding all this, the federal legislation is not yet law.)

10. "Canoeists are a litter problem." (This may outrage you at first, but pause a moment. An estimated 100,000 pounds (or 50 tons) of litter were hauled out of the BWCA last year. Some of this was probably an accumulation of several years; nevertheless the figure is impressive. This is perhaps the most valid argument for licensing, yet it is subject to the same question as in item 2: Who is most responsible for this trash – canoeists or motorboaters? In all fairness to the bill's sponsors and Mr. Severson, the bill does contain several other new provisions relating to powerboats, zoned use of Minnesota waters and pollution-control devices, all of which should make Minnesota waters safer and more pleasant. However, in lumping canoes, kayaks and sailboats in with the motorboats I feel they have treated us poorly at best.)

You can make your own views on this subject known by *writing* to Robert Herbst, Commissioner; Department of Natural Resources; Centennial Office Building; St. Paul 55101. Also, *urge the Commissioner to approve small stickers for canoe licenses instead of 3-inch high numerals – unless, of course, you want big black numbers on your canoe.*

Nest month: What the MCA did to influence this bill and what we must do in the future.

St. Croix Whitewater Clinic "Great Practice Session"

by Barb Wonson

This year the St. Croix Whitewater Clinic was held the weekend of July 17-18. Denny Withers organized the weekend with plans to have his "teachers" split up with groups of six beginners each and instruct them in elementary whitewater paddling. Unfortunately there were very few beginners but the clinic developed into a great practice session.

Eight gates were hung and the water level was perfect for experimental maneuvers. Six paddlers came up from Madison and five from Chicago. Those who hadn't been there before felt that Taylors Falls was a short but strong stretch of rapid. Saturday evening Al Button showed his movies of the World Championships. Sunday, looking forward, arrangements were made for the upcoming St. Croix Slalom.

EDITOR'S STOCKPILE

HUT! Needs Office, Advertising, Editors

If we were to get second-class rating for mailing HUT!, we would be able to send it for half the present cost and it would get to you a lot sooner. Getting second-class rating isn't easy. We've made preliminary application, and discovered that we qualify in two out of three major categories: We *are* a typeset magazine, and we *have* a membership exceeding 1,000. What does that leave?

No headquarters. No 8-to-5 "office" with someone to answer the phone and keep our records. There seems to be no regulation stating the office couldn't be temporary. Would some house-bound housewife whose home is centrally located or some man with regular daytime hours free take on this responsibility? Another possibility would be sharing an office with one or more other organizations. Better yet, does some member needing a tax shelter care to donate a little bit of office space?

Advertising for HUT! – oi! We are becoming increasingly aware of the eligibility of our magazine (newsletter no longer, please) for prime advertising of outdoor products. As our past attempts to recruit an individual from our ranks who believes in HUT! and is sales oriented have been less than satisfactory, Bob Haag, our dedicated Business Manager suggests we try a team approach. (Hey, there, Super Salespersons, we need you.) To demonstrate our "eligibility" I point out that several recent ads fell into our laps without solicitation. Bob Haag is to be commended for the energy he has poured into selecting advertising, but he needs help. Besides, he has plenty to do as Business Manager without handling the full burden of advertising, too.

Least but not last, I will be terminating my responsibilities as Editor after completing the September issue. (I will follow that with serving in an advisory capacity for a couple of months, if required.) I will have completed a package of 12 issues, and feel it is time for a fresh wind to riffle these pages. I have grown to appreciate the people who gave their time and talent To HUT! With Love.

And last, since I'm speaking in part about Larry Johns, he will be easing out gradually, too – training someone in to assume full responsibility by the end of the year. This man is so much Mr. MCA, so fully involved in its many aspects. He wants to devote more time to the River Trails Research Team next year, and to other facets of interest in his favorite organization.

Successors are being considered for both positions.

WALT'S CORNER

A Dry-Season Alternative for River-Runners

by Walter B. Jones

Isle Royale National Park is unique among the national parks in its wilderness setting, isolated as it is from the mainland by miles of Lake Superior waters. Travel within the park is accomplished solely by boat or canoe or on foot – and that is what this tale is about.

The writer, having just returned from a hike of about 25 miles with packsack on the island, finds that a visit to this paradise is most refreshing. However, being a member of two hiking clubs and having done plenty of hiking plus carrying a packsack on many miles of portaging on canoe trails have toughened the proper muscles for this kind of vacation.

Learning how to hike includes wearing the right shoes plus reducing the gear so it can all



be carried in one packsack because this pack is carried all day, 8 to 10 miles – not just one mile across the portage. You have to hike to find out what shoes to wear. You must carry a pack so you will know what kind you want. Also you must pack a packsack so you will know what kind would fit you best. Above all, if the weather is hot, have one that rides off the back a few inches so the breeze can blow between back and pack. As for me, give me the Bergens Meis packsack. It has some fine features, but sometimes a few changes are necessary to make sure it fits one's back.

Then there are the shoes. Buy a pair that fits the foot (same size as dress shoes), lightweight and with a solid, firm sole of a nonslip material that will hold on rocks or grass. Once you have the shoes or short boots, making sure they are not too heavy, put them on. Walk through the damp grass in early morning until they get soaked, or stand boot-high in a tub of water, and wear them all day until they are dry. Your shoes will now fit you. After they are dry dress them down with Neatsfoot Oil, which will keep them soft and pliable.

As for socks. Here again the individual taste takes over. So many say wear light wool socks next to the skin. Frankly, this would take the skin right off my feet. Sometimes one has to tape the feet to prevent friction. I say get what you think you need and then take some hikes (long hikes – not just around the block). You will soon find out what you need to know.

Several books have been published on hiking. One, written by a man who could really hike, a man greatly admired by this writer (who spent six months in 1942-43 with him for special training in Arctic survival) is *Arctic Manual* by Valhjalmur Stefansson. Two more specific sources are *Introduction to Backpacking* by Robert Colwell and *Hiker's Handbook* by Douglas Leechman.

THE TRADING POST

Wanted: Used aluminum canoe; 770-1712.

Molds available: Along with whitewater boats, Bob Haug has mold for 17-ft. guide and 18-1/2 ft. cruiser open canoes; 331-5634.

Epoxy resin available to MCA members in 3-qt. ($9) and 1-1/2 gal. ($15) quantities. Call resin depot salesmen, Cliff Lee (784-8202) and Jerry Kress (919-6949).

Wanted: Wooden canvas canoe in "irrepairable" shape, 16 to 17 ft. guide model – may be considered worthless by owner. Charlie Maurer, 374-5534.

Plans for the pro canoes (16 and 18-1/2 ft.) available for $5 from Jeff Howe, MCA, Box 14177, University Station, Minneapolis 55414; 331-3154.

For sale: 16-ft. fiberglass "racing" canoe – (molded from pro racer but too heavy for serious racing), $40 or best offer. Call Ian Richards, 644-2241.

Wanted: New or used fiberglass cruising kayak. John N. Timmers, 238 - 19th Av. N., Hopkins, Minnesota 55343; 935-3829.

For sale: Epoxy Mendesta slalom C-1 complete with sprayskirt and custom-made Harvest flotation bags. Used only three times; $175. Denny Withers, 920-2887.

For Rent: Prijon-style kayak mold; Minnesota Rovers Outing Club, 645-2338 or 645-6923.

WANTED: ADVERTISEMENTS for this column (individual items related to canoeing). Free to members.

Five New Hiking-Riding Trails Approved by Legislature

Minnesota is into the recreational trail business with both feet, and with snowmobiles, horses and bicycles, too – according to Commissioner Robert L. Herbst, Department of Natural Resources.

Herbst said, "The authorization of five new trails by the 1971 Legislature means that hiking, riding and other trail uses are to become an important part of the outdoor recreational scene in Minnesota."

Officials in the Department's division of parks and recreation emphasize that some time will be required to develop the trails for public use and that this will not be done "overnight".

First the land has to be acquired. Although acquisition will not be a problem where the train crosses state park land or other lands already in state ownership, some private lands will undoubtedly have to be purchased. This means the usual time lag for negotiation, title clearance and other details.

Once acquired, the trail must be cleared out and facilities installed for drinking water and sewage disposal. Later will come such improvements as picnic tables, fireplaces and perhaps Adirondack shelters for overnight campers and those caught on the trail in bad weather.

The five new trails are listed as follows:

1. Glacial Lake trail: 54 miles (approximately), from Kandiyohi County Park to Lake Carlos State Park near Alexandria, passing through Sibley State Park and Glacial Lake State Park – to be developed for hiking and riding.

2. Country View trail: 18 miles, from Lake Phalen in St. Paul to Stillwater – to be designed for bicycles only.

3. Douglas Trail: 15 miles, from Rochester to Pine Island utilizing the right of way of the Chicago and Great Western Railroad (contingent upon abandonment of the right of way by the company) – to be developed for riding and hiking.

4. Root River Trail: 50 miles, from Chatfield along the river valley to the intersection of Highway 26 and the river – for riding and hiking.

5. Sakatah-Singing Hills trail: 42 miles, from North Mankato to near Faribault using abandoned right-of-way of the Chicago and Northwestern Railroad – for hiking and riding (no motorized travel except snowmobiles).

Park officials said public announcement will be made as the trails become available for public use.

Summary of July Board Meeting

by Jean Thielen

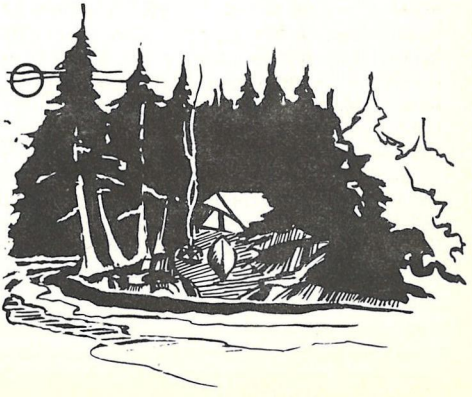
The July 14 meeting was held at the home of Kim Williams. Absent members were Bob Haug (due to the birth of a baby daughter), Pam Foster, Abner Jones and Curt Mommsen.

Reports

1. Jeff Howe is working on developing a form letter to be sent to people requesting information on canoeing in Minnesota.
2. Larry Johns reported in Margie's absence that there were 63 new members and 32 renewals during the month of June.
3. Complimentary issues of HUT! will be sent to race chairmen.
4. Denise Edwards will serve as chairman for the Annual Banquet in October. Georgia Haug will assist. Ideas are welcome for the program.
5. The September meeting will be individual "regional" meetings. Kim Williams will coordinate the meeting homes. Homes are needed for this, and anyone interested should contact Kim (see article).
6. The Nominating Committee, chaired by Ian Richards, will meet on July 19 at Jeff Howe's apartment.
7. Jean-Marie Fisher announced the results of the Publications Board meeting. She will be resigning as Editor of HUT! after completing the September issue, but will continue in an advisory capacity for a couple of months. Larry Johns will start training in a replacement for Art and Production Editor in October in order to turn full responsibilities over to his replacement by the end of the year. Prospects for the two positions are being considered.

Motion

Resolved: That a bill for $25 from the Boy Scout Council for ad space in their Indianhead Council brochure be paid. *Passed.*



finished. Not bad, considering, but not like being in the top three. Our other U.S. paddlers are generally in the middle of their classes. Again, no medals for the United States.

June 23

Team races – Same course, but three boats at a time. You try to have a good leader show the way, and all stay close without running over each other. Sweet, Nichols and I decide we're going to try to upset the French team, so have our splits taken on them. Our boats have been repaired and are again ready to go.

The K-1s take off first. Twelve of the 22 countries field three-man K-1 teams. This time it's Gunter Hammersbach's turn to break open his boat. He has to stop three times to empty out water, and our K-1s finish last.

The C-2 teams are impressive – six men in three boats crowded together in a raging rapid is a fantastic spectable – bobbing, weaving, leaping and plunging without clobbering each other.

Then we're off. Russ leads, John follows him, and I start last – our plan is for me to pass when I can and take the lead as the fastest boat. Russ and John set a good pace through Thunder Alley, when – whoops! "John, you're too far left there!" Oh, no – he plunges over a boulder and rolls over in a foamy eddy. "Roll, dammit!" He does, and pulls in right behind me. First split – "Five seconds ahead of France!" I can't pass Russ 'til well into the "ladies course" – it's just too tight and dangerous higher up. Second split – "Ten seconds ahead!"

Then I pull out and set a fast pace, gaining 30-50 yards. I make an error and eddy out, get pinned against two rocks and flipped. As I slowly roll up, seeing stars, I also see Russ' canoe climbing over my bow! He says a few words which I'll not record here, but we untangle safely. Sweet shouts encouragement which really helps to clear my head, and we're off again. We didn't lose much time because they were catching up while I was busy rolling. Soon we're charging across the finish line. We've beaten the French by 20 seconds. We didn't have a C-2 team this year. Our K-1Ws were a half second out of 3rd place, and our C-2Ms were 5 seconds out of 3rd. So we win the only U.S. medal this year – bronze, for 3rd place.

It is really exciting that evening to stand on the victory podium in Merano, receive our medals, shake hands with the winning West Germans and the second place Czechs, and watch the American flag raised for the first time on the victory flagpoles.

Every paddler there could write a story like this – some even more exciting or hair-raising. None of us will ever forget a single rapid on that river, the friendships, the mountains, the hard work and sweat, the thrill of competition, and the pride in conquering the river. It makes all the practice, the sacrifices, the time and the travel and money spent worthwhile. We're all going to be trying to get onto that Olympic squad for 1972. Lots of practice ahead, boat building, training – but that's another story.

Next issue: The man-made slalom course in Augsburg, Germany, for the 1972 Olympics labeled "knuckle-cruncher."

Whitewater World Championships
Merano, Italy, 1971

To acquaint our readers with some of the top competitors in world whitewater competition we are listing below the first place winner, the highest placing U.S. entrant and/or Midwestern paddler (Button, Morrison or Nichols) in the 22 categories. Note how skinny the winning margins were. Note, too, these names, and watch their progress as they move toward the 1972 Olympics in Augsburg, Germany.

The wildwater course was 8 kilometers (a scant 5 miles) for the men, and 6 kilometers (about 3.7 miles) for the women, including C-2M. Time was recorded in hundredths of seconds, but the fractions have been dropped below. Number of boats (or teams) entered is listed in parentheses after class. Five countries (East Germany, West Germany, Czechoslovakia, France and Austria) of the 22 competing walked off with all 19 first-place gold medals. The only medal won for the United States was captured by the C-1 wildwater team of Button-Nichols-Sweet – a third-place bronze medal for each man. Remember, for scoring purposes gate penalty points equal seconds.

SLALOM RESULTS

Place	Name (Country)	Min/Sec	Gate Penalty	Total Sec
K-1 (74)				
1	Seigbert Horn (EG)	4:01	0	241
10	Eric Evans (US)	4:21	10	271
K-1W (32)				
1	Angelika Bahmann (EG)	5:17	30	347
7	Louise Holcombe (US)	5:21	80	401
C-1 (39)				
1	Reinhold Kauder (WG)	4:43	10	293
16	John Burton (US)	5:49	80	429
22	Sandy Morrison (US)	5:07	160	467
C-2 (36)				
1	Jurgen Kretschmer-Klaus Trummer (EG)	4:28	0	268
19	Brad Hager-Bill Endicott (US)	5:02	40	342
C-2M (8)				
1	Jiri Koudela-Hana Kandelova (Cz)	5:32	10	342
4	Joseph Sedivec-Jirina Sedivec (US)	6:02	60	422
K-1 Team (18)				
1	Presslmayr-Schlect-Sattler (Aus)	4:32	30	302
10	Zob-Evans-Nutt (US)	4:54	230	524
K-1W Team (7)				
1	Kirste-Bahmann-Stampe (EG)	6:00	160	520
6	Nutt-Ashton-Hibbard (US)	6:53	440	853

C-1 Team (11)

1	Forster-Reinecke-Kohler (EG)	5:30	80	410
6	Burton-McEwan-Morrison (US)	6:06	340	706

C-2 Team (9)

1	Hofmann-Amend, Kretschmer-Trummer, Opelt-Franz (EG)	5:13	90	403
8	Hager-Endicott, Benham-Benham, Heinzerling-Feldman (US)	6:08	310	678

C-2M Team – no race

WILDWATER RESULTS

Place	Name (Country)	Min/Sec
K-1 (48 + 1 DNF + 8 nonstarts) 8 km		
1	Bernd Kast (WG)	23:39
14	Dave Nutt (US)	24:29
C-1 (21 + 1 nonstart) 8 km		
1	Petr Sodomka (Cz)	26:34
9	John Sweet (US)	27:25
11	Allan Button (US)	27:36
18	Russ Nichols (US)	28:32
C-2 (19 + 6 DNF + 2 nonstarts) 8 km		
1	Gil Lefanconnier-Pierre Lefanconnier (Fr)	24:56
9	Brad Hager-Bill Endicott (US)	25:45
K-1W (21 + 1 DNF + 2 nonstarts) 6 km		
1	Ulrike Deppe (WG)	15:31
7	Margaret Nutt (US)	16:06
C-2M (15) 6 km		
1	Hannelise Spitz-Helmut Ramelov (Aus)	15:20
12	Jirina Sedivec-Joseph Sedivec (US)	16:04
K-1 Team (12 + 2 nonstarts) 8 km		
1	Schwarz-Pech-Kast (WG)	23:46
12	Sunderland-Nutt-Hammersbach (US)	35:10
C-1 Team (4 + 1 DNF + 1 nonstart) 8 km		
1	Jogwer-Heinemann-Gehlen (WG)	26:16
3	Button-Nichols-Sweet (US)	27:03
C-2 Team (3 + 2 DNF) 8 km		
1	Wenzel-Hess, Spengler-Stock, Roock-Schmidt (WG) (No US team entered)	25:25
K-1W Team (5 + 1 nonstart) 6 km		
1	Amslinger-Wunderlich-Deppe (WG)	15:38
4	Nutt-Holcombe-Goodwin (US)	16:51
C-2M Team (4) 6 km		
1	Feuilette-Parisa, Dvansad-Gaud, Guilbaud-Ravilly (Fr)	15:21
4	Southworth-Southworth, Sedivec-Sedivec, Holcombe-Holcombe (US)	15:50

MEDAL WINNERS

	Gold	Silver	Bronze
Slalom			
East Germany	6	4	2
West Germany	1	3	2
Czechoslovakia	1	2	5
Austria	1	–	–
Wildwater			
West Germany	6	2	2
Czechoslovakia	1	4	2
France	2	1	2
Austria	1	3	–
Belgium	–	–	2
United States	–	–	1
Great Britain	–	–	1

Other countries competing

Australia	Italy	Sweden
Canada	Luxemburg	Switzerland
Denmark	Netherlands	USSR
Hungary	Poland	Yugoslavia
Ireland	Spain	

MCA State Fair Display Will Be Largest We've Put On

by Mrs. Don Manion

The MCA's State Fair display will be the biggest canoe-building show we've ever put on. We've been given 50 to 60 feet of space to fill. It has been suggested that we provide 12 to 15 homemade canoes, which will be displayed vertically so they will be the first objects seen by those who step in the door of the building. Bob Haug is setting up a canoe-building demonstration for onlookers, too.

We're still accepting canoes. They must be in the building by Monday or Tuesday the 23rd or 24th and should be removed the week of September 7. You need not worry about your craft as it will be signed in and insured, and guards will be on every door 24 hours a day. If you enjoyed building your canoe, pass on the enthusiasm to others by displaying it. Any homemade open or closed canoes are eligible. They will not be judged, only displayed. If you have a canoe to bring, call Bob Haug at 331-5634.

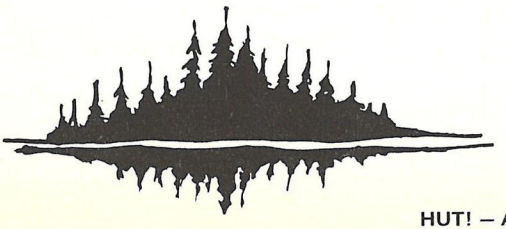
We still need volunteers to staff the booth to answer questions. It's a relaxed, enjoyable thing to do. People are friendly and enthusiastic. We'll need help August 28 through September 6, tentatively 9 to 5:30 daily. If you enjoy telling others about canoeing and the MCA, please give me a call, 938-8231, and I'll sign you up.

We'd like all MCAers to see our display. Come on over and chat with us.

Low Water Slows But Does Not Stop MCA Cruisers

by Larry Johns

The inevitable low water of late summer has cramped the style of the MCA cruisers. However, several streams are still canoeable and there will be some informal cruises from August until freeze up. We are tentatively planning a 1 day trip on the Upper Flambeau for August 14 and a 2 day trip the latter part of September. A 3 day Labor Day trip in the BWCA is a possibility and I'm sure Pat Fahey will want to take another crack at the Brule River ledges sometime in September. The Mississippi and the St. Croix normally have enough water for good canoeing and as usual, Abner Jones will be breaking ice on Rice Creek in November. If you have the urge to do a little more canoeing this year, call me at 633-6734 – we can usually get a group together for an impromptu cruise.





Rum River Canoe Derby Results Announced

by Sharon Henry

The Third Annual Rum River Canoe Derby, sponsored by the Anoka Area Chamber of Commerce, was held on July 11 as part of the Anoka Community Picnic. In all, 21 teams competed in four divisions in the 16-mile race from the Gillespie Bridge to Riverside Park.

Five short family races at Riverside Park provided as much excitement and fun as the long race and involved a total of 28 teams recruited from the gallery of Canoe Derby spectators. These events included the following divisions: Pee Wee, Women's, Pro Mixed Doubles, Amateur Mixed Doubles, Father-Sibling.

Credit must be given to the many members of the MCA who were instrumental in the success of this event by participating in planning and conducting the race.

Results of the Rum River Canoe Derby

Place	Contestants	Time
Pro Racing		
1	Dan Hassel-Eugene Jensen	2:20:24
2	Steve Peterson	2:21:45
3	Larry Peterson-Ed Johnson	2:26:34
4	Buzz Peterson-Russell Scott	2:26:41
5	Tom Olson-Joe Conrad	2:27:00
6	Ed Koehler-Len Hudgson	2:28:05
7	Kenn Ketter-Joe Hagen	2:29:04
8	Karl Ketter-Ty Mabley	2:29:05
9	Rick Nelson-Greg Peterson	2:34:27
10	Jeff Howe-R. K. Dykoski	2:53:22
11	Keith Canny-Denis Gruber	2:58:13
Amateur Traditional, Senior		
1	Gerald Hidde-Ronald Burley	2:33:12
2	Lonnie Anderson-Peter J. Huffman	2:37:13
3	Allan DuBois-Jeff DuBois	2:47:43
4	Richard Henry-John Breckenridge	2:52:18
5	Karl Johnson-Gary Clauer	3:06:17
6	Jim Thomas-Lynn Moore	3:09:53
Amateur Traditional, Junior		
1	Bill Hudson-Bruce Roggetz	2:55:29
2	Chris Baker-Mark Hassel	3:15:00
3	Jeff Bradley-Dan Bennett	3:45:00
Women		
1	Janet Robidoux-Janice Robidoux	
2	Betty Ketter-Pam Hassel	
3	Judy Hidde-Sharon Henry	
4	Joyce Turner-Sheri Welch	
Pro Mixed Doubles		
1	Steve Peterson-Janet Robidoux	
2	Gene Jenson-Wendy Jensen	
3	Tom Olson-Louise Bellemore	
4	Keith Canny-Betty Ketter	
5	Joe Conrad-Jan Salander	
6	Dan Strot-Janice Robidoux	
7	Buzz Peterson-Sheri Welch	
Amateur Mixed Doubles		
1	Jerry Hidde-Judy Hidde	
2	Lonnie Anderson-Karen Anderson	
3	Richard Henry-Sharon Henry	
4	Ron Burley-Harriet Burley	
5	John Bredkenridge-Barb Breckenridge	
6	Tom Koop-Joyce Turner	
7	Roger Breckenridge-Yoko Breckenridge	

Results of Two VFW Canoe Derbies

Third Annual Seventh District
June 25-26

Place	Team		Time
1	Ballentine Post		8:25:50
	Duane Sharratt	Jack Parish	
	Mitch Hayle	Danny Drinkwine	
	Ron Anderson	Larry Hayle	
	Don Anderson	Gary Jensen	
2	Woodrow Wilson Post		8:30:00
	Robin Scott	Rick Anderson	
	John Burck	Marv Hanson	
	Bob Smith	Henry Cornelius	
	Steve Huff	Craig Nelson	
3	LaBelle Post		8:48:27
	Mike Digatono	Dan Moss	
	Terry Sather	Dave Church	
	Mike Bohanon	John Dorholt	
	Mike Edgren	Paul Gherity	

Fourth Annual State
July 9-11

Place	Team	Time
1	Woodrow Wilson Post	14:08:28
	Robin Scott	Rick Anderson
	John Burck	Paul Gherity
	Henry Cornelius	Chris Berne
	Craig Nelson	Bill Long
2	Ballentine Post	14:55:22
	Duane Sharratt	Jack Parish
	Mitch Hayle	Danny Drinkwine
	Ron Anderson	Larry Hayle
	Don Anderson	Gary Jensen
3	Grand Rapids Post	14:56:01
	Jerry Allen	Al Lavalier
	Norm Brooks	Greg Stanley
	Ted Fulton	Tom Sobolik
	Mike Denzel	(Ted Fulton, also sub.)

Would-Be Pro Racers Invited to Remaining Events

The remainder of the long-distance racing season will include one race in Minnesota. All the professional and amateur racing classes listed in this schedule use 16-foot canoes with 3 & 27 cross-section as established in Quebec in the mid-50s. The Minnesota race has a traditional canoe class which uses a canoe less than 18 feet and with a cross-section of 3 & 31. Races are listed in the Calendar of Events (see front blue flap).

For further information on these races contact: Tom Olson (421-9618), Jeff Howe (331-3154), or Karl Ketter (869-0021).

Having Trouble With Your Partner?

by Karl N. Ketter

When two people become a canoeing team, a certain tenseness colors their relationship. It is as if their personal relationship were put under a magnifying glass that focuses on the extremes of individual shortcomings. Every river the team paddles, rapids they shoot, portage they run, or lake they cross is viewed differently by each team member. This discrepancy in outlook can cause problems – which the reader has most surely witnessed or endured.

Arguments in the canoe can be caused by anything that the human imagination can conceive. This past summer, Jeff Howe and Karl Ketter were repeatedly engaged in enthusiastic verbal intercourse to decide whether their canoe was leaning to the left – or right. Some teams have trouble agreeing on the route to be taken. Others have belabored one another's steering, bouncing, talking, not talking, switching, stroking, and even breathing. The author was once accused of wrong thinking!

The most fertile ground of partner disagreement is which of them is working harder. And the area of this category that is most refined is the interchange between partners during the mixed doubles events. The first Glenwood mixed doubles race erupted into matrimonial mayhem with the starting gun. No wife took one decent stroke, and no husband said one decent word about those strokes. One competitive male racer had taken the bow and relied on his sternwoman to rudder around the 180-degree turn. Three of four teams easily slipped ahead at that turn. The bowman did then take the subject up with the sternwoman who happened to be ruddering on the wrong side. Many marriages received critical reevaluations that day. Present unwritten policy is that, in MCA mixed doubles races, marriage partners will not be canoeing partners.

This partner conflict is only humorous when it happened a long time ago or when it happens to another team. Sometimes the results are disastrous. During one of the Aquatennial Scout Races of the early '60s, a sternman came after his bowman with his paddle. The bowman warded off the blow but took a few stitches in his hand.

There are things one can do to insure a more peaceful canoe trip. Most important is to *be patient* – even if practice is required before one gets into the canoe. It is the only solution. In order to improve patience, it is possible to use a little canoe etiquette. Some examples are:

1. Ask questions rather than criticize. Specifically, "What the hell are you doing!" should be "Are you beating the bottom on purpose?"

2. Offer suggestions rather than issue demands. Specifically, "We can't do that, stupid!" becomes "Maybe we should portage this rapids."

3. Say please and thank you. Specifically, "Draw, dammit!" is better received as "Draw, please!"



Q. Why do racing canoes have square instead of curved ends?

A. To take advantage of the entire length allowed by rules.

Q. How much do racing paddles weigh?

A. An average size paddle, 56 inches long with an 8-inch blade, made by Peterson and Jenson, weigh 1 pound, 5 ounces. Most racers' paddles weigh about 2 pounds, although there have been exceptions.

Experienced paddlers will answer readers' questions through this column. Send questions to The Oracle, P.O. Box 14177, University Station, Minneapolis 55414.

Alumacraft Hosts MCA Personnel

by Ham Kurtz

In mid-June the Alumacraft Company, Minneapolis, invited four MCA people to visit their aluminum boat and canoe factory. The four were John Krack, Bob Haug, Bob Haag, and myself.

Alumacraft Company has been in the aluminum canoe business for two decades and presently produces five models of canoes. The obvious question would be: What did the Alumacraft people feel the MCA people could offer? After speaking for just a few minutes with Vice President Bob Morris and Production Manager Russ Swenson, it became apparent that Alumacraft is interested in knowing more about the canoe market and possible canoe designs. In the past, it seems, their canoes have been steady sellers but not their bread and butter, compared to fishing boats.

However, in the last seven or eight years they have introduced one model, their 17-foot Quetico canoe, which has proved a real boon to them on the market. This particular model is a competitor to the Grumman 17-footer and is selling almost as fast as the company can make them. The company thus has, with this model, moved into the canoe market in a big way and is now interested in expanding its line with new models that will sell as successfully as the Quetico. Thus we MCA members found ourselves being asked all sorts of questions about the canoe market and canoe design.

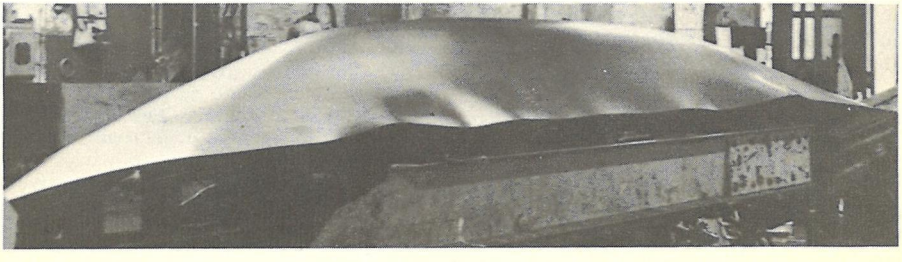
The four of us represented many years of canoeing with all types of craft of various design made of various materials. Sometimes a slight reference to a small point in design would bring forth from Russ or Bob an immediate question for more details. It became evident that there is very little market research data assembled or available about canoeists or canoes.

Some of the questions that were bandied about were, "Do you think a lightweight 15-foot would sell?" "Are there many canoeists who put motors on the backs of canoes?" "Is there an advantage to side-mounted as opposed to stern-mounted motors?" "What would be the lightest you could make any canoe?" "Why are people buying more canoes now? Are canoe sales tied in some way with the ecology movement?" "How about a whitewater keel on a canoe? How big is the whitewater canoe market?" "How big is the recreational canoe market?"

We lingered over coffee and tried to make some generalizations from questions such as those above and many, many more. I had the distinct feeling that Alumacraft would like to market another canoe and is searching for the right combinations of data to tell them what it ought to be. For them the decision means an investment of many thousands of dollars to tool up for this new model. They can't afford to make a blunder in this decision. In the meantime, they are continuing research on some new aluminum alloys with the idea of producing lighter and stronger canoes in the future, perhaps in a new model.

Following our discussion Russ took us on an extensive tour of their canoe assembly facilities. We saw raw materials at the start of their production line being shaped and assembled into finished Quetico models. The skins, the two main sections making up the hull, arrive as one long continuous roll of aluminum. The roll is cut into sheets and then stretch-formed into the skins. The skins are spot-welded and riveted together, with thwarts, ribs, keel, seats, flotation, and gunnels being added along the way. The entire finished canoe is tested in a water tank near the end of the assembly line to check for possible leaks. The finished product comes out the end of their building ready to be taken away to market. I was impressed by the many steps needed to produce this canoe. It was evident from the fact that Queticos are not stockpiled that canoe-purchasers are pleased with them, too, and they're being trucked away from the factory to buyers immediately.

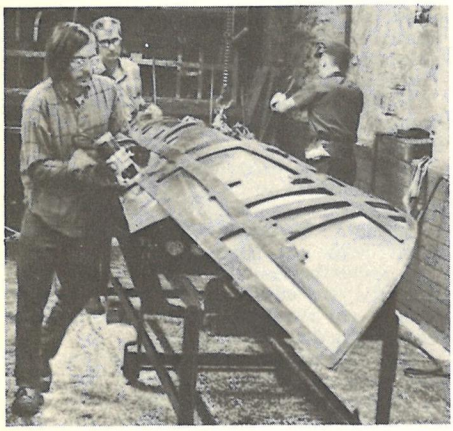
Throughout our visit we were taking black and white pictures and color slides so that we could share with MCAers our experiences and observations at the Alumacraft Company.



One side of Alumacraft's Quetico model is shaped on skin-stretching machine. (Keel edge is at bottom.)

Sometime this winter at an activity meeting we may offer a slide presentation on how an aluminum canoe is assembled.

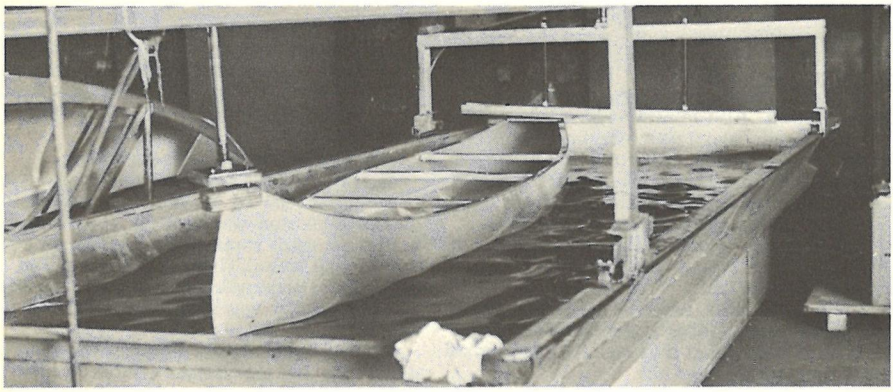
As we said farewell to Russ at the end of our production tour, the two Bobs, John and myself seemed to share the same feeling: That we had been able to give some aid to this company to help them market a new canoe, and that our ideas had been received with genuine interest and enthusiasm. Secondly, that we had all learned a lot about how aluminum canoes are made.



In this step skin is trimmed to shape and rivet holes drilled. The Quetico canoe is principally spot-welded, and riveting is minimal.



Gunnels have been welded on. Using ribs for alignment, two halves are joined by welder.



After adding keel, breastplates and thwarts, watertight quality of canoe is tested.

Photos by John Krack

Lockwatennial Viewed on TV News

by Walter B. Jones

In spite of the fact that there was no announcement in HUT! about the Lockwatennial outside of a few lines in the June issue (the May notice got lost in the mail), we had a very good response – 32 canoes in all.

KMSP-TV took some news footage of us in the Locks.

I would like to compement the paddlers for being prompt. Everything rolled along on schedule. It shows that it can be done. Thanks to all, we had a good time.

Charlie Motorizes His Cast Iron Canoe

by Ham Kurtz

It was a great day for a picnic down by the river. Charlie had invited me along with him and his wife Doris and the kids. I didn't ride down with them, but met them there. Thus I didn't see Charlie's latest creation until I got there. As I parked under the trees and walked over to the picnic table Charlie greeted me enthusiastically.

"Got a surprise. Wait'll you see this. Made it myself."

I looked startled, and looked around.

"Not yet. I'll show you in a few minutes after you have a quick hot dog and a beer."

Within five minutes Charlie was dragging me toward the river. I saw it. The old Rusty Red Baron with the darndest looking contraption you could imagine. Charlie grinned.

"Yup, I've motorized the canoe. Gonna test it out today. Are you ready?"

I started to mention still being hungry, but Charlie paid no attention. "Come on, we'll go right now."

I looked at the motor. Could Charlie be serious? Would this really work? I asked Charlie to explain.

"Well, it's kind of a pollution-free motor. See, gasoline doesn't always completely burn in an outboard motor, and there's that oil smoke, too. So I went back to basics. She's steam. Yup. Now, right here is the woodbox. That's that old metal breadbox I got last year at a garage sale. Now, above that is the boiler."

I told him it looked familiar.

"Yup. Doris' pressure cooker."

Some tubing running off to what Charlie called "an old steam winch" was geared to an axel from his boy's wagon. The axel was the drive shaft extending out of either side to the paddle wheels. Real honest-to-goodness paddle wheels. Charlie had taken old broken paddle blades and attached them to small bicycle wheels on either side of the canoe. Running straight up in the center of the canoe was some old stovepipe to handle the smoke problems.

"That smoke is a lot cleaner than some of that stuff that comes out of those gasoline motors," Charlie said.

I had my doubts. Next to the steam engine were some copper tubes and a spiral down to a small jar. I asked what that was. He had kind of a shy, funny smile.

"I kind of save the steam. I condense it back to be used later."

I didn't get the point, and I asked him what he meant.

"I'm not exactly using straight water in my boiler, and I get a byproduct from the whole operation that's about 90 proof."

This I've got to see, I thought. Already Charlie was firing the boiler. Several small chunks of wood were thrown in, and the breadbox was taking on a glow even in the bright sunlight. We pushed off, and Charlie opened the valve. The paddle wheels turned more quickly.

This was kind of fun, I though. We picked up more speed. As we went by two goggle-eyed fishermen I could even start to feel the forward breeze on my face. We made a big turn and started back downriver. As we went by Doris and the kids, Charlie rang a large bicycle bell he had mounted on top of the engine. I shouted above the engine noise to ask him why he didn't have a steam whistle as he put more wood on the fire.

"Never thought of it," he responded.

We picked up a slight vibration as we started to plane with even more speed. That little engine was really going. I shouted back to ask what he used for a safety valve if he didn't have a steam whistle.

"What safety valve?"

Before I could think much about his response I saw the big coal barge ahead – dead ahead.

Things were happening fast now, and that motor continued to rev up. I could feel Charlie dig his steering paddle in, but we were too slow to turn. With paddles churning furiously, I heard Charlie yell, "Hang on!"

Another few feet and we would have missed. But, alas, we sideswiped the barge. I looked back to see about a twelve-foot gash from the canoe along the side of the barge.

But one paddle wheel was the price. With the motor still going furiously and only one set of paddles, we went into a high-speed spin. I was afraid to jump for fear I'd be run over. I was afraid to stay because the engine might blow up.

Charlie yelled something I never heard, because that's when Doris' pressure cooker blew up.

The next thing I knew I was on the shore, several people looking down at me, including Charlie. As I sat up, a little stiff but apparently okay, I saw old Rusty Red pulled up on shore, with a twisted collection of metal where the engine had been.

"Are you all right?" Charlie asked.

As I stood I assured him I would be okay.

Looking relieved he said, "The whole force of the explosion was right at you. You must have done three sommersaults in the air before you hit the water. Those fishermen pulled you out. You're lucky you floated. The cover of the pressure cooker was stuck in the back of your life vest."

Then I remembered the coal barge. It was drawn up by the shore. Charlie turned and started talking to a man next to him wearing a captain's hat. The captain kept saying that he'd never be able to explain to an insurance company how a canoe could ram his barge and do damage. Charlie finally worked it out that he would come down later that evening with my welding outfit. This seemed to satisfy the man.

As I stiffly moved back to the picnic area, Charlie clapped me on the back and said "The steam winch part seems to be okay. I think I can borrow my sister's pressure cooker for next weekend. Want to go for a ride next Sunday?"

INSTRUCTIONS FOR MCA MEMBERSHIP APPLICATION

Apply for membership on official MCA forms only (see other side of this card). Fill in all spaces (including Mailing Data) each time you renew. Print in ink, or type.

Make check or money order payable to the Minnesota Canoe Association, Inc. Do not fold card (use large envelope). Send card and payment to the MCA, P.O. Box 14177, University Station, Minneapolis 55414. Your membership card will be proof of payment.

Memberships are not transferable.

Classification of Memberships

Regular Member — Full club benefits. New — annual dues $7 (includes membership kit); renew — annual dues $5 (does not include kit).

Junior Member (not yet age 19) — All benefits except voting rights. New — annual dues $5 (includes membership kit); renew — annual dues $3 (does not include kit).

Associate Member — Receives club magazine. Annual dues $4.

Life Member — Full benefits for life. $100.

Application Form on reverse side

for office use only
(please do not cut off)

MEMBERSHIP APPLICATION FORM

**Send with payment to the MCA, P.O. Box 14177,
University Station, Minneapolis 55414**

Name _____
(last name first)

Address _____

City and State _____

Zip Code _____ Telephone _____
(Our publications will not reach you without zip code.)

Age _____ Sex _____ No. of years canoeing _____

Occupation _____

Own canoe? _____ Type _____

CLASSIFICATION OF MEMBERSHIPS

(See other side for more complete explanation.)

MAILING DATA

Name _____

Address _____

City and State _____

Zip Code _____

R A J L N R

Telephone _____

Camp Cookery

BEEF JERKY*

Yield: 5-8 oz. jerky

1-1/2 lb. flank or round steak
(or sirloin, filet mignon, venison)
1 tsp. liquid smoke
1/3 tsp. garlic powder
1/3 tsp. pepper
1 tsp. onion powder
1 tsp. monosodium glutamate
1/4 c. soy sauce
1/4 c. Worcestershire sauce
Barbecue salt, if desired

(Game only should be soaked 5 min. in salt water.) Trim off every spot of fat possible. Partly freeze meat in order to slice thin: slice 1/8 inch thick across the grain. Marinate overnight in shallow glass dish or jar with lined cover on side, in refrigerator, turning occasionally to coat. Drain well on paper toweling and pat dry. Lay strips in a single layer on oven rack and place cookie sheet or foil beneath to catch drips.

Dry at 120-140° (lower temperature better) with oven door open 8-12 hr., tasting occasionally until meat reaches chewiness desired. Turn once if feasible.

Dehydrating weakens the seasonings, which is why they must be abundant. Jerky has high nutritional value, lacking only vitamin C and animal fats. (Adding paprika with other seasonings will add some vitamin C.) You will lose 2/3 to 4/5 of the bulk through dehydration. 3 oz. jerky and a canteen of water will keep a hiker going all day, but it isn't a complete food. (For another version and more information, see Jim Kimball's column in the Sunday *Minneapolis Tribune,* November 30, 1969.)

*from *A FINE KETTLE OF FISH And Other Things: The Wilderness Chef's Handbook,*
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Ropes Present Knotty Problems for Canoeists

by Ham Kurtz

Stop and think of how many ways you use rope, or line, with your canoe. If you actually start to list them you'll find many uses, such as bowline to hold your canoe to shore; sternline to tow another canoe or drag something in the water; to tie your canoe to your car rack; to lash the bow and stern to the bumpers of your car; to tie something into your canoe so you won't lose it if you spill; to tie your canoe alongside another canoe. Does it do double duty when you set up a campsite? Use it as a clothesline. Use it as a tentrope. And heaven knows how many more uses you may have for it.

There are four basic factors about ropes in relation to canoes that concern me when buying a new line:

1. Is it strong enough to do the job? Read the packaging or labels with the rope to check it out. Generally, I want a rope that will take at least 700 pounds strain.

2. How thick is it? Often people buy strong rope that is too thin. The problem comes when you try to hold with your bare hands a thin rope that is carrying or taking a strain. Once you've had your hands burned or cut by narrow line you'll know what I'm talking about. I like a rope of at least 3/8-inch diameter. If you ever get stuck with a thin rope and must hold it securely I suggest wrapping it around a canoe paddle or similar object and holding that with your hands instead of the rope itself.

3. How does it stand up to constant exposure to water? Some ropes tend to rot and deteriorate quickly from moisture. Among the synthetics I prefer a good tightly woven nylon rope. In addition to outlasting most ropes it also has a better "feel" to it than others.

4. Is it easy to tie and untie knots with it? Some ropes tend to be very difficult to work with and are real bears when it comes to breaking, or untying, knots. A little experience with various types of rope will demonstrate the value of this quality.

A good test of a rope is to get it wet, along with your hands, and to try pulling on it. If it's too thin, you'll know immediately. Put a knot in it, pull it tight, and then untie it. Soon you'll know even more about that rope.

Be aware that when you need a rope the most, the situation is usually such that you want the best. Therefore, when you buy a new rope, get the best.

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Address correction requested:

The Minnesota Canoe Association, Inc. is a non-profit organization dedicated to promote all aspects of canoeing.

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