MINNESOTA CANOE ASSOCIATION, INC. HUT!

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Cliff Jacobsen checks out the finer points of canoe construction with an interested onlooker at the MCA solo canoe night. See page 17 for more details.

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HUT! is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940's 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.

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DEADLINE FOR EACH ISSUE: Articles are to be received no later than the 10th of the month preceding publication. Advertising and calendar items are to be received no later than the 15th of the month preceding publication.
Send submissions to:
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KETTER CANOEING

KETTER CANOEING
(612)561-2208

101 - 79th Avenue North
Minneapolis, Minnesota 55444

Before we sold any canoes, we paddled them. Before you buy a canoe, rent and try the canoe.

Canoes:	WE-NO-NAH, SAWYER, PETERSON, JENSEN RACERS Training, touring, solo, tandem.
Paddles:	Cadorette, Peterson, Waddel, Grey Owl, Maxcraft Straight, Bents, wood, lightweights, laminated.
Equipment:	Yokes, car top carriers, footbraces, sliding seats, Custom canoe covers.
Accessories:	Paddle covers, grey tape, Gel-Gloss cleaner, t-shirts, Seda life jackets.
Materials:	Resin and fiberglass for Minnesota Canoe members, thwarts, gunwales, foams, wood strips for canoe building.
Source:	MCA Resin Depot, gathering place for Minnesota's canoe racers. Lessons and coaching in canoeing, racing and building. Free catalogues and magazines.

FROM THE BOW

Last month's column started out with w-o-o-o-sh. This month's should start out scr-a-a-a-ape with the currently dismal water level situation. By the time you are reading this though, I will have discussed the situation while paddling with our Lieutenant Governor and I am sure that our rivers will be up and running once again.

From personal experience, I know that all involved once again survived the Beginning Whitewater Class, albeit with a few more scratches in their canoes and that solo canoe night was heartily attended (a tandem night is scheduled for July 20). I also heard that the Northwoods weekend was a great success. Great programs to which we owe a lot of gratitude to the folks that put them on.

Back to the our steering committee findings. The next item on our outline is "MCA Facility", which translates to, a physical space of which the MCA can call its home. Ideally we would have an office, meeting, storage, and building space. The space would have to be at least partially self supporting and staffed by a part time paid manager. Funds could be generated by additional sales of resin and cloth and other building supplies that are too time consuming for our depot managers to deal with. Other revenue could be generated by using the space for some of our current class meetings and developing other suitable programs. There is also the possibility of renting space and forms to builders.

The concept of the above facility also brings us to one way in which we can address the concept of a paid **HUT!** editor or manager and a means to provide the proper computer equipment to generate **HUT!** and manage our membership. It is also very possible that we could have a combined facility with one or more other compatible organizations.

Again, we need someone to step forward to get the ball rolling. We need to very carefully consider location, costs, benefits, and revenue. I am sure that there is someone who is just itching to put a business plan like this together. Perhaps someone is considering going into business for themselves and would like to get some background before taking the plunge. Both I, and a number of other business owners in the MCA would be more then happy to share our knowledge with whomever steps forward.

Since the above goal might be a long time coming, the consideration of **HUT!** equipment and compensation will be discussed on a regular basis at the upcoming board meetings. Hopefully we will come up with a short term solution that will complement our long term goal.

Well, time to scrape over to shore and take out. With a little luck we won't be hiking our favorite rivers the next time I write this column. As I have mentioned before, take a chance and get involved a bit. Your stopping by at a board meeting or calling a board member to discuss any aspect of the MCA won't indenture you to countless hours or endless years of service.--**Burt Levy, President**

EDUCATION AND SAFETY

A second Efficient Paddling class was held on May 21 and 22 as part of Canoe U Weekend at St. Croix State Park. The following members were course participants: Jenny and Jim Scheibe, Chuck Hoffman, Cary Broshad, Kevin Batko, Vickie Morgan, Sharon Cizek, Loren and Marilyn Smeester, Cliff and Nathan Peterson, Claire and Roger Bock, Dan and Deah Szymanski, Jim Bydlon, Michael and Maureen Martin, and Kitty Kelly.

I would especially like to thank Jim Scheibe and Jim Bydlon for taking over the class oganization when I could not make it.

A short history of efficient paddling.

Paddles, design, length, width, material, models.

Boats design, length, weight, material, models, adaptations seats, braces

The Stroke, arms, hand position, reach, body position, foot brace, catch, recovery, rate, rhythm, use of rotational muscles and large muscle groups.

"Hut"-the signal, timing, rate, smoothness, frequency, blade position, "why" applications.

Entering and leaving the canoe, parallel to shore, together, foot placement, paddle brace, landing, trim...

Paddling-demonstration and practice, the basic bow stroke/power stroke.; more complicated variations, pushaways, stationary draw, bow cross draws.

Same side paddling, efficient turns, offside leans, shorelines, riding wakes, paddling in a pack, working shallow and deep water, cruising speed, upstream or cross ferries, paddling in wind (head, tail, side), upstream V, downstream V, rapids, trimming for conditions..All of the above was discussed.

Remember to participate in the accident survey, being conducted by Fritz Fox, if you are planning a wilderness canoe trip this year. Write for the forms in advance, complete and send to Fritz upon your return, and become part of this data gathering effort. You will have access to survey results as a reward for your cooperation and you will have helped Fritz with a very valuable service project for the MCA.

Fritz Fox, 3168 Shorewood Drive, Arden Hills, MN 55112. (612) 633-5683.

--Bill Simpson, Education and Safety Director

PUMPING WOOD



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CIRCUMINNESOTA

CIRCUMINNESOTA is going great! We are on schedule, and expectations (and then some!) for the trip are being fulfilled. MCA member, Gene Ramsay, helped with the section between Moorhead and East Grand Forks, which we finished on May 14th. Along the way, we continued to enjoy a little traveled, yet beautiful river which has ample portions of peace, quiet, scenery, history and wildlife. It also has ample portions of Red River mud (a clay-like silt), which you learn to steer clear of because it sticks to anything and everything. We met an interesting fellow named Gunner Paulsrud in Nielsville. He is 92 and farmed his land from the time he moved there with eight brothers in 1903. At the time he was seven. I spent an interesting morning sitting in his kitchen listening to him recount some real history over coffee.

Accompanied by Joe Spade of Northwoods Advantage in Pine City, the section between the dam in East Grand Forks and Robbin, MN was done in good speed. Joe was an interesting traveling companion. Originally from Chicago, he and Howie Anderson of Pine City have started a company to provide "custom designed wilderness experiences" to anyone interested. We were also joined for a day and night by Carl Bjornstad and his family from East Grand Forks. Carl and a group of like-minded canoeists from that area plan to follow through with plans to form a Grand Forks Chapter of the MCA. For anyone in that area interested in taking part, contact Carl at (218) 773-8609. Thanks to Carl and his family for all their help (and that great homemade bread)!

The last two days on the Red River saw Jan Bilden and myself to the NW corner of the state. One down and three to go. We then accomplished the first section of biking; one hundred and twenty miles of gravel roads, cow paths and drainage ditch roads. The cow paths and the drainage ditch roads provided excellent off-road biking. We found several old, ethnic graveyards which were quite interesting. I recommend this area for anyone with a fat tire bike, who likes to explore. The Roseau wildlife area is an excellent place to see by bike, and a highlight of this section. We saw fox kits, deer, moose, and waterfowl of every description. We even saw a fox with a kill in her mouth. Jan was a great person to have on this section, and I wish her the best in her new job. On the last day, Mike Budak from Grand Mound Historical Interperative Center came along. The sightings of deer, birds, and sandhill cranes with young kept our minds off the 95 degree heat. We ended up this first bike section at Springsteel Island (a peninsula on Lake of the Woods) Saturday, June 11th.

Back home, my daughter and I headed down to WE-NO-NAH Canoe to pick up the Sea Otter (sea kayak) they are letting me use for the upcoming Lake of the Woods segment of CIRCUMINNESOTA! We were happy we could make it back to Marine on St. Croix for the send-off of the Dragon Boat team. I wish them a great and winning trip.

Anyone interested in coming on a segment of CIRCUMINNESOTA! just call (715) 483-9315, and leave your address so I can send a schedule. You might note the segment from Riverside down to St. Croix State Park is an MCA cruise on August 19. The park naturalist will come along and try to add a special flavor to that section.

Hope you're doing all the canoeing you want. If not...my suggestion is to ignore everything and just do it! You would be surprised how everything back home will go on hold while you're gone.
--Dan Szymanski

HAVE WE GOT A TIP FOR YOU!

The 'Scout' from Grey Owl offers an economical alternative to expensive high quality wooden canoe paddles. Made with the same detail and care as its more expensive rivals, this paddle boasts such features as a 7" performance designed blade, oval shaft and contoured hand fitting grip. It is balanced and light-weight with an all bass wood construction and a tip cast from urethane plastic that won't break, chip or wear from pushing off rocks or poleing on river bottoms.

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PACKING SQUASHABLES

I followed the dialogues in earlier issues regarding the problems of packing and carrying the Peak I (and other crushable items). I'd like to offer two alternatives to any who are not limited to doing their portages in one trip.

One solution is to use a wanagan--a wooden box with top. Not only a Peak, but bendable pots, fragile ovens, opened Crisco cans, and even eggs may be safely carried. Once opened, the wanagan stays that way so you can see and reach what you want. When the heavens suddenly open up, it is quickly packed and shut. Any packing is done quickly--even carelessly. A closed wanagan provides a nice working surface, and lucky is he (she) who beats the others in the race to get to use one for a seat. They can be built with front opening doors and shelves--neat little kitchen cabinets. Tough to carry? No. They carry very nicely with a tumpline, leaving you one or two hands free for other items or to swat bugs.

I formerly used a few. Good stuff. But then my trips changed to small groups outfitted for six weeks and sometimes with a third person in a canoe. Space became tight, and weight became a larger factor. The wanagans had to go. I compromised. The solution was a packbasket, de rigeur in Maine. I used L. L. Bean's largest. Pretty lightweight. Three coats of varnish made them very sturdy and durable; they lasted 15-20 years of boys' use. Items were placed inside within a surplus Army sleeping bag cover that fitted the packbasket just right and stayed open. A little nylon hat was added in rain, and the whole thing was quite waterproof. Carried open in front of you, it was handy for items wanted while traveling--cameras, etc., and it was handy to throw the sunglasses into when the clouds formed soon after the glasses were put on.

Of course, nothing is perfect; everything is a compromise. A Duluth Pack is far superior for bedding and large personal items, and carefully packed, Duluth can hold small unsquashable "kitchen" gear and most food as well. If it's one trip per portage, the Duluth has to be it. But if you have a little leeway there, or if you do an extra trip because your old arthritic back suggests that you leave your heavy load days to the next arthritic generation, you might consider the little luxury of something sturdy into which you can toss some squashables. Then paddle off feeling good about your unselfishness: the bugs that you kill while making your extra trip will never bite the people behind you, and they can enjoy the scenery better--thanks to you and your packbasket.

I just have to add: leave it to boys to figure a way to make one less portage trip. I've sometimes had boys smugly carry a Duluth on their back and a packbasket on their chest--and have had hands free, too. Ludricous? Well.....But, I tried it, and it works. What else matters? Yes siree, the boys had their Duluth and ate their packbasket, too.--**Bob McCoubrie**

I'D RATHER BE CANOEING

As the 26th wedding anniversary of the Publications/Membership team approachs, I hark back to one of the anniversaries that will always stick in my mind. Number 24 was a very special time for me. It was the only one we have spent apart. No, that's not what made it special! Daughter Alexandra and I were paddling the Crow Wing River. This was one of the greatest experiences that I have ever had. To those who have never had the opportunity to spend several days alone with their child, I recommend an easy canoe trip. I have asked Alexandra if she would like to do it again. "Sure, dad. But only if someone else comes with us. Maybe someone close to my age with their dad." I think Alexandra would prefer: age 16-18, male, good looking....--**James Robinson, Publications Director and HUT! Editor**

HUT! AD RATES

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WIN A MAD RIVER CANOE OF YOUR CHOICE

Now that I have your attention, I want to talk to you about participating in the Canoe Trip Health and Safety Survey. This survey is a volunteer effort and, frankly, there isn't enough in the budget to be giving away Mad River canoes. But won't people contribute without door-prize enticements--just because it's intrinsically worthwhile?

Over the past few months, we've contacted county sheriff departments, rescue squads, the Forest Service, Minnesota DNR, and the Health Department. We've searched the popular literature, and some professional sources. No systematic information on canoe trip injuries and illnesses exist.

At present, four organizations that take people on canoe trips have given at least preliminary consent to participate. That's fantastic support. But these organizations have trained staff, and have developed "tripping systems," standard diets, standard equipment lists, and rules about what can and cannot happen on trail.

What about the vast majority of trippers, the unregulated, unsupervised general public and their "tripping systems?" Nobody is in a better position to gather this information than the MCA. This issue of **HUT!** may reach more active canoe trippers than any other publication in the country. MCA can do what no one else is capable of doing...if you participate. We need a minimum of 100 trips!

If you are planning a canoe trip this summer, a mimimum of three nights on trail, help us out and help yourself out... whether this is your first trip or fiftieth, whether you outfit yourself or use an outfitter, whether you prefer to travel hard every day or swim, fish, explore, lay in the sun, whether you are traveling in the BWCA/Quetico or the barrenlands.

If we don't do it, no one else is going to do it for us. The results will be available to you. We'll wish you a good trip, and we'll wish that someday, some way, you'll win a Mad River canoe of your choice.

Call or write: Fritz Fox, 3168 Shorewood Drive, Arden Hills, MN 55112. (612) 633-5683.

Even if your trip isn't until August, call or write now. Please provide your name, address, phone number, number of people in the group, starting date and length of trip, general location of the trip.--**Fritz Fox**

TRIP TEASER--MISSISSIPPI CANOE-A-BRUNCH

This trip will take place on July 17th. Bring some money, as we will buy brunch instead of packing one.

The trip is upstream, and then back downstream for a total distance of 3 miles. The MCA's Flatwater Cruise Rating states this must be a class "E," because it is "ANY DISTANCE AND OVER 50 MILES" and "ALL OF THE ABOVE/INCREASED UPSTREAM." I think you should forget about the above rating. I feel if you have a canoe/kayak, paddles, PFD (life jacket), and a pulse, you are more than welcome to come. Those people who are doing Bob Brown's Urban Canoe Series might consider this one.

Bob Brown wrote in a previous article to not give all the details (note, I didn't). This guy must read **HUT!**. I hope I made some people interested. Pick up the phone, give me a call at (612) 535-1373.--**Harlan Nickerson**, The guy with a big appetite (for canoeing).



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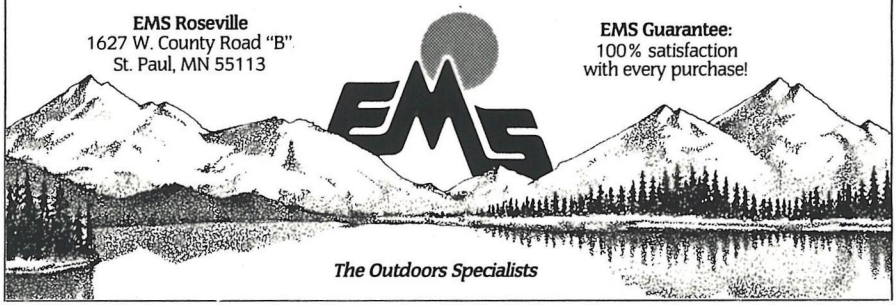
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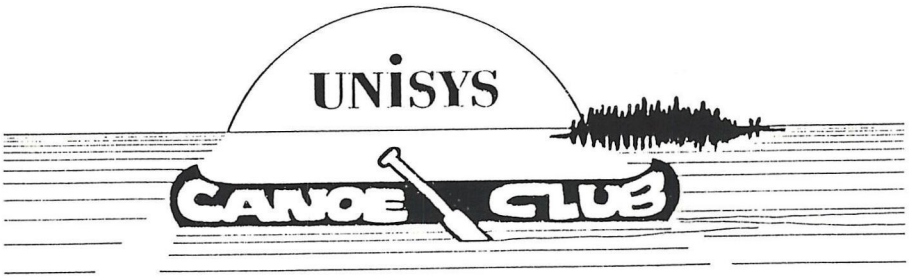
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NEWSLETTER OF THE UNISYS CHAPTER
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Treasurer, Bob Breeden, (612)454-2440(h), 456-3252(w).
Secretary, Rick Hartung, (612)420-2743(h), 696-4877(w).

UNISYS CHAPTER invites you to experience two sides of summer; whitewater and floating.

July 9-10 Brule, 1K-2K, Saturday and Sunday. Advance reservations required, Cost $21.

Have you ever thought you would like to try kayaking? Every year beginners learn how to kayak and have a lot of fun on the river. The Brule is the place to be on this weekend for rookie and veteran alike. The outfitter provides: kayak, paddle, life jacket, spray skirt, helmet, and shuttle service. All you need to bring is your camping gear and a mug for the refreshments at the volleyball game afterward.

On Saturday, we conduct dry land training, then put on the river to feel the effects of river currents and some mild rapids. Sunday we practice our newly learned techniques by running several enjoyable rapids. For reservations or more info call: Gary Brunsvold W (612) 828-3796 or H (612) 470-1518 or Ron Dahl W (612) 435-4375 or H (612) 888-4797.

July 23-24 Lower Namekagon River. 1C. (MCA class A) Saturday and Sunday

We are planning a special FLOAT trip on the Lower Namekagon. The slow pace will give you time to enjoy the scenery (cloud patterns in the sky, sand patterns on the river bottom, ever-changing green forest banks), bath in the warmth (sunshine relieved only by an occasional cool sprinkle), observe the animals (eagles, ducks, deer, turtles), and celebrate the hazy days of summer.

Saturday we'll be canoeing the shallow, sandy-bottom section downstream from the campsite. At lunch time, we'll enjoy the expansive view from the highest sand dune in northern Wisconsin, try somersault races to the water's edge, and skip along water covered sand bars. Saturday evening we'll have time for swimming at campsite, renewing old freindships, and reminiscing 'round the fire. On Sunday, we'll put-in upstream and drift along at our own pace back to the campsite take-out. For more information, call Bruce Nye (612) 635-3114 (w) or (612) 434-8127 (h).

Around the bend, we are planning an August 13-14 trip on the swifter current and small rapids of the Upper Namekagon where the eagle's nests are and on September 24-25 we'll be joining the crowd at the annual Steuben, Wisconsin Canoe, Camp, and Colorama Weekend on the Kickapoo River.

1=BEGINNER, 2=NOVICE, 3=INTERMEDIATE, 4=EXPERT, C=CANOE, K=KAYAK

1988 MIDWEST WHITEWATER RACING SCHEDULE

Quite a schedule this year. All of the listed events are ACA National Slalom & Wildwater Committee (NSWC) sanctioned and include some revisions to past events, and some new ones to boot. The Mid-America Series has been shortened to a 3 race/3 site format to accommodate combining the Pan-Am Cup and the World Cup with this event. The World Cup is a new event similar to skiing's World's Cup. There will be four races in North America and four in Europe that will attract some of the top paddlers in the world. The whitewater sprint race is also new. This race consists of a 600+ yard sprint down a whitewater course without gates. These are both guaranteed to be exciting events! We saw a number of MCA/Rapids Riders members involved in last year's races, and hope to see a whole lot more this year. If you aren't interested in racing yourself, come on out and cheer on those who do race. Even better yet, volunteer to do any of the multitude of tasks that are required to run a race. PEOPLE TO CONTACT: Rapids Riders - Ed Schneider 612/487-1811; NSWC - Bob Schuetzler 612/722-2875, Randy Carlson 218/726-7169 or 727-2309, Barb Schneider 715/845-6784.

DATE	EVENT	TYPE	LEVEL	LOCATION
APR 23-24	Div. Championships U.S. Team Trials	Wildwater	3	Peshtigo R, WI
APR 23-24	Spring Wolf	Slalom	1-3	Wolf River, WI
APR 30-5/1	U.S. Team Trials	Slalom	3	South Bend, IN
MAY 7-8	Apple River	Slalom	1-3	Somerset, WI
JUN 11-12	Mid-America Series #1	Slalom	2+-3	Carlton, MN
JUN 18	Mid-America Series #2	Slalom	2+-3	Wausau, WI
JUN 19	Pan-American Cup #1 World Cup #1	Slalom	4	Wausau, WI
JUN 21-36	Pre Worlds	Slalom/Wild	4	Maryland
JUN 26	World Cup #2	Slalom	4	Maryland
JUL 1-2	Pan-American Cup #2	Wildwater	4	Hurly, MN
JUL 3	Mid-America Cup #3	Slalom	2+-3	South Bend, IN
JUL 4	World Cup #4	Slalom	4	South Bend, IN
AUG 13	Whitewater Sprint Race	Sprint Race	1-3	Wausau, WI
AUG 13-14	Summer Slalom	Slalom	1-3	Wausau, WI
AUG 20	Division Championship	Wild Sprint	1-3	South Bend, IN
AUG 21	Division Championship	Slalom	1-3	South Bend, IN
SEP 3	National Jun/Sen/Mas	Slalom	2-3	Wausau, WI
SEP 4	Nationals	Slalom	2-3	Wausau, WI
SEP 10-11	Saint Croix	Slalom	1-2-3	Taylors Falls
SEP 24-25	Last Ditch	Slalom	1-2-3	Wolf River, WI
OCT 1-2	One Last Time	Slalom	1-2-3	South Bend, IN

SKILL LEVEL KEY: 1=Beginner, 2=Intermediate, 3=Expert, 4=National Team



NEWSLETTER OF THE LONG DISTANCE CANOE RACERS
President: Karl Ketter, (612) 636-8116
Race Calendar: Tom Nolz, (612) 689-5719
Rt. 1, Box 202
Cambridge, MN 55008
Coordinator: Betty Ketter: (612) 561-2208

The race season is off to a successful start. There is quite a number of new faces this year, both men and women, who are taking training quite seriously. Rookie Racers still meet every Monday, 5:30 pm at Showboat Landing on the Misissippi. Call Jeff Dubois if you need further information, (612) 459-4132. St. Croix training takes place on Tuesdays, 5:30 pm at the DNR Landing near Stillwater. Call Bill Simpson for further information, (612) 433-3451. The Phalen series, sponsored by Midwest Mountaineering, has added four more Wednesday night races, and Hoigaards is back with its' ten week series, Thursdays, at Lake Calhoun. When you add the weekend events it becomes easy to race or train with other paddlers just about every day of the week. A new "pro race" has been added in Canaada, from the Minnesota-Manitoba border to Winnipeg on the Red River of the North. Dates for the 150 mile event were June 3, 4, and 5.

Finally, the MCA Dragonboat racers left for Hong Kong and Taiwan on June 14th, following a send-off on June 143th at the new Voyageur Cafe in Marine on St. Croix. We'll await a full report upon their return.--**Bill Simpson.**

THE 26TH ANNUAL JENSEN HANDICAP RACE RESULTS

Terry Daley	Jeff DuBois	41:37
Chris Colas	Cary Bush	42:16
Joe Manns	Anne Rudquist	42:49
Adam Fridstrom	John Mundahl	44:42
Scott Nesvold	Heidi Reipe	45:01
Eric Canny	Brian Bennett	45:38
Mark Segner	Steve Peterson	46:04
Pat Comer	Scott Ankeny	46:13
Joe Comer	Tom Olson	46:27
Gerry Hansen	Eugene Jensen	46:52
Pam Henry	Dave Sipe	48:20
Dolly Novak	Pete Colas	48:45
Kathy St. Peters	Bob McKelvey	49:10
Darlene Oehlke	Steve Yurista	50:09
Pat Mader	Reggie Clarke	50:26
Jeff Rozinka	Tony Pasma	50:47
Tatyana Schmidt	Myron Bursheim	51:22
Debbie Bennett	Al DuBois	51:35
Joe Conrad	Laurie Degernes	52:20

The 26th Annual Jensen Handicap was held on Sunday, May 22. This race is held on the Mississippi River in Brooklyn Center. Betty Ketter puts on this race and the MCA provides sponsorship.

The morning of the race was cool and pleasant. Water level was low for this time of year, but probably slightly higher than it was for last year's event.

Failing to take an early lead in this race usually would mean that you aren't going to have your name engraved on the gigantic trophies. This years' winning team overcame that typically fatal error and picked their way back to the front of the pack. Didn't hurt that the luck of the draw put together a team consisting of a strong, steady, seasoned stern paddler and the most un-rookie-like rookie of the year.

Like politics, the Handicap creates strange bedfellows. While Jeff and Terry were basking in the limelight of a victory, a few other teams were having a somewhat less enjoyable time. Although most of the rookies had previous race experience, various elements contributed to several less than ideal performances. For some, it may have been a partner that perhaps didn't know how to get them to do what they needed them to do. For a few, the intensity of the race was overwhelming. Some, and not just the rookies, were a bit short on training hours so far this season. But perhaps the most frustrating experience is when you've got enough of the right stuff to do respectably and you and your partner don't click. And you aren't given the time to iron it out for this race. But that's what makes the Handicap the race it is.--**Tom Nolz**

NEW RACE

From our friends in Wisconsin comes news of upcoming races. Here's the scoop:

Sunday, July 9th on the Chippewa River at Eau Claire. 6 and 16 mile course for USCA classes, recreational, and aluminum. (Aren't those last two redundant?) Would guess that they prohibit pro boats from competing with the cruises. Race time is set at 9:00 am. FMI, contact Kine Rogers at (715) 834-5884 or John Mundahl at (715) 597-2233.

Sunday, July 24th on the Wisconsin River at Muscoda. The Big 4 Challenge--Illinois, Iowa, Minnesota, Wisconson. 8, 15 and 21 mile events for USCA classes, super aluminums and downriver K-1's. Sponsored by Muscoda American Legion Post 85 and Wisconsin Canoe Racing Association. Contact Norm Nestler, Rt. 1 P.O. Box 71, Muscoda, WI (608)739-4184 or Frank Brazelton, (414)567-2877.

YOUTH PADDLERS RELAY RACE

Paddlers under the age of 18 are invited to compete in the State of Minnesota VFW Canoe Relay Derby. This event is held each year on different rivers in the state. This year, the event will be located at Pine City on July 16-17.

A relay team of six paddlers take turns paddling in a course of 60-80 miles over two days. Any organized youth group (at least 1 adult leader per team) may enter. A VFW post from the area of the teams usually will sponsor the team(s).

This is an opportunity for MCA members to promote their sport. Coach a team. Past VFW contestants include such as Chichanowski, Rudquist, Berne, and Baker.

Classes are girls, boys, and/or coed. There is no limit on number of entries. Canoes are furnished or you can use your own, MCA standard specs will apply.

For more information contact "Red" Jenson, 2622 Central Ave., Minneapolis, MN (612) 781-1500 or (612) 722-5180.

MINNESOTA 1988 RACE CALENDAR -- JUNE 1988

DATE	RIVER/LAKE	COMMUNITY	EVENT	CONTACT
7/9	Chippewa River	Eau Claire, WI	Chippewa River Challenge	John Mundahl (715) 597-2233
7/10	Mississippi River	Saint Paul, MN	Riverfest	Lynn Waldorf (612) 292-7400
7/17	St. Louis River	Duluth, MN	Gitche Gumee Canoe Classic	Scott Neustel (218) 724-8525
7/24	Wisconsin River	Muscoda, WI	Big 4 Challenge	Norm Nestler (608) 739-4184
8/20-8/22			USCA Nationals	No further info at this time.
9/3-3/5	**********	Labor Day Weekend	**********	
9/10	Mississippi River	Coon Rapids, MN	Mississippi Classic	Betty Ketter (612) 561-2208
5/18,25 6/1,8, 8/10, 9/7 Weds	Lake Phalen	St. Paul, MN	Lake Phalen Race Series Race 6:10 p.m.	Bob Hollerbach (612) 771-7507 Lynn Waldorf (612) 292-7023
6/2-8/4	Lake Calhoun Thursdays	Minneapolis, MN	Hoigaards Race Series Reg. 6:00 p.m. Race 6:45	Jim Lind at Hoigaard's (612) 929-1351

LAKE PHALEN RACE SERIES

A request for last year's Lake Phalen Race Series participants:

The organizers are missing many of the timing sheets for the individuals that raced. It is assumed that the racers unknowingly walked off with the only good record of their performances. The return of the forms is desired so that overall results can be published. Please contact Lynn Waldorf at (612) 292-7023 or Bob Hollerbach at (6129 771-7507.

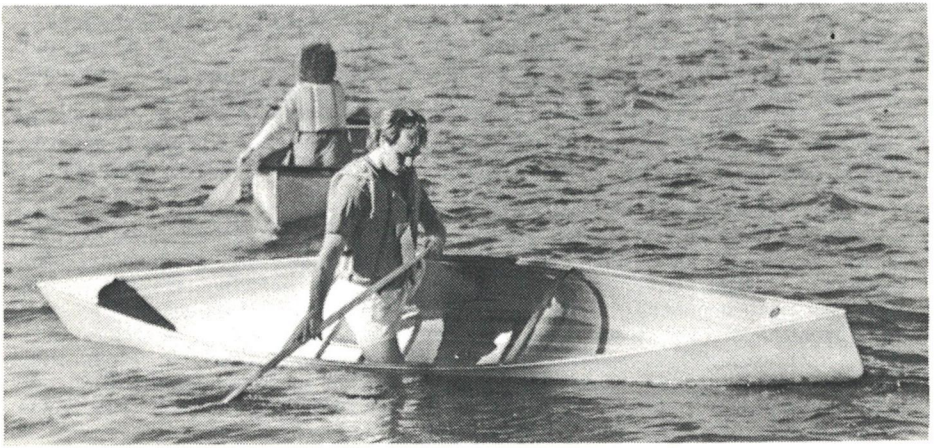
NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER
President: Sue Hix, (612) 422-9155
Vice President: Ed Schneider, (612) 487-1811
Secretary/Treasurer: Scott Cruse, (612) 379-4931
Membership: Jeff Grigsby, (612) 636-4373
Cruise Directors: Bonni van Blarcom, (612) 646-1496
Gary Nagel, (612) 487-2079

****
NO NEWS FROM THIS CHAPTER THIS MONTH
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NEWSLETTER OF THE TWIN PORTS CHAPTER
President: Tim Sundquist, (218) 724-4143
Cruising: Gardner Ellis, (218) 728-5304
Whitewater: Rick Luck, (218) 724-7992
Racing: David Spencer: (218) 624-3413
Membership & Treasurer: Greg Furtman, (218) 525-6027

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NO NEWS FROM THIS CHAPTER THIS MONTH
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SOLO CANOE NIGHT



Ted Bell puts a recently constructed Kunz hull through some freestyle maneuvers. About 50 boats and 150+ people showed up on a gorgeous evening to try out canoes ranging from the 9' Sary Gamp to long and lean racing machines to a bulbous whitewater barge.

Special thanks to Bob Brown for organizing the event, all of the folks who brought their canoes down for others to try out, REI and Midwest Mountaineering, and to all who participated. Judging by the smiles, a great time was had by all.

RIVER RAMBLIN'S--CONSERVATION NOTES

No, I haven't slipped under, and like Twain, reports of my demise have been greatly exaggerated. I have been busy with numerous projects however and couldn't find the required time to word-process these monthly gems.

As I write this it is one week prior to the Annual Canoe Day, and for the first time I'm going to miss it. The folks called from Big Fork and wanted to know where to meet prior to this year's Canoe Day, and it was with some disappointment that they received the news of my non-appearance. They decided then that they wouldn't go either, and to reluctantly give up their seats in the Big Boat. To Lt. Gov. Johnson a sincere "sorry-regrets," and the promise that we'll be there next year.

On to things conservational... or stories I've been following, and I hope you're taking note of too....

Audubon caused a stir recently when they published a picture of a dead African Elephant with its face butchered off with a chain saw to remove its tusks. Some gentle readers took their editors to task for showing such "gore" in "their magazine." The point being, that at real issue was the contention that there is a possibility that elephants are on the road to extinction... some gloom sayers say this could happen by the year 2000. I know it doesn't have much to do with Midwest canoeing, but can you imagine a world without elephants?! How sad....

Meanwhile, out west, it's time to re-write the old Woodie Guthrie song, "Roll on Columbia" to "Glow on Columbia." The Hanford radioactive waste site is leaking into the water table and is putting at risk some big city water supplies and the future of Puget Sound. And, as if that wasn't enough to light up your life, it seems that the biggest culprit in the Rad-waste field is the Pentagon and our very own Goverment's Nuclear Defense Program. We cook up some great nuclear dishes, but nobody is washing the pots and pans.

On the good side, the Governors of Ohio and New York signed an agreement on Acid Rain.... they are willing to spend some monies to clean it up. Of course the Feds are still studying the problem to see if it really exists.

And then there is Alaska's North Slope oil fields. It's now coming to light that maybe it isn't as pristine as we were glibly told it would be. Massive lakes of residue and sludge dot the tundra... smoke belches 24 hours a day from burning standpipes of natural gas and other by-products... acres of dumps containing used equipment and left over crap that aren't being removed because it's just too expensive. (Didn't they figure that cost in when they hauled that stuff up there? We always figure garbage disposal in our monthly budgets. Could it be that we have more sense than The Seven Sisters who run that joint ? Oh well...)

Anyway, now they want to open another new field just to the east of the existing mess. At stake again are large herds of Caribou, Dahl Sheep, schools of Grayling, miles of Arctic shoreland and lotsa other non-essential stuff. I mean, after all, they are suggesting they put up 90 concrete drilling platforms, and a couple of hundred miles of road, and a few airstrips to mitigate whatever inconsequential damage that might be done. All of this, mind you, is to bring more oil onto a market that is already oversupplied, with depressed prices and an already accounted reserve of more than we need if we start conserving now. If congress would pass the 1.7 MPG improvement mandated in recent legislation (which they would not fly in the face of the corporate giants and do...) for domestic cars that North Slope oil wouldn't even be considered. Oh, by the way, there is an 80%+ chance that the field won't be productive at the required

flow to make it profitable, and you should also note that even if it is the entire production would only amount to a couple a months supply at our present rate of consumption... You read me right, MONTHS.

Last night's paper was touting the new paper plant expansion going in at International Falls. Biggest expenditure from one company at one time in the history of the state they said. I'm such a spoil-sport... I just hope it doesn't become the biggest release of PCB'S and mercury into state waters too....

See Ya on the creek.--**Al Gustaveson, Conservation Director**

CANOEING THE FAR NORTH SYMPOSIUM

Dates have been confirmed for a more extensive "Canoeing the Far North" Symposium, co-sponsored by the MCA, Wilder Forest and Wilderness Inquiry Association. Some details:

Dates: October 21 and 22, 1988 (Friday evening, all day Saturday).

Place: Wilder Forest, Marine on St. Croix, MN.

There will be overnight options available, in dorms, the more primitive "outpost" setting, or camping out. Meal options will also be offered. Prices will vary to reflect your choices. Space is limited so advance registration will be necessary. If you haven't been to Wilder Forest, you really should spend some time there. It is a unique conference center set on 1000 acres of mixed hardwoods, farmland and lakes.

The program: The plan is to make this symposium similar in design to the series we've sponsored in Stillwater over the past six years. We are interested in personal slide presentations of Arctic or "Far North" canoe expeditions.

In Stillwater, our series has focused on trips from the current year. Now we would like to look at the Arctic in both current and more historical terms. While Minnesota has an amazing number of Arctic experts and canoe trippers, we would like to extend an invitation for presentations from Canada and other parts of the United States. If anyone is interested in giving a slide presentation, please contact Bill Simpson or Don Mitchell, preferably in writing, with a short synopsis of your adventure. We are looking for a wide range of trips that are well-presented and accompanied by high quality photography, and we would like to hear from both men and women. We are not as interested in high-tech film-sound extravaganzas as we are in good, solid, information-based deliveries accompanied by crisp, clear, well-organized slide photos. We may ask to screen your program before we finalize the agenda. There will not be any stipend or travel expenses offered to anyone doing a presentation, but it will be a great opportunity to meet and share information with your fellow hard-core canoe enthusiasts.

Everyone is welcome, whether you're a seasoned Arctic traveller or simply enjoy the vicarious spirit of adventure. We would like to see this symposium become an annual event, similar to the successful January program held in Toronto over the past four years. Incidentally, we do plan to continue with our monthly Stillwater series starting in January of 1989.

Further details on all of the above will be coming in future issues of **HUT!**

We hope to hear from you.

Bill Simpson
Box 72
Marine on St. Croix, MN
55047

Don Mitchell
20233 Quinnell Ave. No.
Scandia, MN
55073

LETTERS TO HUT!

TO THE EDITOR:

Since I became an MCA member, I have really enjoyed receiving **HUT!** Even my boyfriend, who still won't "Hut Paddle" with me, reads our newsletter from cover to cover.

With a readership numbering over 1000, we obviously have a range of opinions regarding our club publication. Perhaps one of Jim Robinson's last efforts as Editor should be that of conducting a survey of the MCA members. What do we want from this publication? How many would like to see a "Slick **HUT!**?" How many want to keep it a "Club Newsletter?" How about a "Slick Club Newsletter?" How many want to see more articles--what topics, what interests are not being covered?

Take Dragon Boat Racing, for an example: There's an activity that is not of interest to all of the readership as has been mentioned in the **HUT!** more than once. Nevertheless, It is a component of that larger category of paddlesport that the MCA purports to embrace. A segment of the MCA membership is indeed interested in Dragon Boat Racing, and it receives almost monthly space in the newsletter. I am sure any other special interest would be provided space if information or articles were submitted.

Maybe a questionnaire would help sort out the direction of this publication.

Sincerely,
Vickie Morgan

EDITOR REPLY:

Your suggestion is noted. Perhaps the Publications Director who will be elected this October can have such a survey in the December **HUT!**. Letters regarding this subject are welcome and will be forwarded to the current Board of Directors. It is my intention to continue with the present format through the end of calendar 1988. I repeat my reasons for not supporting a "slick" magazine: **HUT!** costs are bad enough with the present methods of production. "Slicking" up will just cost more. (For instance: a color cover would increase costs about 40%.) I cannot support grandiose schemes that will surely cause an increase in membership fees. I also cannot support large expenditures for computer equipment. There are too many computers in member's homes that can be volunteered. I do support the idea of a staff comprised of many members. Spreading the task among many will ease the load on all.

James Robinson, **HUT!** Editor

TO THE EDITOR AND MCA MEMBERS:

Though I know that Apple Line and Kayaks (from Amsterdam, New York) are not normally marketed in this area, I do want to issue a caveat to MCA members if they are tempted to special order a boat from Apple Line. Whether the company has changed hands or has gone downhill for some other reason, the fact is that at present they are building boats of incredibly inferior workmanship that are unseaworthy in many cases: and what is worse, they seem unaware or unconcerned about this condition. So, boat-buyers beware.

Sincerely,
Dudley Flamm

TO THE EDITOR:

Some recent exchanges printed in **HUT!** caused me to realiize that an editor does need material for what he publishes. I think a lot of people sort of figure that the stuff just materializes out of nowhere, or, like me,just don't figure at all. So, here are a couple of articles for you to use if you want them and whenever. No offense if you don't use them.

Hopefully when you get the tremendous weight of publishing off your shoulders you might even have time enough to take in some of the "Canoeing the Far North" series. I made it to two which were superbly put together and delivered. I went seeking information and got a lot one way or another. Of course.....the information sought was narrow in scope.

Hopefully, also, you won't have to drive many miles to get to them (nor will I) for, hopefully, they might get delivered where a lot more people might be able to see them. I'd gladly see them a number of times.

Anyway, your labors deserve support, so.....the enclosure.

With thanks for your efforts, and best wishes for your canoeing pleasures, be they in whatever of many diverse forms.

Sincerely,
Bob McCoubrie

EDITOR REPLY:

Thanks for the contributions. As you will see, one of them appears this month. The other will appear in the future. As you have realized, **HUT!** is the result of contributors like yourself. Hopefully, you will inspire others to share their knowledge and experience with us.

It is with sadness that I note that the "Canoeing the Far North" Symposium will be out in the boonies. I realize that Wilder Forest is one of the sponsors and is providing the facilities. I also realize that there are other reasons for choosing this location. It is unfortunate that the organizers cannot see that attendance at an event such as this would be increased by a central location. Also, it seems strange that persons who claim to be environmentalists would contribute to fuel wasting and pollution by causing extra driving. I also see that the "Stillwater" slide show series will resume again in January. Oh well, some people either don't listen or don't care. Thanks, Bob, for joining me in requesting a central location for future series. If enough of us speak out, perhaps more of us can share.

James Robinson, **HUT!** Editor

CALENDAR OF EVENTS

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ATTENTION!!!! ALL CRUISES MUST HAVE AN MCA RATING FOR QUIETWATER OR INTERNATIONAL SCALE OF RIVERS RATING FOR WHITEWATER TO BE PUBLISHED IN **HUT!** SEE RATING SCHEDULE ON PAGE 24.
THIS IS MANDATORY! CRUISES SUBMITTED FOR PUBLICATION WITHOUT A RATING WILL **NOT** BE PUBLISHED! THIS INCLUDES CHAPTER NEWS.

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JULY

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SPECIAL EVENT:

TANDEM PADDLE NIGHT
WEDNESDAY the 20th
Lake Phalen

6 WED — MCA BOARD MEETING. 7:00 p.m. Burt Levy's 3204 Fremont Ave. S. Minneapolis. (612) 823-4533.

9-10 — BRULE (kayaking) CRUISE. See Unisys Chapter News.

17 SUN — MISSISSIPPI RIVER CANOE-A-BRUNCH. See article on page 12 for details. Harlan Nickerson, (612) 535-1373.

20 WED — TANDEM PADDLE NIGHT. Details on facing page. Lake Phalen from 5:00 p.m. 'til dark. Bring a picnic supper and a change of clothes (in case you get wet). There will be many different canoes there for you to try, providing that the owners of the canoes bring their canoes to share. Contact Robinsons' (612) 588-5402. Class A.

23-24 — ST. CROIX RIVER BETWEEN HIGHWAY 48 AND HIGHWAY 70 with one overnight camp. Class C pace. John Murphy (612) 431-5569.

23-24 — LOWER NAMEKAGON CRUISE. Class B. See Unisys Chapter News.

30 SAT — GREAT MINNESOTA DEDUCTABLE DUCK RACE. Benefit for Camp Confidence. See details in article on facing page.

31-AUG 5 — MADRAC VI. Muscatine, IA to Hannibal, MO.

AUGUST

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

5-7 — HIAWATHA VALLEY BIRD COUNT CRUISE. ********** CANCELED FOR LACK OF INTEREST

13-14 — UPPER NAMEKAGON CRUISE. Class B. See Unisys Chapter News.

We'd like to encourage all canoe owners to come out and share their boats. It has been your willingness to come that has made this event such a success in the past.

We should have a full range of canoes from fat whitewater boats to sleek Jensen racers. We will have many cruisers and touring canoes in-between.

Bring a picnic supper and be prepared to spend the evening comparing canoes and trying to pick your next boat.

Bring a picnic supper, extra clothes in case you get wet, (some people do when they get over-enthusiastic) and come prepared to have a good time. If you own a tandem canoe, please bring it to share with others (this means that people will be using your canoe--not just looking at it). For more information, contact James & Verna Robinson, (612) 588-5402.

COME PADDLE WITH US

MINNESOTA CANOE ASSOCIATION, INC.

P.O. Box 13567
Dinkytown Station
Minneapolis, MN 55414

The MCA Board of Directors invites you to join us for our TANDEM PADDLE NIGHT.

Location: Lake Phalen Beach
Date: Wednesday, July 20
Time: 5:00 p.m. until dusk

Many of you attended our very successful Solo Paddle Night on May 17. Now you have a chance to participate in our Tandem Paddle Night.

For any of you who have never been to one of these events, it is a great chance to paddle a large variety of canoes.

We'd like to encourage all canoe

27 SAT ST. CROIX RIVER. Class A. Riverside at 8 a.m. to the Highway 48-77 Bridge at about 1:30 p.m. Dan Szymanski. Contact Nancy Haugen at (612) 384-6380 (h) or (612) 384-6591 (w). Join in CIRCUMINNESOTA.

28 SUN ST. CROIX RIVER. St. Croix State Park. Class B pace with Class II Rapids. Dan Szymanski. Contact Nancy Haugen at (612) 384-6380 (h) or (612) 384-6591 (w).

DUCK WRANGLERS NEEDED

The 1st Annual Camp Confidence Great Minnesota Deductable Duck Race is scheduled to be held on Saturday July 30th and they need a number of MCAer's to come out and keep the ducks in line. This event (a raffle with a twist) is being sponsored by the Saint Paul JC's to help out Camp Confidence which is an outstanding program for mentally retarded kids. Here's how it works. People purchase a raffle number which is also on the bottom side of a small styrofoam duck. On the date mentioned, the ducks will be released from Harriet Island on the Mississippi in Saint Paul. Downstream is the finish line where the ducks will arrive about a half hour later. The first ones across the line get the prizes. Where our services are needed, is to keep all of the little floaters out in the current and to possibly round up a few strays that get past the finish area.

The ducks are scheduled to be released around noon and a party/picnic is scheduled for the finish area. There will be two local celebrity MC's on hand to award the prizes which include; an '85 Alliance, $1,000 cash, a one week trip with lodging to Orlando, and a color TV. If you can help out call Steve Antalok at 572-9498 for more details. Steve can also sell you a ticket for $5.00. So, come on out for some urban canoeing and help Camp Confidence get its ducks in a row.

TANDEM PADDLE NIGHT

Many of you attended our very successful Solo Paddle Night on May 17. Now you have a chance to participate in our Tandem Paddle Night on Wednesday, July 20th at Lake Phalen. from 5:00 p.m. til dusk. For any of you who have never been to one of these events, it is a great chance to paddle a large variety of canoes.

We'd like to encourage all canoe owners to come out and share their boats. It has been your willingness to come that has made this event such a success in the past.

We should have a full range of canoes from fat whitewater boats to sleek Jensen racers. We will have many cruisers and touring canoes in-between. Bob Brown will be contacting some outfitter stores to bring canoes.

Start time about 5:00 p.m. Ending time when it gets too dark. Bring a picnic supper and be prepared to spend the evening comparing canoes and trying to pick your next boat

Bring a picnic supper, extra clothes in case you get wet, (some people do when they get over-enthusiastic) and come prepared to have a good time. If you own a tandem canoe, please bring it to share with others (this means that people will be using your canoe not just looking at it). For more information, contact James & Verna Robinson, (612) 588-5402.

MCA FLATWATER CRUISE RATING SYSTEM

Cruise Class	Distance (miles)	Stroke Rate/ mph over current speed	May contain special difficulty (limitations & inclusions)
A	0-10	minimum paddling/ at current speed	always on river always downstream
B	5-20	slow to easy	downstream or lake only very mild rapids no sweepers
C	10-25	moderate speed/ 3-4 mph above cs	only small amounts of upstream mild rapids/sweepers
D	10-50	fast cruise/ 4-5.5 mph above cs	all of the above/some upstream maneuvering required
E	any distance & over 50 miles	racer pace/ 5 mph+ above cs	all of the above/ increased upstream

INTERNATIONAL SCALE OF RIVER DIFFICULTY
(USE FOR RATING MCA WHITEWATER CRUISES)

Class I-VERY EASY
1. Waves small and regular
2. Passages clear
3. Sandbanks, artificial difficulties like bridge piers
4. Riffles

Class II-EASY
1. Rapids of medium difficulty
2. Passages clear and wide
3. Low ledges

Class III-MEDIUM
1. Waves Numerous, high and irregular
2. Rocks and eddies
3. Rapids and passages that are clear though narrow, requiring expertise in maneuvering.
4. MAY REQUIRE SCOUTING FROM SHORE

Class IV-DIFFICULT
1. Long rapids
2. Waves powerful, irregular
3. Dangerous rocks
4. Boiling eddies
5. Passages difficult to scout
6. Reconnoitering mandatory the first time
7. Powerful and precise maneuvering required

Class V-VERY DIFFICULT
1. Extremely long difficult, and very violent rapids following each other almost without interruption
2. River bed extremely obstructed
3. Big drops, violent current, very steep gradient
4. Scouting essential, but difficult

Class VI-EXTRAORDINARILY DIFFICULT
1. Difficulties of Grade V carried to extremes of navigability
2. Almost impossible and very dangerous
3. For EXPERTS only, at favorable water levels and after close study with all precautions taken
4. ALMOST ANY CLASS V BECOMES CLASS VI AT HIGH WATER LEVELS

MCA BOARD MEETING MINUTES
May 4, 1988

The meeting was called to order by Burt Levy, President at 7:50 p.m.

Those present were: Don Mitchell, Bill Simpson, Keith Bogut, Heidi Riepe, James and Verna Robinson, Burt Levy, Winnie DauSchmidt, Bob Brown and John Dalsveen.

Burt mentioned that REI was going to have a "You Can Canoe Day" at Fort Snelling State Park on Saturday June 18. The MCA will participate. Keith will represent the MCA board. Family Canoe Day is the same day on the St. Croix River. MCA will provide T-shirts for the door prize drawing and pre-trip refreshments.

We discussed making some MCA banners. Keith Bogut made a motion that we authorize up to $200.00 for an MCA banner with our logo on it, the motion was seconded by Heidi Riepe and unanimously carried.

Mike Galt will have a Canoe Seminar on Free-Style Canoeing on June 25 and 26.

The steering committee has come up with the following ideas: Increase and maintain membership, find an MCA facility, get more members involved, and have financial stability. Priorities are to have a Volunteer Coordinator, and a **HUT!** Production Staff.

Bill Simpson gave us an update on his efficient paddling class. He suggested that we publish Karl Ketter's introduction that is in the Building Book in **HUT!**. He wants to gather some data on Boundary Waters user accidents. See June **HUT!** There is a possibility of expanding "Canoeing the Far North" into a weekend in October.

The raffle for Martin Van's canoe was a break-even situation. We sold 500 tickets, and broke even for the cost of the canoe, but lost money on the printing cost of the raffle tickets, which was approximately $75.00.

Keith Bogut gave us a report of the distribution of funds from the raffle for the Dragon Boat Races. **HUT!** mailing costs are up 33%. He received a renewal notice from Friends of the Boundary Waters, and the board decided to renew the membership, and discuss further donations at the end of the year.

Cliff's article was mentioned regarding paying the editor. Jim Robinson said he ran for the office on a voluntary basis, and his voluntary position will run to the end of the year.

The ADHOC committee met with Tom Nolz, and presented a statement to the board to consider a position on the board of directors on the Activities Committee for a racing coordinator. The Board is to consider this and make a decision no later than the September meeting.

Membership: Renewal notices are now going out in a window envelope with a return envelope enclosed (not stamped) with a note inside stating that their membership is due to expire. We also sent reminder notices to the people that were deleted from January-April.

Bob Brown mentioned his Solo Paddle Night. He will submit something to the papers.

We discussed the possibility of a Tandem Canoe Night in July at Lake Nokomis. Venice suggested that the board plan a canoe trip to discuss business and tie up loose ends. There was some further discussion, but no final decision was made.

Keith Bogut made a motion that the meeting be adjourned, seconded by Verna Robinson, and unanimously carried. The meeting was adjourned at 10:00 p.m.

Respectfully submitted,
Heidi Riepe, substitute and
Verna Robinson, substitute

THERE'S A NEW KID ON THE BLOCK



In 1974, Bob Brown, Darrell Foss and I gathered 'round the lofting table and produced a high volume solo tripping canoe, which Bob affectionately named "Mantoy."

Mantoy was no nickle rocket. But she had a sweet rolling feel--gobs of initial and final stability--and was intensely predictable in the maelstrom of a Class III rapid with a week's load of camping gear aboard. In the spring of '77, she became an Old Town production boat which bore the name, "CJ Solo."

But the Old Town rendition was a little bit heavy (45 pounds in Kevlar), a lot expensive, a smidgen too wide (31" at the outrails) and had efficient but sterile plastic trim which flawed its personality. To this add the flexible bottom which oil-canned and hogged under load and you had a recipe for failure.

Nonetheless, the CJ was a good boat, and one of the first of her ilk that was suitable for use by 200 pound folks and by those who would travel the wilds of Canada for weeks at a time. The CJ was trustworthy and forgiving to a fault, but her construction problems were hard to overlook.

Now, some good news. There's a new kid on the block! The CJ Solo is back in production...but not under the Old Town label. Ted Bell, of Midwest Mountaineering fame, purchased the original Old Town mold then set out to do justice to the venerable design. The "New CJ Solo" is some hummer. Ted's demo was "always out" at the May 17 Lake Nokomis Solo Cano Event. Everyone liked it (even Bob Brown!!), and for good reason. Check these specs: Length: 15'6", Width at the quarter inch wide ash outrails: 29", Depth: 12 inches, construction: S-glass/Kevlar/foam belly core and Kevlar belly band, trim: oiled ash rails and flush oak decks. Beautiful, Weight: 40 honest pounds in Bell's hybrid construction, cost: $895 tricked out as is...available at Midwest Mountaineering.

As you'd expect from Ted Bell, workmanship and gel-coat finish is superb, which is hardly the right words to describe "impeccable" construction.

I had the privilege of paddling the "New CJ" around Lake Nokomis, and I can tell you first hand it is a whole new ball game. At 40 pounds, the sluggishness associated with the original Old Town model is gone, as is the oil-canning. The CJ's bottom is rock solid; the shallow arch shape holds its form. The boat runs competently, gliding smoothly even when piloted by persons well over 200 pounds. And it turns acceptably--much better than a Merlin, though not in the league with a Slipper.

Here in the nutshell, is a reasonably quick, versatile solo canoe--one which won't unhorse you when the lake stands on edge. The CJ will be especially liked by big people, and by those who will carry big loads across intimidating waters. The "New CJ" is for anyone who wants an honest-to-gosh solo canoe that does a multitude of things well. I heartily recommend this Ted Bell original. It is an excellent canoe, as those who have paddled it will attest.

Finally, there's the matter of "value." At under $900, the CJ is an incredible buy. Equivalently built canoes cost at least $350 more. Construction is actually more substantial (read "stronger") than an all Kevlar boat of similar layup. The CJ will be a tough

performer, yet easy to patch. Ted Bell knows canoe building. In the CJ, it shows!

Rumors: Every so often, friend Bob Brown intergrates his strokes of genius into an exciting new boat. Results have included the "CJ solo," "Mad River Slipper," "Traveler," "Blackhawk," "Fishhawk," and "Solo plus"--a high volume solo/tandem design for We-no-nah Canoes. Now, there's a new boat which may be the perfect solo canoe. Bob's provisional name is "Traveler 3." And what a wondrous canoe she is. Consider this:

Traveler 3 is fast. Real fast! Faster than the original Mississippi Traveler, which will blow away a "Merlin." For a comfortable sit or kneel cruiser, friends, that's fast!

She turns! Boy does she ever. Not like my Slipper, but close. Get up a head of steam, brace out, and wahoo...she'll spin right around your paddle, bone in her teeth, water lapping the rails. Final stabiltiy is enormous. Traveler 3 is a very comfortable canoe, sitting or kneeling. Quite frankly, I'm at odds to figure why the boat tracks so intensely, yet turns so willingly. Tracking, turning, speed, seaworthiness...all day paddling comfort. All in one canoe. No kidding! Rumor had it Bob is looking for a commercial builder. When the line begins for this new boat, count me in. Here's a boat Brownie and I are both excited about. And that, friends, is saying a lot.--**Cliff Jacobson**

THE CANNONDALE TENTS ARE BACK!

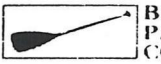
As memtioned in the June HUT!, Cannondale, after considerable prodding on my part, has agreed to manufacture 100 Aroostook tents this summer. If they sell reasonably fast, they may bring the tent back into production and put it into the Cannondale catalog. They'll be built in July and will be available directly from the factory, or from me, in late July or early August. These tents will not be advertised in the Cannondale catalog, though they may be special ordered through Cannondale dealers.

Here's a great chance for the MCA members to get a very good deal on the world's best tent. But they have to act quickly. Those interested should contact me.

These incredible three person tents sold for $400 in 1984, so you can guess at 1988 retail prices. But MCA members can get them from me at just $35 over dealer's cost, which I'm betting will be around $315. Non-profit clubs (scouts and such) can have them for $10 over cost.

If interested, call me now. This may be your last chance to get the best tent in the world at a below Rolls Royce price.
--Cliff Jacobson (612) 437-7497

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AROUND THE TOWN WITH MISSISSIPPI BOB

I am beginning a new series of articles about urban canoeing. I will no longer be doing the builders corner. That is the job of the Building Director. I haven't held that position for two years, folks.

AROUND THE TOWN is my attempt to get you folks out paddling more, to get you paddling better and to get you paddling faster.

This series of articles will remind you that it is "ok" to paddle in the city. Did I say ok? I should say, "Great to paddle."

It has been very busy spring here in the metro area. I held my second Urban Canoe Series through May. We went out weekly to explore new sections of our local waters. This series gave way to the beginning of the racing season.

By the end of May, we were facing two competing canoe racing series. Midwest Mountaineering and St. Paul Parks teamed up to hold a series of races on the Lake Phalen chain.

In June, Hoigaards began their Canoe Derby at Lake Calhoun. To date, I raced in one race from each series. If you think you're good, try racing. It can be very humbling.

Have you ever considered racing and not known how to get started? Try Rookie Racers. This event happens every Monday night at 5:30 pm. at the Showboat Landing off East River Road.

Pool No. 1 is a six mile long pool above the Ford Dam. The Rookies paddle out and back, 12 miles in a little over 2 hours. We stop often to let the group re-group and to get water. The game plan at Rookies is to match up the greenist Rookie with the best pro for instruction. You can learn a lot about what makes a canoe run if you are willing to work at it.

This group usually ends up in one of the campus restaurants.

The solo canoe evening was a success, it usually is. This event gives folks a chance to paddle a large variety of canoes at one place.

Both Midwist and REI brought trailer loads of canoes, and along with the privately owned ones, we must have had fifty boats there. At times most of them were out on the water.

A few days later, Midwest had a store solo event. I was one of the speakers. The other speaker was Tom Mckinsey from Madison.

Tom gave a talk about omaring. Let's try that again: Omaring is sort of like Free-Style without all the hype. His talk was terrific. It went sort of like this: "You use any old canoe you happen to have, if it's a big boat you will probably kneel in one bilge so you can reach the water. Put the paddle in the water and stir a while. As you stir, you will start to realize what happens when you move your paddle." I love it folks, I can play that game.

Mike Galt is returning to the cities with an in-water demo weekend. He is trying to promote "Free-Style" canoeing.

Mike is more of a purist about Free-Style than Tom. I'll be happy to hear what he has to say. I need some coaching if I ever expect to get good at it.

Free-Style folks, that's something that most canoe campers can't understand, it's the purest form of canoeing. I hope that he gets a good crowd.

The River Revival Group is having another clean up day on July Second. Try to get there to help. Last year, this group picked up about 40 tons of debris mostly in Pool No. 1. This year they will start at Hidden Falls and clean up the banks down to downtown St. Paul.

Harlan and Darla Nickerson will lead their "Canoe-A-Brunch" on July 17th. Harlan seems to have trouble with our rating system, but he does lead a fun cruise.

A lot of folks seem to be having trouble with our rating system. When you paddle the BWCA with friends or family, any old pace will do. "God does not care how you paddle."

When you paddle with other folks on a cruise, those people do care. You may find a pace that for you may be difficult to impossible.

We now have a rating system, yet many folks still think that they paddle as fast as anyone, they still don't understand it was created.

On July 13th, I plan to hold an event at Lake of the Isles. This will be a qualifying cruise.

Bring yourself a picnic supper and be sociable. After supper, the fun begins. We will hit the water and paddle around the islands at a "B" pace--the first time. Following that we will do it again at a "C" pace. Anyone still with us can do it a third time at a "D."

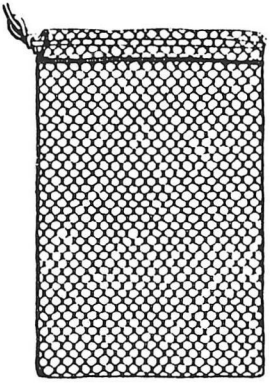
There will be an efficient paddling class at this event. Jim Scheibe will be there to help with a crash course in Efficient Canoeing.

Come out for this event, even if it's just to enjoy some brats. If we have a good turn out on the 13th, I'll do a repeat on the 16th of August.

Keep an eye on the Outdoor Calendar in the Minneapolis and St. Paul papers. They tell you of other events that are happening.

When I started canoeing, I thought that all canoe trips had to have a shuttle or a long drive to the BWCA. I thought that bugs and mud and sore muscles were a necessary part of canoeing. I now find that I paddle more, see more wild life and cover more miles than ever before yet, manage to get home to a shower and sleep in a soft bed at night.--**Bob Brown.**

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SCORE ONE FOR THE CANOE CAMPER

I like to think that there is something special about the young athletes that I paddle with at rookies and in the local races. Recently, I had an eye opener that changed that.

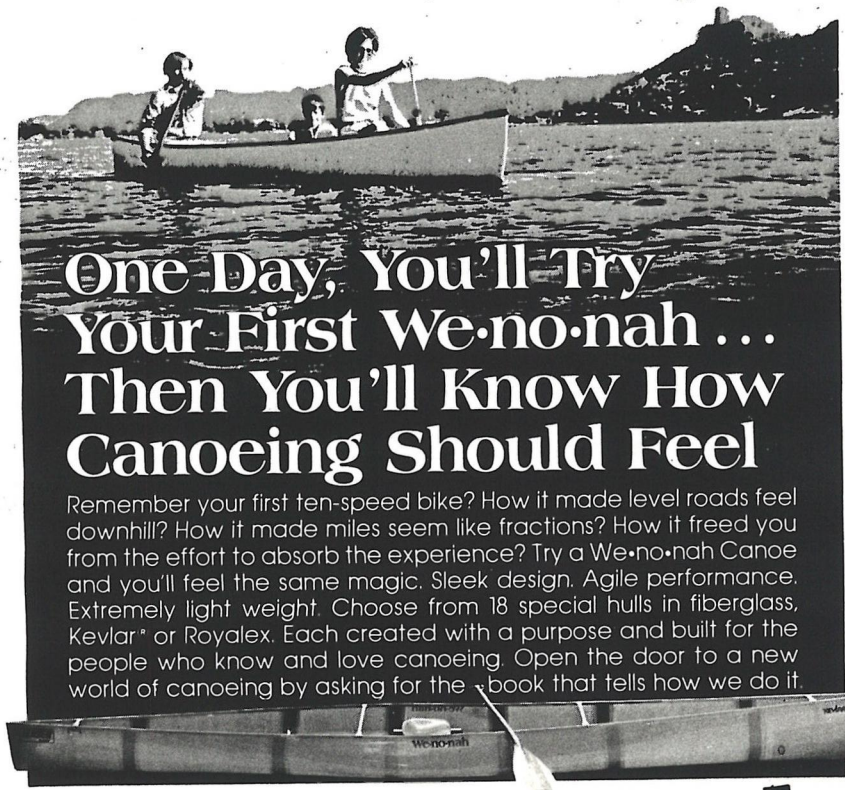
At one rookie session, someone showed up with a box of oranges. They were a welcome snack on a hot afternoon while waiting for the start. At the completion of the paddle, the remaining oranges were shared.

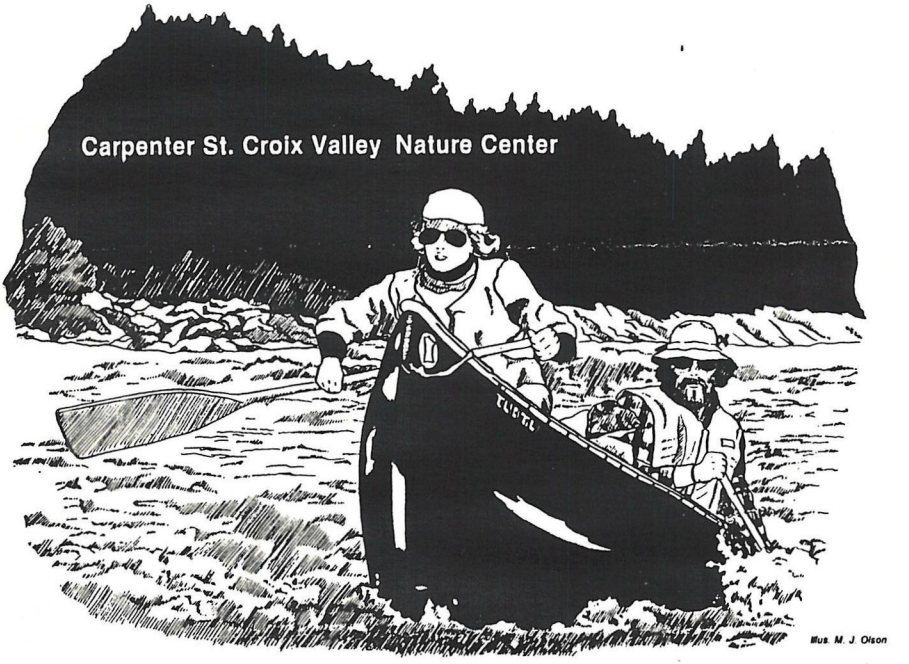
My rookie for the evening had done a splendid job out on the river, I had just got done congratulating him on a good run while he peeled and ate an orange. When he turned and walked off, I was completely shocked. His peels were laying all about where he had stood.

I was so shocked that my young hero could be so thoughtless that I said nothing. I picked up his mess and deposited it into a nearby trash can.

Every canoe camper knows the wilderness ethics, "Leave nothing but foot prints." Hey, folks, is it any different in the city? I can't think of a quicker way to wear out our welcome.

We bad-mouth canoe campers, guys, maybe we should take at least one lesson from them.--**Bob Brown**





Summer 1988

Outdoor Adventure Program
Wilderness Canoe Trip Experiences

JULY 9TH TO JULY 17TH Fee: $395

Canoe through the magnificent **Quetico Provincial Park** of Ontario, Canada with singer, song-writer and naturalist Douglas Wood and Naturalist Mayme Benson. Pristine lakes, beautiful rocky campsites, crystal clear water, loons, and lots of fish are the order of the day. No experience is necessary for this 7-day, 6-night trip. Transportation to put-in spot can be coordinated through the Nature Center.

JULY 30TH TO AUGUST 7TH Fee: $395

Explore the **Wild and Scenic St. Croix and Namakagon River System.** Join CNC Director Jim Fitzpatrick and explore 250 miles of one of the country's longest wild and scenic river systems. Beginning at the West Wind Resort on Lake Namakagon we will travel downstream through boreal forests, jack pine sand bluffs, rock-strewn boulder fields, challenging white-water, resort communities and small towns, finishing in the town of Stillwater. Some canoeing experience will be helpful as there will be rapids.

AUGUST 27TH TO SEPTEMBER 5TH Fee: $375

Travel the **Boundary Waters Canoe Area** in autumn. CNC staff naturalists will lead this trip through one of the BWCA Wilderness' lesser traveled routes to explore the approach of fall. This trip holds the possibility of crisp days, cold nights, fewer (if any) insects and lots of fish. Final routes have not yet been determined but 8 days and 7 nights enable several exciting alternatives.

All trips are open for adults (18 years and older) and will require completed health forms and signed acknowledgment of risk assumption. Trip fees include all food and equipment. Participants are asked to provide their own sleeping bags and personal gear. A $100 deposit is required upon reservation. Inquiries about these 1988 Wilderness Canoe Trips may be directed to Jim Fitzpatrick at the Nature Center Office.

GOOD OL' NELS--AN INTRODUCTION

Persons who have been MCA members for a few years already have been exposed to the unparalleled writing style of "Good Ol' Nels." Now we all have a chance to share in his fund of knowledge and unusual experiences. If you want a chance to experience vicariously some local adventures, Nels is the one to read.

CANOEMAN'S JOURNAL-"BIG TOM" AND "GOOD OL' NELS" ON WISCONSIN'S BLACK RIVER

The infamous Black River seemed like a pleasant and challenging change of pace territorially and was in an area that I wanted to be much more familiar with.

This Winter didn't seem much colder than normal and while early March was nice and mild, its finish was very cold and lion like! Tom met me at work in the Platemaking Room of the Pioneer Press Dispatch. He showed us all a fresh dent in his forehead and a cut on his nose from a Big Spike Nail Bounce! That Carpenter's life is a tough one!

We got the Good Ol' (usually reliable) Van going right away at 1:35 a.m. when those hungry presses had all their plates. Right away we could notice that the van had difficulty making power for some reason. After offering help to those on hand at the scene of a semi-trailer overturned with flashing lights in a ditch, we drove on and had difficulty climbing a 20 degree hill.

Heading out of Chippewa Falls on #29, we would stop near the town of "Withee" (wow) and see the Black for the first time. The river comes from an enormous development area to the north in Taylor County to Rib Lake, to the SE at Goodrich and to the NW in the Chequamegon State Forest. There is an enormous amount of feeding fingers contributing water from that vast low watery area. Stopping at the bridge in full darkness we could see by the banks that the river was indeed very well developed even this close to its source. Tom noticed that it looked kind of unusual for canoeing, though. I found a big 7" di. rock and tossed it over. We heard the sound of Capunngk---plop---plop---dribble-----dribble and sure enough the river was quite solid ice! I was very dismayed cause I very much like to get meaningful mileage up as close to the source as is practical. All we coud do was drive South and hope some of the other tributaries and whatever would open it up. A good ways south at Niellsville the river was nicely open on the East side, but soon got jammed up to the right. Further down, we could see the river flowing off and on but appearing shallow and its flow was through almost constant sharp rocks. We were told that the river was generally not considered canoeable through there because it flows fast through those sharp rocks, just can't hold any water depth, and is very hard on canoes!

Driving south we cross the State #95 bridge and are treated to an awesome scene. The River quite open and full is pouring down from a graceful curve. It passes under the bridge with great power and the drop increases a lot more! It is a beautiful but scary scene! We see but a few Ice Slabs going down with it. The reluctant van is parked at the edge of the road next to the river and about a block downstream from the bridge. Walking down the road, we find a kind of a wayside viewing spot. A very noticable drop in elevation can be seen off to the right with a few small ledges I imagine here and there. In front of us there are very big waves with wide deep troughs. The waves pile up with extreme roughness off to our left and we know that if we canoe through there we must maintain control of the canoe and while maintaining alignment amongst those big waves

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and muscle it in a ferry off to the other side. Another reason we must get over is that beyond the big turbulence a short ways is a big long yellow-brown clay-colored rock that is very much like a Sperm Whale in size and appearance. We very much do not want to climb up upon it! Further down on the right is a rock about the shape and size of a big Buick angling forward on end.

After rehearsing our strategy on trying to canoe through that scary place, we go back to the van and have a simulated hour of sleep and then decided on further action. After that interval we decide to drive further down the river a short ways to get a more complete look. The once trusty van won't start. "Big Tom" being a mechanical type as well as super carpenter deduces that this wretched vehicle is quite devoid of fuel at all! That nasty problem has rid the system of all gas! With a successful gas procuring walk to a farm house and subsequent fussing, the recalcitrant vehicle sputters to a mediocre life. Now however, looking out over the river produces a vastly different scene! There are thousands of ice slabs all over moving threateningly from bank to wide bank! Walking over to the viewing spot, we further see this scary situation. The river has also risen dramatically in the last hour and only with patient straining can we occasionally see a tiny bit of that clay colored big rock.

The Big Buick rock cannot be seen at all but we know it's there. As we head back to the road, an elderly gentleman pulls up and says,

"Gee, I hope you guys don't try to canoe through there cause five guys came through here last year about this time in canoes and two of them drowned!" "I pulled one of the drowned guys out myself!" After a few seconds of mulling our thoughts we told him that we certainly would not canoe through this area. Actually if conditions were somewhat better through here, we would still have to portage over or around Lake Arbutus after only a 3 mile gain. Still that would be better than washing under the ice!

Off to the town of Black River Falls to see what is wrong with this wretched vehicle but with a few sightseeing stops along the way. It is kind of nice around here and The Good Lady and I later bicycled around this area and over to Hixton and Blair etc. to check out the headwaters of the Trempeleau River for future canoeing.

Big Tom and me now stop over at Hatfield which is kind of a resort town by the dam that makes Lake Arbutus. As we cross the bridge a short ways below the dam, we are treated to especially spectacular scenery. Mindful of Colorado! The river is pretty off to the left just below the dam where the water seems to cascade over a series of low ledges. To the right is a magnificient gorge with the main river flow going off to the left while the rest goes around a small island. On the right there are also some noticable obstacles like big rocks and single snag trees. A truly memorable sight!

At a common service station in Black River Falls, "Super Mechanic Tom" is going about his detective work. He soon discovers that the transmission of the once trusty van is almost completely devoid of that handy and most necessary red fluid. With my purchase of several cans, Big Tom just pours and pours and pours. Hey Wow! No wonder the poor vehicle had trouble climbing a 10 degree grade! Without that handy red liquid it must have been pretty difficult to do a proper job when those transmission fins had nothing to grab on to. It was as if a saboteur had drawn fluid out. Kind of embarassing, but nothing like that ever happened before and with all the many periodical checks since then the fluid always shows cherry red and ample.

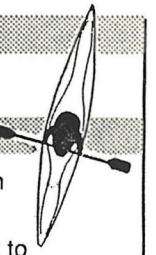
Well, then we just went over and had ourselves a great breakfast (or near noon brunch) to rejuvenate our bodies and spirits and also to plot our near future strategy. With some inquiries, we learned about the river ahead and also about an outfitter place that would get our van shuttled down half way to LaCrosse. One fellow mentioned a possible danger area near his home town of Irving which was half way to our days finish. I was apprehensive about it!

We had a pleasant conversation with the outfitter man at his "All Around Sport Shop." He became sort of fatherly in one way and that is he pretty much forbade us to canoe the East Branch of the Black which is more of a drowner. That branch comes into the main branch half way between the town here and Lake Arbutus. It has a broken down dam on it with rubble, etc. and that is the main danger spot. It turns out that there is very high water in town and continuing on down. That East branch was full of water after it thawed open too. There is another Black River in Northern Wisconsin that is a true whitewater river and is generally canoed properly and safely by Clubs and seasoned teams and there may be even a third one around somewhere. Anyway, this one down here NE of LaCrosse has gotten itself a nasty reputation in a few areas and especially that East Branch!

The friendly outfitter asked us if we had seen the spectacular scenery from the bridge at Hatfield and that little island and the tree. We said "yes!" He said "last year in the spring a couple of guys from Chicago came up here to rent a canoe from me and about an hour before they arrived I had just taken the wrapping off of a brand new Grumman. Then he said, "Within an hour after they left here,

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they had that brand new canoe wrapped around that tree up there!"

We left that friendly store for the rivers edge and were anxious to salvage the rest of this troubled day. The good fellow followed Tom to a landing across from the town of Melrose and the van got spotted there. There would be a river distance from here of 27 to 30 miles. I waited alone on that scrabble stone beach and was very apprehensive. No wonder. Between reminders from passers that only rarely such as this is that dam a half block away blowing water through all but one of its openings! Now awesome things were happening with the weather!

Between the sprinkling of rain and occasional ice crystals there were strange moodful gusts of wind. The sky had been bright and clear and now there would be fits of this and that.. mostly gloom. Much of the river had ice slabs on it and I was dealing with that -sorta ok mentally but I couldn't feel at all comfortable about what was happening overhead! Strange forms of lightening would flash overhead and sometimes it would flash briefly down river a ways. The wind was becoming ever stronger and blowing directly up-river from the southwest. It was becoming frightening. A bolt of lightning would flash off to the left and would be followed immediately by forceful rolling thunder like great salvos of 16" artillery from naval riffles. Powerful gusts of wind at high altitude seemed to just force that rumbling thunder and bolts of lightning swiftly off to Central Wisconsin. As the strong wind blew those ministorms far out of here, I could hear the muffled sounds of Karumph Kawump, Krump sounding like great shells falling in soft earth.

Big Tom and the outfitter fellow arrived finally and I was very pleased. As we prepared to launch the thought of being smacked by a lightning bolt was on our mind about as much as everything else. We paid and thanked the good fellow and were on our way. We were really quite well secured equipment-wise and are reasonably safety conscious and didn't allow the words of a bystander to sink in who said, "If

you get into the water you will never make it to shore alive!" I am handling the stern for the first half of this trip and luckily after about one block and some successful fencing with the ice slabs all my nervousness went away. Tom said that the river was clear of ice down the river a ways.

We made good progress and the graceful ice slab bumping didn't bother at all. The headwind was now moderate but enough to blow those spectacular storms far into Wisconsin. We came to the little settlement of Irving which was half way into our intended 29 to 30 mile journey. The head wind was getting consideralby stronger as we went to shore for a short rest and a change of our Bow and Stern positions for variety and some muscle change.

A short way downstream the river and the wind both went crazy. Big, big waves suddenly became challenging as the swollen river and its powerful swift current charged head on into that ferocious wind. Tom with his forceful efforts in the stern broke a good Cadorette paddle and with the goofyness of this trip we only had the double blade left to work with. I well remember Tom cracking one of those on the Red River of the North up in Canada! The fight with this river was becoming very severe but also quite fascinating. We heard later that Rochester had offical wind recordings of 90 mph and that through most of this period of time the wind blew mostly a steady 70 mph. We also heard mention later in a town of 102 mph.

The waves were what you wanted to call 4 footers but were probably 3-1/2 feet high most generally, and covered the center three-fourths of the river.

Soon we were met with the first of several "Whirling Dervishes!" The wind would pick up a sheet of water 15 feet square and starting a block or so in front of us would charge swiftly and erratically forward shifting from bank to bank!

The first one hit us square as I braced deep with the paddle and bent low and forward. It caught us on our left front quarter and really stung our faces. I could feel the violent shift and forceful slide backward and to the right. I asked Tom how the gunnel on that side reacted to all that force and he said it dipped over pretty far.

It began to rain and Tom didn't care to bother with putting on his rain gear and, as usual paddled on powerfully in his cotton waffle-knit underwear and a flannel shirt. I was personaly packed in polyporpylene and wool and we both had well sealed containers of lots of wool spare clothes. Shortly after this trip I bought Tom a full set of high-grade polypropylenes and gave the proper lecture along with it.

Rounding the next bend we found no respite from the wind and those unusually high river waves. The second of four "Whirling Dervishes" zig-zagged at us but this one didn't hit us. This great battle went on and on and progress seemed ever so slow. Luckily we had miraculously blown out the first half of this trip with thanks to the strong current and a bank-full of flat water to stick the paddles into.

The powerful roaring sound coming through the high banked areas was awesome. Tom thought he heard the roar of "The Freight Train" once, meaning a tornado but none was reported.

I chose my big 18 foot Grumman for this trip which had a shallow draft keel. I expected to be on the upper part of this river where this canoe would turn easily and slide nicely around sharp bends and obstacles. I also knew its massive wide bow would keep us drier in the cold weather. Now however, I wished this beloved old canoe had a full deep I-Beam keel to help avoid those fast slides all the way to the bank on this crazy river. This is continuing to be the most awesome fight I've ever had on a river. Tom fired away steadily with the double blade and I was worried about all of the general wear

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Contact: Piragis Northwoods Co. **105 N. Central Ave.** **Ely, MN 55731**
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because of the powerful extra draw of those big deep waves. Actually, for many of these miles my main duty in the bow was to continually fight very hard for alignment. The slightest few inches of angle away from dead on against this awesome wind would indeed send us in a wild skid right up against the bank where we would be pinned. The aggravation of being pinned there against the bank was the main mental fuel for our paddling muscles cause we became tenaciously crazy to continue battle against this awesome wind. After prying the bow away from the bank and managing to gain 4 to 7 feet away from it, we would often be slammed back against several times before finally escaping. Out in the middle I've just taken the fifth big wave over that huge magnificent bow and that good friend of a canoe almost never lets that happen. The water in the bow is over

my big black knee pads, so we are forced to go over to the right bank and empty out all that water. This is strange territory for us because we've never been pinned to this side before! Before we get there another "Whirling Dervish" dances crazily up river towards us but misses us.

With the canoe emptied we were in a state of quiet meditation. It was getting late in the day and it seemed quite impossible that we could get back to the van at the landing in Melrose. We had to consider that it may well be most practical for us to spend the night huddled under the canoe in our rain gear. Most unpleasant in this windswept forlorn place. I've done way too much night paddling and just wasn't in the mood.

This whole stretch was a forlorn area with no sign whatever of a building or a road. Tom was bent over on his knees behind some scrub bush to get some respite from this awesome wind. I commented yet again as I noticed Tom shiver as the rain fell on this flannel shirt. He mentioned to me calmly as he has done several times in the past years that "The shivers are only shivers of excitement!"

We see the huge waves and that crazy wind blow up river but now looking at this bank full of water so close to us we can finally see the powerful current force its way west. Just seeing that gave us a new calm but dedicated spirit. With a porkchop, a couple big handfuls of gorp and a big belt of the apricot we got busy thrashing away again. We have already tried staying on the edge of the big waves which covered the middle 50% of the river. Canoeing in that area gave the wind too easy a chance to slam us against the shore. We were better off taking its ferocity right down the middle. Despite the tremendous arm strain, for some reason neither of us got those tricep convulsions that I've seen on some first day canoe ventures in the past. The tenacious fight goes on and on and I have often called this day an insane day, but I really don't feel insane for having been there.

Around the next bend there is is! The bridge for the town of Melrose. We are truly shocked and have a strange mixed emotion. This just doesn't compute at all. With our whirling eyes and heated muscles we are just not ready to disengage with this nasty river. We charge past the landing and our parked van and slip past the bridge at 6:301 p.m., which is a minute past official sunset. We go well past the bridge and before we circle in a wide arc, ridiculous thoughts pass through our minds. It is hard to explain, but for some reason we had great difficulty with disengaging from this awesome battle. We both described it as having fought a tough, tough heavyweight boxer for 100 rounds and we were still anxious to stick him with some more blows. Equally ridiculous was our having fought a huge prehistoric 100 foot crocodile with an axe and we were so anxious to get in at least a few more whacks!

Landing at last, Tom sprinted up to bring the van down to the cement slab. Immediately a strong gust of wind blew the canoe off the slab and into strong current right at the edge. It was two feet into the river before my quivering hand, clutching the stern grabloop, yanked it back! We brought the canoe 20 feet up alongside the van and as we were preparing the ropes another strong gust of wind blew it to within 8 inches of the waters edge. As we leaped on it, we could feel the force of another gust of wind which surely would have blown it well into the river.

In town with everything secured, we were looking of course for a good bowl of chili and whatever else. The chili turned out to be not great but passable. All that other stuff, though, went down real well. We then headed up the sidewalk side by side towards a friendly looking establishment for some of the amber fluid. As we were walking, a big gust of wind caught us both square in the back. It

sent us fully 20 feet in a power sweep up the block. Half way there, Tom looked at me smilingly and said, "Well, at least it's blowing us the right way this time!"

Later at a forlorn road junction in the middle of nowhere, we sat in a quiet Wisconsin tavern as the wind howled all about. We mostly just watched the artsy movie called "Northern Lights" which I've heard said was shot with a 40 watt bulb.

Back in Melrose we slept like babies as the howling wind swayed the van all night. This new day was bright and still crazy wind. We had planned to canoe the 35 miles or so to the Mississippi and on down to Lake Onalaska and then LaCrosse. We would have a bad head wind but not a crazy one, and Lake Onalaska may well be frozen.

Somehow, we mutually decided that for the very first time we were each on this day gonna just be a "Prince!" We went sight seeing and scouted all the rivers we crossed on the way home to Minneapolis. Saw the "Buffalo River" at midway through its length and managed since to knock out the mileage near its source and will complete it in the "Year of the two Buffalos." Found the little tavern at El Paso where we skied to one January from Martel. It's in a basement that they somehow built below an old time gas station. We skied there and came down that big hill in the dark like an old time Schlitz Beer Commercial. The good Ol' Rush River! The Rush flows into Lake Pepin not far above Maiden Rock. Local people say it is often shallow but it must be a quick-release river because in the right water conditions it can really blow through its banks. A newspaper article mentions three canoers from Red Wing being stranded on a small island (or rather a clump of earth and tangled tree roots). They were there three hours. Authorities said snow melt runoff made boat rescue hazardous so the trio was rescued long after their canoe capsized when they borrowed a helicopter from a television station. Local people also told me of another young canoer who really zonked his head against the arch of a stone bridge. They say he still to this day shuffles about the farm yard with the chickens.

Saw the Trimbelle River where it should be fat but it was just a very small brushy creek. Looks like we might pay our dues most all the way to the Mississippi. Better ski it out and take a good look first.

Saw the Eau Galle River, and it looked sparkling and most delightful everywhere. Having canoed most all of it since, it never looked so fine as it did from those roads. Indeed it had some of the biggest tree jams I've ever seen.

Saw the Trempeleau River on this fine Princely day and breakfasted most pleasantly in the town of Independence. It was here that we first heard tell of the 102 mph wind and tales of young farm children being tossed about in their beds on the top floor of old farm buildings. Also mentioned that in the year before, a sizable portion of Eau Clair was flattened by straight line winds. We looked over the big windswept pond at Independence as two pigeons tried to walk their way across the top girder of the bridge. They would shift themselves twelve feet or so against the wind for some reason only to be blown all the way back, sliding on the girder, time and time again. "Big Tom" broke me up with the line of the day when he said, "No wonder they can't do very good up there, all they have is just those little plastic feet."

Yes, this was quite a contrasting day and so pleasant and relaxing to the day just before. Thinking back to the many river miles that it was a privilege to have gotten throughout the years, I could fairly willingly give back some of those miles. I won't, however, ever give back those miles on the 30th of March on the day when the hawk wind really soared.--**Good Ol' Nels**

TRADING POST

Free personal ads to MCA members

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WANTED:

NEED INFORMATION ON MANUFACTURERS/DEALERS IN SQUARE STERN "FREIGHTER CANOES." By freighter canoe I mean: large capacity, 1000 pounds; wide beams, 49"; and deep hulls, 18" or more. Write to David McKendree, Rt 2 Paris Rd. Clinton, New York 13323.

AFFORDABLE HOUSING. I am transferring to UMD next year and need to rent a quiet room or studio in Duluth or vicinity. Joelle Nystrom, 519 Inca Lane, New Brighton, MN. 55112, (612) 633-6940 (8-10 p.m. weekdays).

VOLUNTEERS in corrections to work with boys aged 13-17 at Boys Totem Town in the Battle Creek area of St. Paul. Opportunities include day and weekend canoe trips as well as building cedar strip canoes. Contact Pete Jessen-Howard at (612) 942-0408 for more details.

HIDDE WOOD PADDLE, either 50", 51", or 52", preferably a 51". Call Maura at (612) 739-5006 (H) or (612) 828-9663.

WOULD LIKE TO RENT OR BUY USED LIGHTWEIGHT OR RACING CANOE for Border-to-Border Triathlon August 11-14. Call Karen (612)636-7503 or Nancy (612)935-8079.

INTERESTED IN PURCHASING OR RENTING A RACING CANOE (e.g. USCA 18 1/2' cruiser or proboat) for Border-to-Border Triathlon in August. Also looking for bent shaft paddles 47" to 49" for reasonable price. Call Glenn at (612) 779-2798 (W) or (612) 489-1221 (H).

FOR SALE:

MCA EXPLORER 18-1/2' 64 lbs. Immaculate condition, used twice. $800. Call Steve, (612)757-1212.

PETERSON PRO-BOAT. Crozier built. Two years old, good condition. $800. Tony or Kathy, (612)781-3017

J-180 SOLO RACER. Kevlar, good condition. $600 or best offer. Tony or Kathy, (612)781-3017

WENONAH JENSEN 16' Kevlar solo canoe. Older model in good condition. $350. Call Bill at (612) 433-3451.

SAWYER SUMMERSONG Solo canoe, Golden Glass, very good condition; $475. or best offer. Call Lou at (612) 778-0165 or (612) 778-9408.

OLD TOWN GUIDE, 15', decent shape but needs refinishing. Call, take a look and make an offer. Jim (612) 497-2819 (H) or (612) 566-0180 (W).

YAKIMA RACK for car with rain gutters. Includes crossbars and towers. Excellent condition--used less than 15 times since purchased in 1987. $55.00 including Yakima wrench and mounting instructions. Call Anne, (612) 823-6068.

MIRAGE KAYAK with plastic pillars, leaky. $50. Bek (612) 929-9454 or (612) 623-3170.

17' KOOTENAY FORMS AND STRONGBACK $100. Call Eldon at (612) 435-2411.

PHOENIX SEEWUN solo decked whitewater canoe. 13 feet with foam pedestal and pillars, thigh straps and spray skirt. No leaks, large volume 40 lbs. $150. Bek (612) 929-9454 or (612) 623-3170.

REDWOOD STRIPS, STRONG BACK AND FORMS for 16' Guide model. Fancy 1-1/2" strip ready to install. All for $75. Call Ralph, (507) 354-3446.

BLUE DANCER, $450; PERCEPTION DIHEDRAL PADDLE 208 cm. $80; PERCEPTION DELUXE SPRAYSKIRT, $35; PRO-TEC HELMET, medium, $25; DELTA MAXI FULL LENGTH P.F.D., $45. All items are, used not abused. For more information, call Waid at (612) 872-6871.

HAHN-RAKSCHMIDT MODIFIED C-1, fiberglass, good condition with floatbags. $100. Call Dale at (612) 933-4978 (H) or (612) 448-5151 (W).

BLUE DANCER KAYAK, $450; Perception Dihedral Paddle 208 cm. $80; Perception Deluxe Sprayskirt, $35; Pro-Tec Helmet, medium, $25; Delta Maxi full length P.F.D., $45. All items are, used not abused. For more information, call Waid at (612) 872-6871.

OLD TOWN 1987 16' PENOBSCOT, Foam seats & Yoke. Used once $500. OLD TOWN 1987 16' PENOBSCOT, Foam seats & yoke, never used. $595. SAWYER 18' GOLDEN GLASS CRUISER. Needs some small patching $400. Call Jim at (612) 437-4359.

SEDA ORION C-1 Kevlar-Graphite-Epoxy Composite, medium volume. Split bags & neoprene skirt. Excellent shape, any offer. St. Croix Falls. (715) 483-1718. Tom Anderson.

17' ALUMACRAFT CANOE, good shape. $225 or offer. St. Croix Falls. (715) 483-1718. Tom Anderson.

FREE SPIRIT, 13'6" SOLO CANOE Built solid as a creek runner. $300 firm. Call Bob (612) 432-7557.

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EUREKA TIMBERLINE, 4 person tent with Vestibule; SIERRA DESIGN DOMICILE with Vestibule, 1 set fiberglass poles and 1 set aluminum poles; OPTIMUS 8R STOVE with pump; OPTIMUS IIIB STOVE. Call Karl Simer (612) 588-3413.

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BUILDING SUPPLIES

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst and wax (if required) is $13.00 per gallon. Four oz. cloth, 50" wide is $3.00 per yard; 7-1/2 oz. cloth, 60" wide, is $4.25 per yard. Six oz. cloth, 60" wide, is available only from the Eagan depot at $4.10 per yard.

West System Epoxy is available only from special depots.

Rules for Purchase: Call ahead and schedule pick-up time. Payment must be by check or money order to: Minnesota Canoe Association. **No cash. Sales to MCA members only.**

Depots:	Betty Ketter	561-2208	North Minneapolis
	Bruce Kunz	452-3897	Eagan
	Ted Bell	452-3897	Zimmerman (West System only)
	West System products will be brought to Minneapolis area		

ORDER FORM--Stickers/Patches/T-shirts (Sales to Members only)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send order form to: Verna Robinson, Minnesota Canoe Association, 4421 36th Ave. No., Crystal, MN 55422.

Stickers--Blue MCA logo on a white reflective background, great for canoe or car. $1.00 each.
Sew-On Patches--MCA logo. Gold paddles/silver canoe, $2.00 each.
T-Shirts--50/50 blend. $5.00 each, plus $1.50 mailing per order.

Adult sizes: S, M, L, XL.
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- Red shirt with white MCA logo.
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MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM

Make check payable (U.S. funds) to: **Minnesota Canoe Association,**
Send to: Membership Director, Minnesota Canoe Association,
P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414

I am joining the MCA as a [ ] New [ ] Renewal member. Please check:

[ ] Regular Member--1 yr. $10 [ ] Supportive Member--1 yr. $ 25

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[ ] Regular Member--3 yr. $27 Fill in name, address and phone no.:

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Canoe Building Plans, (SALES TO MCA MEMBERS ONLY)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send with plan order form to: Bob Brown, Canoe Plans, 12936 Galaxie Ave., Apple Valley, MN 55124

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

[ ] THE CANOE BUILDING BOOK--$15.00 ($12.50 plus $2.50 shipping).

Canoe Plans $5.00 each

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[ ] Explorer/Guide
[ ] BWCA Cruiser
[ ] Osprey (Zapf)
[ ] 17' Kootenay (Kunz)

Racing Canoes

[ ] 18'6" 3&27 (Ketter)
[ ] 18'6" 4&32 (Burley)

Solo Canoes

[ ] 15'6" Pirate (Brown)
[ ] 15'6" Kootenay (Kunz)
[ ] 16'6" Tri-III racer (Brown)

Kayaks

[ ] Griffin II Touring Kayak
[ ] 18' Sea Kayak (Wilson)

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[ ] 22' Family Canoe (The cost of this plan is $10)
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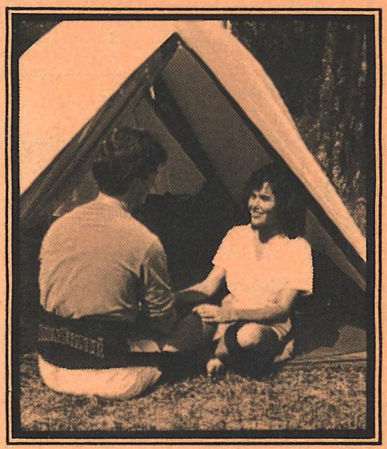
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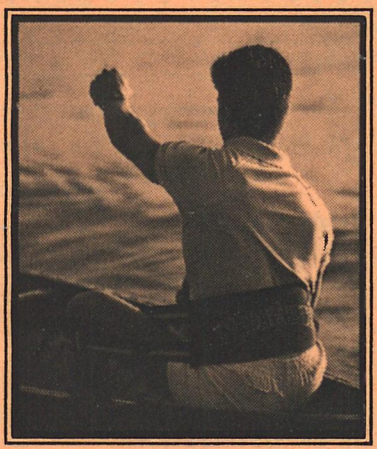
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