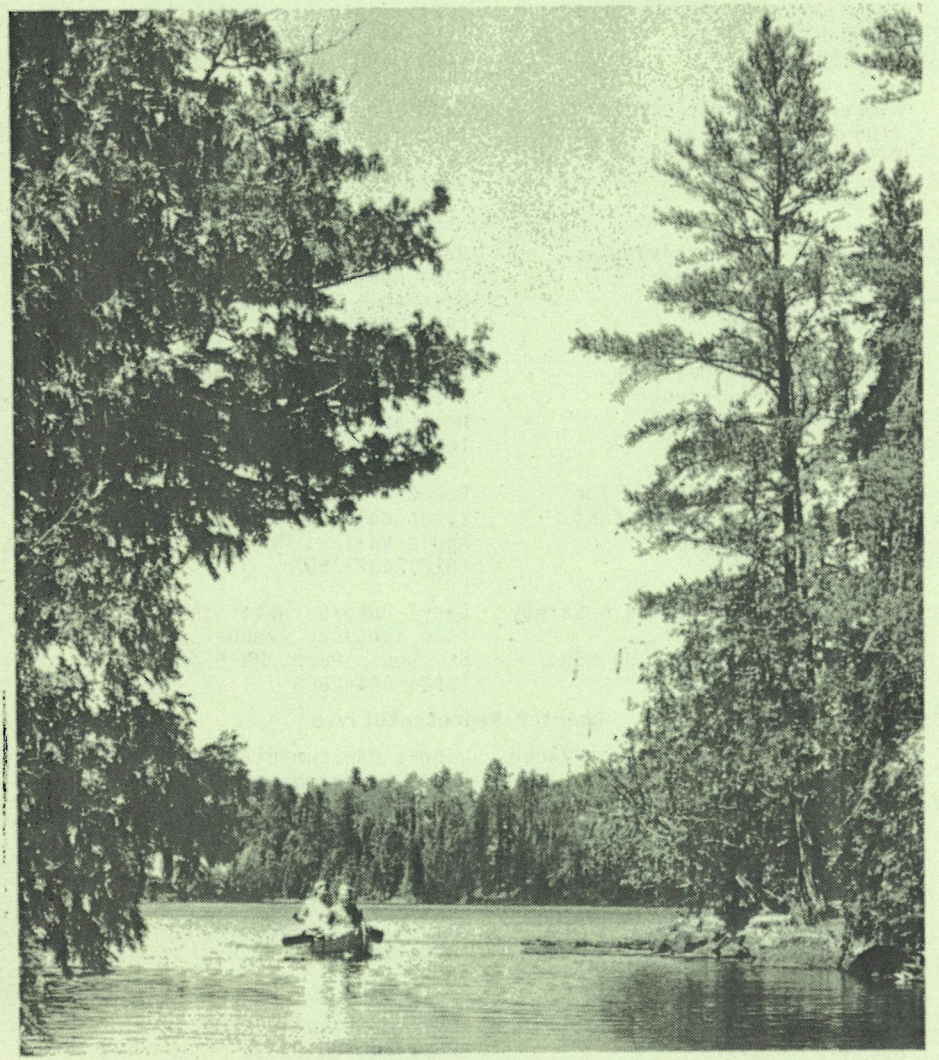
MINNESOTA CANOE ASSOCIATION, INC. HUT!

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Two canoeists travel the Granite River route in the Boundary Waters. Photo-Levy Photography Studio.

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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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FROM THE BOW

I've got just a couple of bits of business to share with you this month and then on to some general paddling news. Election of the Board of Directors is quickly approaching. If you have an inspiration on how to do a job a different way or if you are dissatisfied with any of the board actions, here is your chance to get involved. You have heard it said before, but it's true, we need YOU to become involved. Nothing would satisfy me more than to see a number of the Board positions contested like they were in the past.

A couple of brave and dedicated souls have agreed to take on the task of getting our by-laws assembled into a more understandable document. There is also the possibility that they might suggest some major revisions or the adoption of a complete new set of by-laws that eliminate some current ambiguities and reflect the needs of the MCA as it exists today. You will be kept posted on their progress. Ultimately if there are any changes to be made, they will have to be voted on by our membership. If you have an interest in helping out, give Jim Robinson (612) 588-5402 or Venice Barsness (612) 781-3218 a call.

Now on to some news tidbits. If you have seen the long version of the Schmidt beer Honest to Minnesota commercial on TV you might have noticed a quick kayak sequence. The kayaker is John Wexler, a past MCA President and Publications Director. The filming was done about 3 years ago for a Minnesota tourism film and commercial that ran in other states. Filming was done on river right at the lower pitch of Blueberry Slide on the Kettle River. The overhead shots were done from the overhanging rock. The water level shots were done from my canoe. I'll tell you that it was a real treat trying to keep a cameraman holding about $30,000 worth of equipment dry while he was hanging over the side and we were bouncing around on an eddy line. Good thing I had my stable old Tripper back then and a good low brace!

A few days ago, I had the pleasure of meeting with a couple guys from Harvest Foodworks which is located in Toronto. They were here to check out the market in this area and get some feedback about what is needed in the way of pre-packaged light-weight food products for backcountry travel. I haven't had a chance to try out any of their samples yet, but if they taste half as good as they look, they are sure to make a hit here.

Some other things that came up during our meeting is that they are very interested in sponsoring major expeditions and other unique adventures. If you have any trips in mind that you think might qualify, I'll be glad to let you know how to get in touch with them. They also turned me on to a great resource for information about Canadian back country travel, the Wilderness Canoe Association also out of Toronto. They publish a quarterly magazine which I should be receiving some copies of soon. When I do, I'll do a short review and let you know how to subscribe.

Gotta get going, the St. Louis is running at 5 grand this weekend, which is the highest that I have heard about since the monsoons of last August. I'm outa here--**Burt Levy, President**

BOOK REVIEW

Great Heart-The History of a Labrador Adventure, Davidson and Rugge, Viking, 1988. $19.95

Great Heart is Davidson and Rugge's second book. The other one is the well-regarded "The Complete Wilderness Paddler, 1976. I would expect this new work to have as important an impact on its readers as their earlier book. This is the story of the ill-fated Hubbard

expedition of 1903, and two subsequent, antagonistic expeditions: one by his widow, Mina Hubbard, and the other by his surviving partner, Dillon Wallace. The tragedy and following controversy set the stage for a fascinating tale. There is excitement, intrigue, decisions that make the difference between life and death, and descriptions of survival and starvation that compare favorably with "Unflinching, The Diary of Edgar Christian" (printed in 1937, "Unflinching" details the deaths of the John Hornby party in 1927). There is even a theme of unrequitted love weaving it's way through this adventure. George Elson, Leonidas Hubbards guide, accompanies Mina Hubbard two years later, much to the chagrin of Dillon Wallace, who also wants Elson to guide his rival expedition. Elson, who is half-Cree and half-Scottish, is obviously in love with Ms. Hubbard, but his Indian blood and position in life prevent him from doing anything but dream. The authors have done their research; reading diaries, books, newspaper accounts, conducting interviews, and personnaly retracing the original routes. No one comes across as a villain, although Leonidas Hubbard and Dillon Wallace both appear to have judgement problems in the wilderness.

Mina Hubbard is gutsy and charming, and George Elson is skilled and heroic. No blame is assigned in the falling out between Wallace and Ms. Hubbard, and we are left to choose sides for ourselves. "Great Heart" is positively endearing, and is slated to become a masterpiece of wilderness literature.--**Bill Simpson**

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IMPORTANT NOTICE ** T-SHIRT PRICE INCREASE ******

Due to a price increase by our supplier, the MCA is increasing the price of T-shirts. Effective immediately, the price of T-shirts is $6.00. Mail order shipping and handling will remain $1.50 per shirt order.

MCA BOARD MEETING MINUTES
July 6, 1988

Those in attendance: Burt Levy, Keith Bogut, Jim and Verna Robinson, Harlan Nickerson, John Sorenson, Caryl Duke, Kimberly Colburn, Brad Lynch, and Venice Barsness.

The outline of items for concern for the MCA Steering Committee were handed out. Caryl moved to approve last month's minutes. Seconded by Verna and unanimously carried.

New board position discussed. September meeting is when a final decision must be made. Amendments made by the third Wednesday in September. We discussed a position of a racing coordinator on the Board Activities Committee. Jim Robinson was not for a "special interest" group representation. Burt recalled that there used to be a racing coordinator that had been a part of the Board in the past which included whitewater. This coordinator used to keep in touch with other chapters and brought in infor on racing groups. Venice had an idea to eliminate "cruising director" and have a "canoeing director." He's opposed to new additions, better to use what we have now. The Board's already too big. Re-distribute jobs and re-title postions. Other name ideas are "Tripping and Racing Coordinator," Activities Coordinator," "Canoeing Director." Burt reminded us that members can be the best promoters, like years ago with Whitewater. Jim suggested a phase out of three 3-year-at-large positions instead of electing this Fall. Or specifically assign to 1-year positions with certain objectives or projects to work on. Venice agreed and suggested these specific duties be assigned by the President.

There is chapter representation; we need to develop these chapters, not discontinue them. Promotions, trips, demonstrations, the MCA needs to reach out a little more-get input from these chapters. Caryl Duke volunteered to try to contact these chapter representatives.

We discussed the Voyageur canoe and the rack. Venice wanted to know where the 26' boat that used to go on the rack is. Venice mentioned that the VFW asked about renting the Voyageur. This could be lucrative for the MCA to provide day-cruises or whatever. We would need ropes, paddles, PFD's etc. There was a question of liability. Fixing up the trailer and the canoe, and storage. Brad Lynch will check on storage options. Voyageur boat trailer license needs to be transferred from Canoe Brigade of the North to the MCA.

Caryl talked about a Member's Picnic/Weekend/Social Event. With water demonstrations, canoeing, swimming, program, prizes, races. Caryl, Jan and Brad volunteered to get something together to get into the next **HUT!**.

The membership renewal form has been re-designed. We are sending out a questionaire attached to the reminder note. Renewal rates have already improved. We are providing an addressed, but not stamped envelope for them to send in their renewal.

U.S. Women's Dragonboat team--Kimberly reported that the team (which included 13 MCA members) came in third in Taiwan and fourth in Hong Kong competing with over 20 other teams.

The meeting was adjourned at 9:48 pm.

Respectfully submitted,
Kimberly Colburn, Secretary.

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BWCA, QUETICO AND VOYAGEURS: EAGLES AND WATERFALLS TRIP

Eight waterfalls and three American Bald Eagles up close. I mean close!

These were only some of the highlights of my 1988 canoe trip from the Moose River, through Lac La Croix, down the Namakan River, and across Namakan Lake to Sullivans' Bay and the Ash River. I also saw some of the clearest of the pictographs in the BWCA and had a fine walleye dinner without even doing any fishing.

The Moose River entry point is off the Echo Trail west of Ely. We used two cars for a shuttle for this east to west trip. The Ash-Ka-Nam resort asked only $4 for parking for a week. There is also a free forest service lot. We had a solo canoe atop our car so wanted a little more security. Back on the Echo Trail after arranging the shuttle, we camped at the Jeanette Campground a couple miles from the put-in.

The Moose River lived up to its name. A female and its calf crossed the narrow stream just as we rounded one of the many bends. After crossing Nina Moose Lake and spending a night in Lake Agnes, we camped across from Warrior's Hill in Lac La Croix. A day trip to Rebecca Falls and Curtain Falls gave me a new appreciation for the power of falling water. Volumes of water rush through short, narrow gorges. I let my mind wander to whitewater canoeing. What a thrill if this were canoeable! There's not enough room for maneuverability though and a couple of drops are too steep.

On the same land mass as Warrior's Hill, on the northwest shore are the pictographs of hand prints and deer or moose.

There are at least 5 rapids along the Namakan River as we head northwest out of Lac La Croix. Some are runnable. Many resorts use this river so the portages are not as clean as we're used to in the BWCA. The first two, Snake Falls and Ivy Falls are not runnable. Three mile Lake has a canoe base to which a resort flies clients. We camped on the northern and largest island and did not have any such visitors. We were there mid-week and it was cool and rainy. The campsite on the smaller island nearer the canoe base was over-developed with tables made from poles lashed to trees. Ours was clean and seemed unused. Just before the spectacular Quetico Falls, we sighted an eagle on a tree surveying the river below. It did not leave its post even as we paddled by.

The McKenzie map of this river was incomplete. Campsites were not marked and some portages were omitted as compared to the Fisher map. Not all of the omitted portages were ones I'd omit. I did not run some of those rapids.

As we ate lunch on an island half hour from the mouth of the Namakan River, Mr. R. Burns, the Canadian ranger from the Sand Point Lake-Canadian customs stopped by to chat. He told us we ought to stop by Betty Lessard's resort at the point behind the largest island at the mouth of the river. She has a collection of Ojibway and other artifacts from the area. There is a place on the river near her resort named Tar Point. This is where the Indians patched the Voyageurs' canoes. In low water many artifacts can be found on the sand bar extending from Betty's Point across to the big island. You can read about Betty's life in the Spring 1988 "Boundary Waters Journal." She is a fun person to visit.

Having our permit to travel and camp in the Canadian section of Namakan Lake provided us with one of the lovliest campsites and led to my close encounter with two American Bald Eagles. Following the north shore of Namakan Lake, we passed the large sand beach just around the bend from Betty's place and continued on to one more mid-way across and a little west from "My Island" on the American side. The wind this Saturday had been ferocious on the big lake,

Betty reported, and the beach is popular with the local teenagers.

We wanted to get as far along the lake as possible in case of wind the next day and to not be disturbed by early arrivals to the local play area. What I call the "Big Pines" campsite has both a front and rear view which also provides a fine breeze from either direction to sweep away the mosquitoes. There is a large bay on the back side of the campsite, accessible for a moon-lit cruise by just a short paddle further west along the shore. There was also a hiking trail along the shore. I decided to see if I could walk out to what Betty called her favorite lunch stop at the tip of the peninsula. As I walked, I heard a flock of crows, then saw them swoop in and off the shore below me. I decided to see what the big attraction was. I walked up to the edge of the short drop-off. As I did, I startled an eagle who had been enjoying his dinner of a large fish on the rocky shore only a few yards below me. Rather than wait for the eagle to return, I continued my hike. As I came out from under the trees near the point to begin to walk along the rocks near the water's edge, suddenly two American Bald Eagles came circling above me crying at me sharply. I hastily retreated lest I be given an unexpected aerial view of the lake. I assumed a nest was nearby, though I never saw it even as I passed this way on my evening cruise into the back bay and again the next morning.

We headed for Bear Portage on Sunday determined to have our walleye dinner. At Rebecca Falls in the beginning of our trip a fisherman waved his plate of freshly cooked walleye and baked potatoe in our faces and said, "I just thought I'd show you this before you do the portage." I told my partner then that "We'll have our own walleye dinner when we get across Bear Portage." On my 1982 trip in Namakan Lake and again this time finding Bear Portage was not easy. It seems to never be where you'd think it is and then to blend in with the surroundings. The first time I looked, in 1982, I was riding high rolling waves in a Wenonah which had been adapted for racing with its bow cut down to eliminate wind resistance. We zig-zagged across these big waves not being able to get too close to shore to get a good look. This year in complete calm, coming right up near the shore, we just couldn't believe it was the right place and moved on to look elsewhere. Finally, we paddled over to a commercial fisherman's home around the point to the east and asked him for the location of the portage. It was right where we'd looked before. The water level was so low that not many people have been using it. It's wide and grassy and looks just like a small meadow. In higher water, they take fishing boats across on wheels.

Bear Portage was my favorite part of my 1982 trip to this area. In the low water, this year its scenery was new but still special. After the large lake and the wide Namakan River, this tiny stream once again provided a special contrast.

Coming out of the Bear River into Rainy Lake south of Oakpoint Island, we took our compass bearings and headed west to Kettle Falls. Here's where we'll have our Sunday walleye dinner, at the Kettle Falls Hotel! When we arrived at the landing, I discovered the hotel has become THE place for Sunday dining for the speedboat set. We parked next to shining boats with ladies in their spotless white slacks and pink sundresses. I was glad I'd washed my hair and put on a clean shirt for the day after six days out in the woods. We decided to make the portage first and then to follow the crowds down to the hotel. I'm proud to say we attracted attention as we carried my kevlar Sundowner and duluth packs to the boat launch on the other side of the dam.

The Kettle Falls Hotel in 1982 was still looking like loggers resided there. Now it's been restored to its original beauty with new siding and red and white awnings and its trellises to match the

1935 photographs. The bar room still has the steeply sloped floor and player piano but it has become glitzy with a pool table and new booths built onto the walls. What a place to come to on a canoe trip and we're still not out of the woods yet. The hotel is only accessible by water or air transportation.

The scenery was spectacular on this sunny, warm day as we ended our trip, but there was considerable motorized traffic this being a Sunday. We kept behind islands from the main channel when we could. Entering Sullivan's Bay we encountered the wakes of numerous motorboats in the narrow, steep-walled channel. There was no problem once the bay widened. We found the Ash-Ka-Nam resort where our shuttle car was parked just a short distance up the Ash River.

--**Lora Lakin**

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AROUND THE TOWN WITH MISSISSIPPI BOB

July is past and we're well into August. The Hoigaard's Series is over for the year. In my mind this series is an overwhelming success. Most races die a slow death in their third year. The folks at Hoigaard's must be doing something right, each race seems to draw larger and larger crowds.

Our first ever Qualifier was a limited success, we didn't get a large group, I didn't expect one. Those who came enjoyed themselves. We had some who came to learn, and they did and went home better canoeists. We had others who came to scoff, I expected some of this. I feel for these folks because their learning is over. I'm sure they went home and told friends that that Brown guy doesn't know what he is talking about.

We will have other Qualifiers and I expect larger groups as folks realize that it's a privilege to get Qualified.

Early in July the Mississippi River Revival group held a clean up from Hidden Falls to St. Paul downtown. I have started the gears turning to do a clean up in Pool One. I have people from the DNR working on this project and people from Sierra Club and the Mississippi River Revival group. This is an MCA activity, I hope that our members will out-number the other groups that will show up.

I have picked a date, Oct. 8th and a meeting place will be at the Showboat Landing. We will spread out from there and finish up there. The details are on the pink center insert.

The MCA will provide the feed for all the workers, that's their commitment. Your's should be to get there and to let us know you are coming.

Many of you, I'm sure, have never paddled Pool One. It can be a real feast of color in October. Let's hope it is this year. They might even move the color cruise into town (where it belongs).

This should be a great place to meet MCA'ers and folks from other outdoor groups.

I urge you to put this event on your calendar and let us know if you are coming.

When you discover the joy of city canoeing as I have, many changes will happen in your canoeing. One thing you will begin to improve is your skill level. Another thing you will find is that the priorities in your boat choice will begin to change.

I have written an article about the Sundowner, you will find it in this issue. I would not have considered this boat as an urban canoe, I thought it was a two-moose boat for the canoe camper but it really surprised me.

I have some opinions regarding boat speed, acceleration, and effort requirement. I will share these opinions in later issues. I'm sure that I'll be called an elitist when I suggest that a Sawyer Cruiser requires less effort to paddle than a Grumman.

I don't care what boat you're paddling if you have made an honest attempt to use it properly. When you begin to ask yourself what you can do to improve you are on your way to becoming a real canoeist.

Real canoeists are the ones that paddle in town, the others want to go hide in the woods.

Remember, when I began this series, I said that I intended to make you better canoeists. You must first learn that there are a few tricks left to learn. It's very hard for the canoe camper to understand this. To him, the snug camp is a far greater thing than how he paddles.

Above all else, get out and paddle. Paddle on Lake of the Isles, or on the Mississippi or Lake Phalen, but get out and do it. Be sure to paddle on Pool One on the 8th of October. I promise, no elitists that day, just come out and help and have a good time.--**Bob Brown.**

ANOTHER LOOK AT VOYAGEURS NATIONAL PARK

In the September 1987 **HUT!** Jim Mattson wrote a scathing report about his trip in Voyageurs' National Park, adjacent to the BWCA on the west. Since then, I have wanted to write to give readers a positive report on this park. In 1982 I experienced one of my most memorable and enjoyable four day canoe trips entirely in Voyageurs' Park. My partner and I canoed from Crane Lake on the eastern edge of the park to International Falls, beyond the western boundary of the park. During that trip, only at one time did I experience any of the trash described by Jim. This was on the "My Island" campsite which is a heavily used site. All of the island sites just north of the channel out of Crane Lake and Sand Point Lake, at the Namakan Narrows, are heavily used. We did stop at a site in the Narrows which was clean.

During our four day trip, I felt I was being especially adventurous since we saw other canoeists only once. We saw from a long distance off houseboats and occasionally a speed boat. The lakes are large and fitting for such craft. We considered ourselves unique to be there among them. A canoe trip in Voyageurs' is to be expected to be different from a BWCA trip. One should not expect a pure wilderness experience. Stay in the BWCA if that is what you prefer.

What we experienced in 1982 was high adventure as we surfed huge rolling waves in crossing Namakan Lake the first morning to find Bear Portage. Once across this pleasant, grassy portage we found ourselves in the quietest, most peaceful, scenic narrow stream which gradually opened up to a wide delta of marsh grasses. Here I felt cut off from the rest of the world. Then, entering Rainy Lake west of Hale Bay, we saw cabins and a group camp. This juxtaposition of scenery, huge expanses of water then the quiet meandering stream, and the variety of isolation giving way to human habitation added to my feeling of adventure and intrigue. Canoeing here held surprises.

At Kettle Falls awaited another interesting surprise. There is much still visible to illustrate the history of this area. The Kettle Falls Hotel is one historical landmark. In 1982 the hotel looked to me like it might have in the logging days of its hey-day. There was the slanted and heaving floors as the building settled. There were photos of loggers and logging tools about the place. The hotel was still in operation. It had no intention of being a museum. We had a hamburger and french fries dinner. I never had such a feast on any BWCA trip I've taken. It was lucky for us we ate well that afternoon because the weather and the lake turned against us later in the day and we did not have a meal that evening. All of the above was in the first day!

The second day dawned calm and serene. We decided to cross all of Kabetogama Lake from east to west to take advantage of the calm. La Bontys Point campsite was taken, on the northwest shore, so we went on nearer to the Gold Portage and camped near an old trapper's cabin, or perhaps it was the residence of a gold miner who panned in the stream running from Kabetogama to Black Bay. This area experienced a gold rush in 1894, giving rise to Rainy Lake City at the narrows from Black Bay into Rainy Lake. The third evening or our trip we camped on Dryweed Island in Rainy Lake across from a small island in which a mine shaft is still visible.

If you'd like to experience this mixture of wilderness, resort, and history in Voyageurs' National Park, send for a map from the Park Service: Voyageurs National Park, P.O. Box 50, International Falls, MN 56649, or phone (218) 283-9821. There are none of the restrictions regarding permits, or cans and bottles which the BWCA requires. You might also like to read about the park in Jim

DuFresne's Book, "Voyageurs National Park, Water Routes, Foot Paths, and Ski Trails" 1986, published by the Mountaineers. I found the book at Burger Brothers.--**Lora Lakin**

TRIP REPORT ON CANOE-A-BRUNCH, OR THE ONLY PLACE TO PADDLE WITHOUT HITTING BOTTOM

All but two people that had called arrived at the Showboat Landing. One person who will remain nameless arrived LATE!

After a small pep-talk, one solo, and seven tandem canoes hit the water for an easy paddle upstream. At arriving at St. Anthony's Lower Lock (S.A.L.L.) we had immediate lockage (a lift of 35 feet). Then it was on to St. Anthony's Upper Lock (S.A.U.L.) where lockage was an easy 50 feet (the tallest lift on the whole length of the river). While locking, the Lockmaster informed us to stay against the bank because the Anson Northrup (the new excursion boat) was waiting to lock through to downstream.

After having a safe lockage, we made our way over to St. Anthony Main. We hauled our canoes and gear up the steps to the street. The gear went into the car the leader had spotted there earlier. the canoes went into a circle with the bows in the center and tied together with cables and padlocks.

The group of 16 people made their way to El Torito (formerly Guadala Harry's) for brunch. It was good the leader made reservations. With everyone having their fill of the buffet (good food at a good price), it was time to work it off. The nameless one left just after brunch, seems there was a job he had to go to. The rest of us did some walking in the shops and at a craft fair that was there.

At about 2:30, we were on the river again. The consensus among the group was to go up and around Nicollet Island, which we did. Later, finding ourselves between the S.A.U.L. and the S.A.L.L. we paddled to the bottom of St. Anthony Falls. With the water level low, this could be done withno threat to life or equipment. If it wasn't for the sheet of water on the lock side, one would be able to walk across the falls. With the low water, the paddle back to the Showboat Landing was a breeze. See you on the Creeks.

--**Harlan Nickerson**

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Ask us. We've been there.

ANNUAL FALL BUILDING CONTEST

Any canoe, new or restoration, that has not been a winner in previous years is welcome.

The contest will be at Interstate State Park prior to the Fall Color Cruise Sunday, October 2.

Have your canoes at the boat landing at 9:00 a.m. with a label telling type, length, weight and builder. The judging will be done by your peers; it has to be unbiased.

Win or lose, enter your boat then plan to paddle with the group to O'Brien State Park.

One word of caution: If you are a Minnesota resident, have a current registration sticker on your canoe. Every year the National Park Service has a ranger out waiting to tag canoes without registration. They will accept no excuses for not having registration. Wisconsin residents do not need registration on their canoes, but must have proof of residence.

Every year we try to warn people about this, and every year some of our people donate some of their hard-earned money to Smokey. We know it is hard to deface that beautifull new stripper with those ugly stickers, but we have tried to warn you.

A THANK YOU TO THE MCA BOARD

Just a note of thanks for the support I received from the MCA for my Dragon Boat experience. I don't know how many people I've told that I found out about Dragon Boat racing in **HUT!** and put in a plug for MCA. I continue to enjoy the wide range of paddling adventures shared in each issue of **HUT!** Not only did you introduce me to Dragon Boats but a chance to go through the Mississippi locks with the Urban Canoe Series and to participate in area races. Thanks again for doing a great job and keep up the good work!--**Kate Kovar, St. Cloud**

The following article appeared in a St. Cloud paper in June.

AREA WOMEN STROKE OUT FOR TAIWAN

Two Central Minnesota women leave Tuesday for Taiwan where they'll join the first U.S. Women's Dragon Boat Team.

Kate Kover, 1204 13th Street N., and Rosanne Schoemehl, Richmond will go up against some of the best paddlers in the world in competitions Saturday and Sunday in Taiwan and June 25-26 in Hong Kong.

What is a dragon boat?

Dragon boating is similar to rowing, except paddlers are used instead of attached oars. Eighteen paddlers do 80 to 100 strokes per minute to porpel a 40-foot boat shaped like a dragon.

Races last only three to five minutes.

"Races are sprints, so you have to build endurance," said Kovar, who has paddled three times each week in a canoe to get in shape for the race.

Dragon boating is catching on in America. There will be races in Chicago at the smae time Kovar and Schoemehl are in Taiwan.

Kovar, a member of the Minnesota Canoe Association, tried dragon boating last fall in Iowa. It was then she heard the U.S. Dragon Boat Association was seeking members for its first women's team.

The association sponsored a men's team in 1986, but Kovar and Schoemehl are part of the first women's team to compete internationally.

"For me it's an adventure of a lifetime," Kovar said. She said competition will be fierce, because the Asian teams have more dragon boat experience.

"People take it seriously, but not to the extent you have to be enemies," Kovar said. "But we will try and place."

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

CALENDAR OF EVENTS

****

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.
THIS IS MANDATORY! CRUISES SUBMITTED FOR PUBLICATION WITHOUT A RATING WILL **NOT** BE PUBLISHED! THIS INCLUDES CHAPTER NEWS.

****

SEPTEMBER	**S**	**M**	**T**	**W**	**T**	**F**	**S**
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	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	

7 WED — MCA BOARD MEETING. 7:00 p.m. Karyn McAndrew's: 552 East Nevada Ave., St. Paul, 774-5150.

8 THU — MINNESOTA ENVIRONMENTAL CONGRESS. Mankato. Groundwater pollution, air pollution, protecting human health, protecting wildlife habitat, water protection plans, and financing environmental protection are some of the issues to be addressed at the second Minnesota Environmental Congress.

Other dates and locations listed below.

State environmental officials will travel to five Minnesota cities in September and October to discuss these issues with interested citizens. Day-long sessions will be held in Mankato, Alexandria, Duluth, Bemidji and St. Paul. The Congress, sponsored by the Minnesota Environmental Quality Board, is open to the public. Information gathered from these meetings will be compiled into a report for the Governor and the Legislature.

For more information about the Environmental Congress or to pre-register, contact the Minnesota Environmental Quality Board, 300 Centennial Office Building, 658 Cedar Street, St. Paul, MN 55155, or call (612) 296-2603. Individuals who pre-register will receive background materials prior to the session.

10 SAT — MISSISSIPPI CANOE CLASSIC. The state's most prestigious and competitive professional canoe race. Call Betty Ketter for further information at (612) 561-2208.

13 TUE — RAPIDS RIDERS' MONTHLY MEETING at the Roseville Ground Round (Snelling Avenue and County Road B, just south of highway 36). Meeting room available starting at 6 p.m. for eating, drinking, and yakking. Business meeting begins at 6:30: recap at 7:30: social time after 8 p.m. SEE YOU THERE!

15 THU — MINNESOTA ENVIRONMENTAL CONGRESS. Alexandria. See details in September 8 listing.

20 TUE — STATE SOLO CHAMPIONSHIP. 6:00 p.m. at DNR landing on the St. Croix River, Stillwater. Men, Women and Master's categories. Call Bill Simpson for further information at (612) 433-3451. Register from 4:30-5:30 p.m. Entrance fee is $7.00.

put-in may change by group consensus, so don't try to join us at Wild River.

SUNDAY:

On Sunday, the Builders Contest will be held before the cruise. All contest participants should have their canoes at the Interstate State Park boat launch area by 9:00 a.m. Judging will be done by vote of the members.

The cruise on Sunday will be from Interstate Park to William O'Brien State Park. The shuttle will be run immediately following the Builders Contest. We hope to be on the water shortly after 10:00 a.m.

WARNING-----WARNING-----WARNING-----WARNING

NOTE: REMEMBER TO HAVE CURRENT REGISTRATION ON YOUR CANOES. THE NATIONAL PARK SERVICE WILL BE PATROLLING THE RIVER AND TICKETING ALL BOATS NOT DISPLAYING CURRENT STICKERS. FOR THOSE PEOPLE FROM WISCONSIN, PROOF OF RESIDENCY IS REQUIRED TO GET BY WITHOUT DISPLAYING REGISTRATION.

COME PADDLE WITH US

Clean Rivers for Canoeing

by Dorothy Waltz, Coordinator
Minnesota Clean Rivers Project

Canoeing on a secluded stretch of river, miles from anywhere.... Hiking along the banks of a rippling stream.... Fishing in that special pool for the catch of a lifetime.... As canoeists, you know our rivers are wonderful places to spend an afternoon or a weekend. And with over 25,000 miles of rivers, Minnesota is particularly blessed.

What a disappointment, then, to be canoeing down the Blue Earth, trolling on the Cottonwood, or hiking beside the Cedar, and to have your enjoyment ruined by one of the hundreds of dump sites found along our riverbanks. Perhaps it's just the litter of cans, plates and food wrappers left by a group of picnickers, or maybe it's an accumulation of years of dumping of garbage, building materials, old appliances, or waste tires. Or it may include not only old trash, but batteries, chemical and paint cans, and car bodies with rusting gasoline tanks.

For years, Governor Rudy Perpich has been concerned about the quality of Minnesota's rivers and has taken action to clean up the rivers statewide. Aerial surveys were made by DNR staff in 1985-6 of 70 outstanding rivers in Minnesota. Hundreds of dump sites were found along these rivers in all areas of the state.

In 1987, as a pilot project, the DNR Minnesota Conservation Corps conducted a cleanup along 26 miles of the Cannon River. Working with counties, towns, and volunteers, the Corps collected over sixty tons of debris along a 26 mile stretch between Faribault and Lake Byllesby. This year, the Corps has been cleaning up trash on the Zumbro and Root rivers. But if you consider the number of trash sites across the state, the problem is much too large for any one group to handle alone.

by the University of Minnesota

Enjoy a day on the Mississippi River — and join your friends to clean up the litter and trash along the banks.

Bring your canoe or boat, personal flotation devices, sturdy shoes, gloves, and water canteen.

The Minnesota Canoe Association will provide a free picnic lunch in the afternoon to those who register.

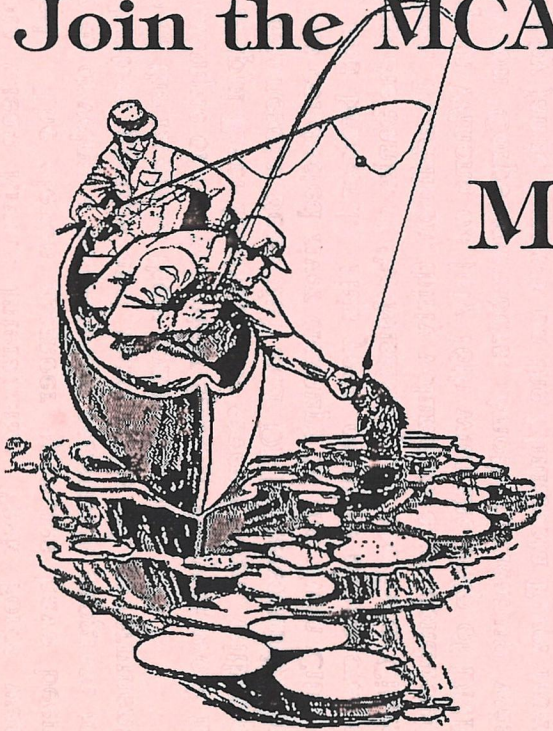
Sponsored by the Minnesota Canoe Association and Friends

For reservations or information,
Contact Bob Brown — 432 - 7557
or Dorothy Waltz — 296 - 4822

a Celebrate Minnesota 1990 Project



Join the MCA Clean Rivers Team on the Mississippi River Cleanup



Saturday
October 8, 1988
9:00 am

Starting at Showboat Landing

Early in 1988, with the governor's encouragement, a Minnesota Clean Rivers Interagency Task Force was organized. The eleven member agencies have been working to develop a cooperative assistance program to help volunteer groups and local units of government clean up of the rivers in their communities.

One example of the volunteer spirit already at work is the Mississippi River Revival. For several years, with the help of Minnesota Beautiful and DNR personnel, the Revival has conducted river cleanups in the Twin Cities, Winona, and Brainerd. This year, over 45 canoe crews cleaned up the banks of the Mississippi in the Twin Cities on July 2nd. In addition, thirty volunteers also conducted a cleanup in Winona on July 16th with the help of DNR Conservation Corps members. Another cleanup was organized by Jamie Leaveck on the Minnesota River from Chaska to Shakopee.

On October 8th, the Minnesota Canoe Association in cooperation with other groups, is sponsoring a riverbank cleanup along the Mississippi River. Bob Brown is the main organizer for the event and hopes MCA members will turn out in force with their canoes at Showboat Landing by the University of Minnesota to join in the cleanup. MCA is also providing a picnic lunch for those who register for the cleanup. Call Bob at 432-7557 or Dorothy Waltz at 296-4822 to register.

Cleaning up your favorite stretch of river is a wonderful way to both make Minnesota a more beautiful place to live, but also a much healthier place!

If you want to join the Clean Rivers Team, the Minnesota Clean Rivers Project has developed a How-to Kit on organizing a river cleanup project and the kinds of assistance the state can provide. For your kit, contact Dorothy Waltz, Coordinator, Minnesota Clean Rivers Project, DNR, Box 52 - 500 Lafayette Road, St. Paul, MN 55155, or call 612-296-4822.

MINNESOTA CANOE ASSOCIATION INC

P.O. BOX 13567
DINKYTOWN STATION
MINNEAPOLIS, MINNESOTA 55414

FRIDAY, SATURDAY & SUNDAY, SEPT. 30-OCT 1, 2

FRIDAY:

For those hearty souls interested, we will be camping Friday and Saturday nights in the group camp at Interstate State Park. (Park stickers are required).

SATURDAY:

Saturday's cruise will start at Wild River State Park and we will paddle to St. Croix Falls. Please meet at the Interstate group camp area at 9:00 a.m. for the shuttle. The

22 THU MINNESOTA ENVIRONMENTAL CONGRESS. Duluth. See details in September 8 listing.

24-25 KICKAPOO RIVER WEEKEND. Class A-B. See Unisys Chapter News. Reservations required by September 18.

25 SUN GROUP HEALTH TRIATHLON. The areas largest canoe triathlon. It's a pretty wild event. Lake Harriet. 9:00 a.m.

OCTOBER

S	M	T	W	T	F	S
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1 SAT ST. CROIX RIVER CRUISE/CAMPOUT. Canoe with us from Wild River State Park to St. Croix Falls. Class B. Camp Friday and Saturday nights at the group camp at Interstate State Park. Join the Annual Fall Color Cruise on Sunday. More details on page 24 and blue insert. Jim and Verna Robinson, (612)588-5402.

2 SUN ANNUAL FALL COLOR CRUISE/BUILDERS CONTEST. Our annual recreational fall event. Class B. From Interstate State Park to O'brien State Park. More details on pages 14 and 24 and blue insert.

SAT 1
SUN 2 BIG ISLAND RENDEVOUS AND FESTIVAL. Albert Lea, MN. Step back in time and relive 1800's history. Native American Culture, Fur Trade & Military Drill, Traditional and Ethnic Foods, Pioneer Craft Skill Demonstrations, Workshops on Minnesota History. The MCA will have our Voyaguer canoe there (contact Harlan Nickerson, 535-1373). Join us for a taste of the voyaguer life.

For Rendevous and Festival info contact:
The Albert Lea Convention & Visitors Bureau
141 E. William P.O. Box 686
Albert Lea, MN 56007
(507) 373-3938
1-800-345-8414

5 WED MCA BOARD MEETING. 7:00 p.m. Bob Brown's: 12936 Galaxie Ave., Apple Valley, 432-7557.

6 THU MINNESOTA ENVIRONMENTAL CONGRESS. Bemidji. See details in September 8 listing.

20 SAT MINNESOTA ENVIRONMENTAL CONGRESS. St. Paul. See details in September 8 listing.

NOVEMBER

S	M	T	W	T	F	S
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2 WED MCA BOARD MEETING. 7:00 p.m. Venice Barsness': 2638 Seventh St. NE, Minneapolis, 781-3218.

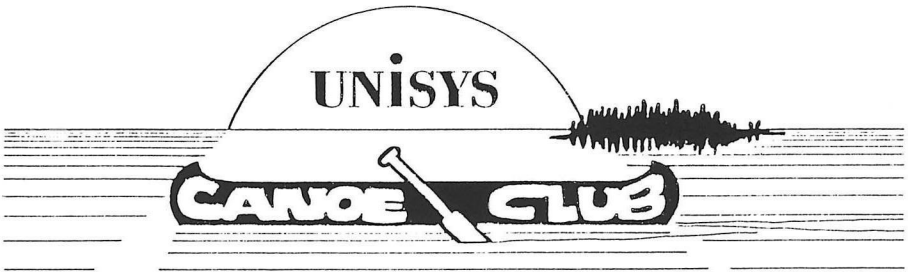


NEWSLETTER OF THE LONG DISTANCE CANOE RACERS
President: Karl Ketter, (612) 636-8116
Race Calendar: Tom Nolz, (612) 689-5719
Rt. 1, Box 202
Cambridge, MN 55008
Coordinator: Betty Ketter: (612) 561-2208

A few important dates to remember:

September 10, Saturday-Mississippi Canoe Classic
The state's most prestigious and competitive professional canoe race. Call Betty Ketter for further information at (612) 561-2208.
September 20, Tuesday-State Solo Championship
6:00 p.m. at DNR landing on the St. Croix River, Stillwater. Men, Women and Master's categories. Call Bill Simpson for further information at (612) 433-3451. Register from 4:30-5:30 p.m. Entrance fee is $7.00.
September 25, Sunday-Group Health Triathlon
The area's largest canoe triathlon. It's a pretty wild event. Lake Harriet. 9:00 a.m.

Recognition is due to Jeff Dubois for his efforts in organizing Rookie Racing on Monday evenings. It has been a very successful program this year, with new paddlers and enthusiasm. It continues until daylight saving ends. Monday evenings, 5:30 p.m., Showboat Landing, U of M on the Mississippi River.



NEWSLETTER OF THE UNISYS CHAPTER
President, Winnie DauSchmidt, (612)644-6115(h), 696-4378(w).
Vice-President, Roger Gillette, (612)926-7214(h), 635-6197(w).
Treasurer, Bob Breeden, (612)454-2440(h), 456-3252(w).
Secretary, Rick Hartung, (612)420-2743(h), 696-4877(w).

KICKAPOO RIVER, SEPTEMBER 24-25

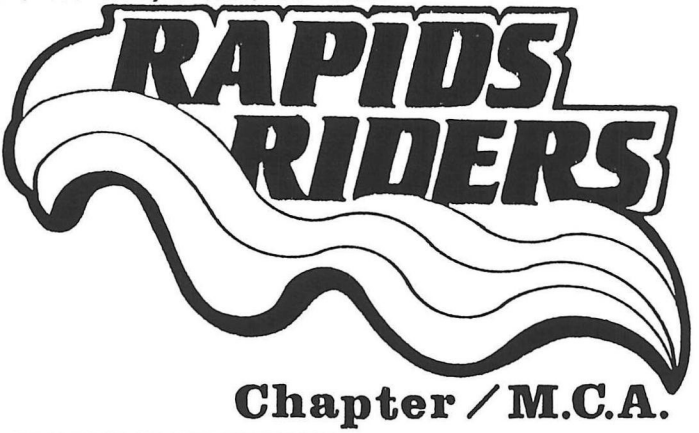
Come and be an honored guest on a cool fall weekend. Kickapoo River, Sept. 24-25, Saturday and Sunday, 1C. Reservations required by September 18th.

The lively, quaint town of Steuben, Wisconsin will be our host for Friday night and Saturday. They will provide camping space, breakfast, hot lunch on the river, shuttle service, supper and an evening of entertainment. Saturday, canoeing is relaxed paddling in an easy current. Sunday we will leisurely paddle through statuesque rock pillars south of Ontario, Wisconsin. This has always been an outstanding trip and a warm and mellow way to end the season.

Cost for camping, meals, shuttle, and entertainment is $13 for adults, and $6 for kids. Call to obtain reservation form, which you will be responsible for sending directly to Steuben by September 18th. FMI, Roger Gillette, W (612) 635-6197, H-(612) 926-7214.

This is the end of our season schedule, but the Minnesota Canoe Association runs an Annual Color Cruise on the beautiful St. Croix River on the first Sunday in October from Interstate Park at Taylor's Falls to William O'Brien State Park. And if the weather holds and the water is up, spontaneous trips are likely. For the latest information, call Ron Dahl: W (612) 435-4375, H (612) 888-4797.

What do we do when winter comes? We take a western Ski trip in February. This usually coincides with the Rockies Mountain "winter thaw" so we have enjoyed warm (60's) temperatures. We have skied Colorado, Utah, Wyoming, and Montana. This is not a prepackaged trip: all interested parties help plan where and when. Our trips are always inexpensive as we drive out and we all take our turn cooking the evening meal. For more information, call Winnie DauSchmidt W-(612) 696-4378, H (612) 644-6115.



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: Bonnie Van Blarcom, (612) 646-1496
Gary Nagel, (612) 487-2079

Moan and groan; it's back into the harness after a great vacation. I would like to hope that there are at least a couple of loyal readers out there who missed this column, which has also been "on vacation" these last two months. If not, well this page would make a great fire starter (or whatever) on your next canoe camping trip.....

Whitewater events and activities haven't exactly been making the front page during this time out. With the exception of the St. Croix at Taylors Falls, drought-drained local rivers have not provided much whitewater recreation since mid June. During July, some hopeful kayakers got together to review the other MCA activities that beckon from the pages of **HUT!** Some of us have been partaking of events such as the Mike Galt clinic, Bob's urban canoeing, and other cruises and trips. Others have given up and headed for golf courses, softball fields, and tennis courts. Still others have spent hours erecting elaborate shrines to the rain god and equal time prostrating themselves before these monuments. Still others have bitten the bullet and put on some miles to find and enjoy big waves. A few have journeyed to Wausau to take advantage of releases at the whitewater slalom course; a few more have travelled to the Nantahala Outdoor Center in North Carolina, and I hear that others have plans to go in October; and, although whitewater wasn't the major purpose of my trip to Tanzania, I did thrill to a few class II and class III drops.

Now, as State Fair time comes and goes and the days grow shorter, it's time once again to settle into something resembling a routine. For Rapids Riders--that means monthly meetings. Plan to join us at the Ground Round in Roseville (on Snelling Avenue and County Road B, just south of Highway 36) on Tuesday, September 13. Congregate any time after 6 p.m. to sip and munch. In keeping with our meeting plan instituted last spring, the business meeting will begin promptly at 6:30; we will recap at 7:30 for newcomers; and after 8 p.m. we'll socialize and maybe even enjoy some whitewater videos. Come for as much of the business as you like. All MCA members are welcome!

I'd also like to mention that in late September or early October the Rapids Riders plan to offer a whitewater instructors' workshop geared toward those who think they may be interested in assisting with our annual whitewater course. We encourage participation from former course assistants, course grads, and anyone else with basic whitewater skills. This workshop will provide an opportunity to refine your skills and learn how to pass them on to others. For more information and to enroll, call Ed Schneider's hotline at 487-1811.

Meanwhile, keep thinking R-A-I-N (a wonderful four-letter word), and call our hotline (487-1811) to find out from Ed's answering machine what's happening in the local whitewater world. If there's water and it's water you're comfortable with, please join us for a cruise. We'd especially like to invite this year's whitewater course grads to dive in (so to speak). Happy paddling.--**Sue Hix**

UPPER MIDWEST WHITEWATER RACE CALENDAR

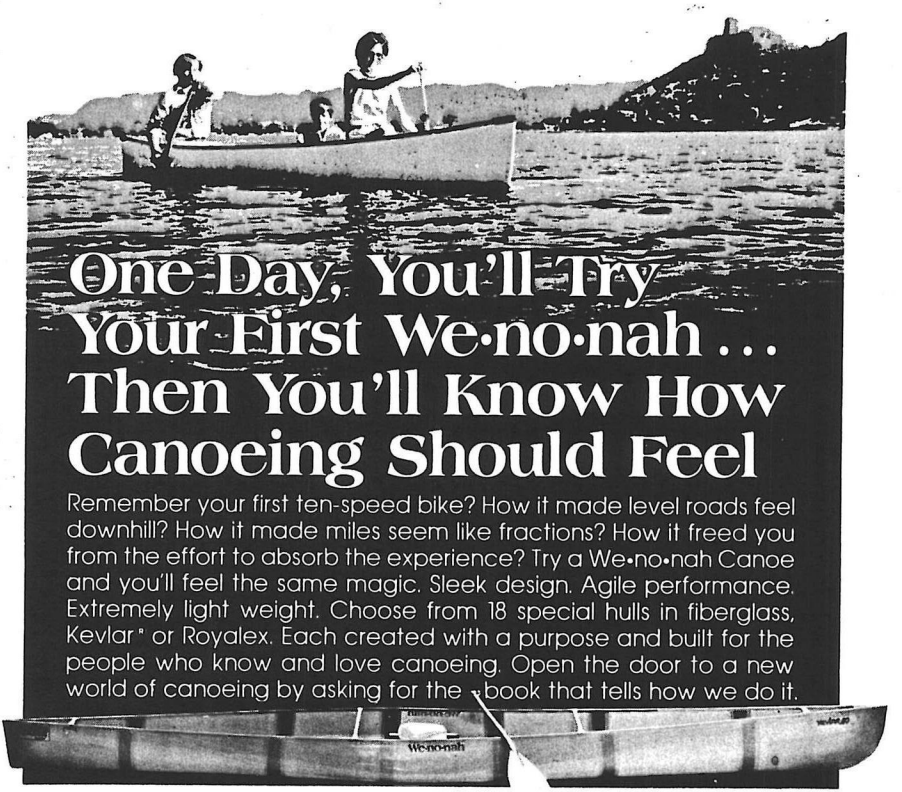
All of the listed events are ACA National Slalom & Wildwater Committee (NSWC) sanctioned. If you aren't interested in racing yourself, come on out and cheer on those who do race. Even better yet, volunteer to do any of the multitude of tasks that are required to run a race. PEOPLE TO CONTACT: Rapids 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
Sep 3	National Jun/Sen/Mas	Slalom	2-3	Wausau, WI
Sep 4	Nationals	Slalom	2-3	Wausau, WI
Sep 10-11	St. 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

NEW MEMBERS

ROBERT A BORAK, ROSCOMMON, MI
FRED C BUNCH, BELLAIRE, TX
WILLIAM P HANKES, PLYMOUTH, MN
MICHAEL HELLERUD, SPRING VALLEY, MN
JOHN M HEYDT, ALEXANDRIA, MN
RUSSELL H HICKS, APPLE VALLEY, MN
BILL KELLY, GRAFTON, IL
PAT O'CONNOR, MINNEAPOLIS, MN
DARYLL OLSON, NEW ULM, MN
TOM PATTERSON, ST PAUL, MN
DON PIETRICK, WAYZATA, MN
CHERYL SENECHAL, WACONIA, MN
GARY G SHATTUCK, SHREWSBURY, VT
DAVID L SILVERDALE, MINNEAPOLIS, MN
LARRY SPENCER, ZIMMERMAN, MN
PAUL STEARNS, MINNEAPOLIS, MN
NEIL E SWANSON, ROCHESTER, MN
FRED/DOROTHY WALTZ, MENDOTA HEIGHTS, MN
RAY WATTENHOFER, PARK RAPIDS, MN
C E WILSON, URBANA, IL
MIKE WINEGARD, GREENVILLE, MI



A BORROWED SUNDOWNER

In '86 I got burned out on racing and sold all my equipment (boats and bikes) I'd never use them again.

In the spring of '88 Reggie Clark talked me into returning to the rookies, they needed instructors.

Dolly Novak was one of last years rookies. She had a 17-foot Jensen and needed a partner. I needed a boat, so we became a team. Our plan was to paddle in the 17-foot mixed class at the Hoigaard's Series.

About the same time Winnie DauSchmidt called, she needed a place to store her Sundowner. A deal was made with Winnie, and Dolly and I moved to the 18-foot class before our first race.

I'd been hearing good reports about this boat for years. I'd been listening with some doubts. When Dolly and I came in first in our class, I began to take these reports seriously. We had passed many of the slower Pro boats in this race, not too bad for a camping canoe.

Winnie's boat is basic, fiberglass and aluminum. It weighs as much as two good pro boats, but it moves along very well.

Since we have been racing in this boat, I've been learning what it will and won't do. The Hoigaard's course is a great place to test a canoe's performance. Lake Calhoun can develop some really big waves. The Sundowner excels in these conditions.

The race course also has some very shallow spots in the canals. The boat drags in the shallows much like I'd expect. With a 40 lb. difference we couldn't get Dolly far enough forward to keep the nose down. I moved the rear seat forward 2"--that helped.

I also learned early on that Dolly and I could overpower the boat. Every canoe tells you how fast it wants to go. Extra power beyond that speed is wasted. We have to keep reminding ourselves to ease off and save ourselves for the final sprint. It's hard to keep this in mind while your competition is just over your shoulder, but this is what you must do to race this type of boat.

There are two myths about Sundowner that I'd like to end. I've heard from many people that the boat was faster loaded. I've also heard that it was squirrely. The folks who told me this would probably feel right at home in an Old Town Tripper, for me I can't imagine wanting more stability.

Speed, folks is always greater in a lighter boat. Every pound of boat requires that a pound of water must be moved as the boat moves through the water. Can a boat be faster when loaded? Load may improve the glide, but never speed or ease of paddling.

The We-no-nah Sundowner has joined my list of great canoes along side the 18-Jensen and the Sawyer Cruiser. If I were looking for a canoe to carry me on a trip where I had to carry a large pile of gear, the Sundowner would have to be my first choice.

We ran the ninth and tenth races in the Hoigaard's series in a Sawyer Cruiser and an 18' Jensen.

Race 9 in the Sawyer we were nearly two minutes behind a team that we had been beating regularly.

We went to race 10 determined not to be beaten again. We used an 18-Jensen. Very much to my surprise, our time in this boat matched our times in the Sundowner.

This didn't lower the Jensen boat in my mind, but it did raise the Sundowner.--**Bob Brown.**

MORE SUNDOWNER

Bob may have misunderstood what people have said about a loaded Sundowner. The canoe is not faster with a load, but does not lose as

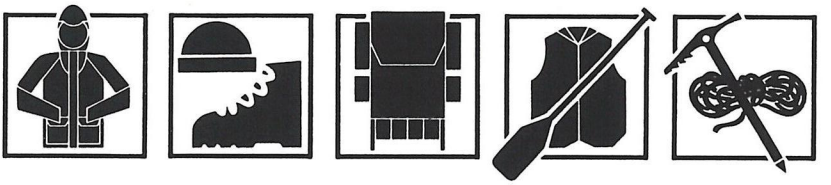
much speed or require as great an increase in effort as many other canoes.

As to the stability of the Sundowner, most Grumman paddlers will feel a bit nervous the first time they try it empty. The Sundowner's initial stability is much less than that of the Grumman class canoes when empty, but put a load in it and its seaworthiness becomes phenomenal. With a 200 lb. load of gear, the gunnel can be dipped underwater and you still can recover.

Bob did not mention that he compared the lines of the Sundowner and the 18-Jensen. At almost any given cross-section, these two hulls are within a fraction of an inch of each other. In fact, at the mid-point, the Jensen is a trifle wider.

One of my complaints regarding the 18-Jensen has been that with a heavy bow paddler, it was difficult to get the boat in trim. With someone weighing close to my weight (180 lbs.) the bow tended to be down. This caused steering problems. With a 115 lb. bowperson, trim could be achieved by sliding the bow seat forward. Bob found that the bow seat slider on the Jensen is set about five inches further forward compared to the Sundowner. I intend to lengthen the slider on my Jensen to allow greater travel to the rear while keeping the forward travel the same.

One point Bob did not bring out about their not doing as well in a Sawyer Cruiser is that it is a shorter boat. If Bob and Dolly were pushing the canoe at hull speed, the Sawyer would be slower than an 18-footer by about the same percentage as their time.--**James Robinson**



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FALL COLOR CRUISE

Come and join us on the MCA's Annual Fall Color Cruise. The group camp at Interstate State Park has been reserved for Friday, Sept. 30th, and Saturday, Oct. 1st. For those of you who are planning on camping, there will be a minor charge per person to camp. Come and join us Friday night. October is a nice time of year to camp; not many mosquitoes.

We will be canoeing on Saturday on the St. Croix above Taylors Falls. Meet at 9 a.m. by the group camp parking lot for the shuttle. You will have the option of a long trip, from the Sunrise River/St. Croix River confluence to St. Croix Falls. The other option will be from Wild River State Park lower boat landing to St. Croix Falls.

We will have a chili feed Saturday night. Bring a couple cans of kidney beans, some hamburger (1/2 to 1 lb.), and 1 can of tomatoes. Also bring any secret ingredients that you have for zipping up your chili (watch out for Jim, he has some real nasty stuff). We'll have some paper bowls and plastic spoons available. We'll also have hot chocolate available, and styrofoam cups.

Sunday morning will be the traditional cruise from Interstate State Park to William O'Brien State Park. Before the shuttle, we'll have the builders contest at 9:00 a.m. (See announcement on page 14).

After the contest is over, and the winner has been annnounced, we will start the shuttle. Remember, drivers only will go on the shuttle, this will be around 9:30 or so. You will have the option on Sunday of a short trip from Interstate State Park to Osceola, or from Interstate to O'Brien State Park.

You will have a chance to meet some of the MCA Board Members on this cruise and also if you are planning to run for office at the Annual Meeting, this is a chance to make yourself known to the people and do a little campaigning.

A word of advice, if you bring your new boat for the builders contest, and want to paddle it on the cruise: be sure you have registered the boat, if you are a Minnesota resident. You have to have the stickers on the canoe or proof that you have applied for the license. Smokey is always watching for this on this particular cruise, and has caught many of our members in the past. If you are a Wisconsin resident, you don't need a license on your boat, but you must have identification to prove residency.

This is the Grand Finale of cruises for 1988. There may be some impromptu cruises after this so keep in touch. Come Paddle With Us.
--Verna Robinson

EDUCATION AND SAFETY

Update on our Arctic Symposium scheduled for October 21-22, 1988. We have received inquiries and are scheduling presentations from people in Labrador, Toronto, South Dakota and the eastern United States.

We are in the planning stages of setting up some Wilderness First Aid courses for our membership. Sue Hix and Bob Barratt are instrumental in this new education effort.

Update on "Canoeing the Far North Symposium"

The program will feature a wide range of slide presentations from Arctic experts and canoe trippers from Canada and the United States, with an emphasis on the "Far North." Everyone is welcome whether you're a seasoned Arctic traveler or simply enjoy the vicarious spirit of adventure. Our purpose is to share information along with the pleasure of tripping.

Wilder Forest is a unique educational center located on about 1000 acres of hardwood forest, lakes, marshland, meadow and farm land. Five lakes lie within or adjacent to its borders, and nearly two-thirds of its area is set aside as a wildlife sanctuary. There are 13 miles of hiking trails for you to enjoy. Wilder Forest encourages programs that link concerns for the natural environment with those of the human and social environment.

The program will begin on Friday evening, October 21, with dinner at 6:00 p.m. for those who wish, and the first slide presentation at 7:00 p.m., and will continue through 5:30 p.m. on Saturday, October 22.

Overnight options are:

Wolf Ridge-camping (supply own tent) at $3.00 per person.

Outpost-primitive, hike in woods location: bunks provided (bring your sleeping bag), wood cookstove and heating stove (wood supplied), outdoor bathroom and pump at $10.00 per person.

Sun Lodge and Earth Lodge-multiple occupancy bedrooms with dormitory bathrooms at $20.00 per person (linens provided).

Meals are served in a family-style dining room, or you may choose to prepare your own if you are camping or at the Outpost. Meal prices are: breakfast--$3.50, lunch--$4.50, dinner--$5.50.

Preregistration is required and space is limited so we advise early registration.

Hoping to see you and share with you the joys, knowledge and experiences of "Canoeing the Far North." For registration, call Bonne at Wilder Forest (612) 433-5198.--**Don Mitchell and Bill Simpson**

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

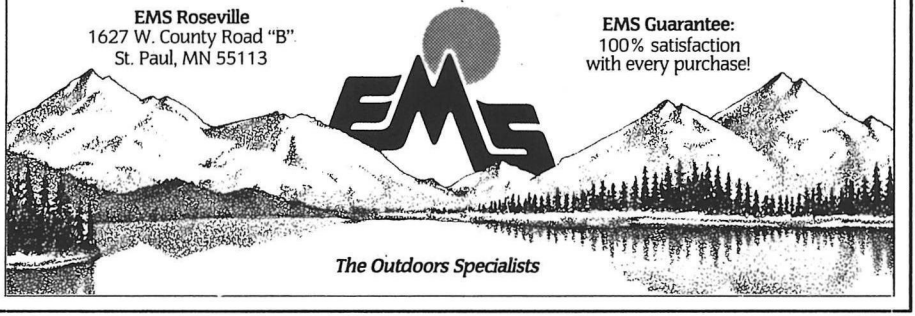
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I'D RATHER BE CANOEING

Next month brings the Annual Meeting of the MCA. This means election of officers. At this time it is not known who will be seeking office or re-election. I definitely will NOT be running for Publications Director. If anyone is interested in seeking this office, I will be glad to show them what the job entails. Remember, the Publications Director does not necessarily have to be **HUT!** editor. Also, there is a movement afoot to form a **HUT!** staff that will spread the duties around. If anyone is interested in being on the staff and would like to learn how **HUT!** is put together, call me and I will arrange a demonstration session.

There is a possibility that other offices will be open. We need sincere volunteers to fill these positions. If you want to help the MCA, contact any board member and let us know what position interests you. One thing though: We need people who are willing to work; volunteering and then letting things slide will not help the MCA grow. Be sure you know what you are letting yourself in for.

-James Robinson, Publications Director and HUT! Editor

During our rental sale you'll find gear put through the most rigorous state of testing.



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HUT! Advertising
P.O. Box 13567
Dinkytown Station
Minneapolis, MN 55414

Make checks payable to: MINNESOTA CANOE ASSOCIATION
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THE PERFECT SOLO CANOE

This summer I had the pleasure of spending a week in the Boundary Waters in a group of four solo canoes. Out of these four canoes, we had three different models, giving us the opportunity to test drive and compare in different types of water, wind conditions, and loads. The three designs were the CJ by Bell Canoe Works, Bob Brown's Strip Traveler III and Bruce Kunz's Merlin, which I have faithfully and lovingly paddled since its birth. Of these three models, which one was the perfect canoe?

The CJ was paddled mainly by my father. He has trouble kneeling, is a little unbalanced in his coordination, and spends 85% of his time fishing, or I should say, playing with his tackle. For him the CJ was perfect. It was extremely stable, easy to maneuver, yet tracked well across a few big lakes, one with a nasty quartering headwind. There was plenty of room for all his gear including what I thought was an enormous amount of fishing takcle and a thing I swear looked like it could have been used as a down rigger. He's the type that brings absolutely everything on a trip and can be particularly smug when asked for things that we previously made fun of. He owned a Merlin on last year's trip, but traded it in for a CJ this year. He just felt more comfortable in a CJ.

My mother, on the other side of the spectrum, is slight of build, extremely well balanced and carries a moderate amount of gear. She also likes to fish, but probably spends most of that time making additional tackle, playing chores for my father, like untangling her line from rocks, herself, him (anything that gets in the way). She spends a lot of time maneuvering around. For her, the Traveler III was perfect. It was a sleek, and smaller canoe that performed. It's like comparing a small sports car to a Cadillac. The Traveler III responded like the sports car and fit like a well-worn comfortable glove. If you like Bob Brown's Lady Slipper, you'll probably "die and go to heaven" in the Traveler III.

My husband was probably the most experienced paddler in the group and had the heaviest load at all times. He always gets the honor of carrying the food and utensils, a fair amount of tackle, and our 90 lb. golden retriever that tends to suddenly sit up or lean over the side at in-opportune times. The Merlin has always been and still continues to be his canoe of choice. It tracked like an arrow and didn't let the wind even think about pushing it around. The Merlin was racy and had more horsepower than the CJ or the Traveler III despite load conditions. And with a 350 lb. load, the Merlin, as well as the CJ, had plenty of freeboard.

As for myself, I paddled the Traveler III most of the time and thoroughly enjoyed it. The Traveler III was an easy canoe to feel at one with and paddling seemed effortless. I should probably choose this canoe for myself, but alas my background is in marathon canoes and I'm a hit-and-switch paddler that craves going straight and fast any time I see a body of water. The Merlin is still the canoe for me. Although I have to tell you, when we put in on the Snake River and I was in the Traveler III, it was a slice of heaven. It out manuevered the Merlin and the CJ on this twisty little stream.

Now back to the perfect canoe. It's in the mind of the paddler, taking into some consideration experience, physical build and condition, type of paddler and intended use. Above all, it's just plain how you feel about a canoe. And some of these criteria will change with time spent on the water. As Minnesotan's, we have water everywhere and that wonderful natural playground, the BWCA, is right in our backyard. Our MCA members that design canoes are basically designing them with Minnesota water in mind. So which one of these member-designed canoes was the perfect or best canoe? It all depends.....I'd say all three of them!--**Elaine Bell**

TRADING POST

Free personal ads to MCA members

****

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12-INCH WRINGER WASHER ROLLERS, 75 INCHES OF 1-1/4 INCH ANGLE IRON. Needed for 30' Voyageur trailer. Negotiate price with MCA board, deliver to Harlan Nickerson (612) 535-1373.

FOR SALE:

SIERRA DESIGNED DOMICILE 2 TO 3 PERSON, FOUR SEASON TENT. Seams sealed, with vestibule and complete set of both fiberglass and Easton aluminum poles. Excellent (near new) condition. $240. or best offer. Call or leave a message at (612) 588-3413, Karl Simer.

J-190 SOLO CANOE, Kevlar, immaculate. $950 or offer. Call John at (715) 597-3158 (w) or (715) 597-2233 (h).

1907 OLD TOWN, CHARLES RIVER MODEL, beautifully refurbished. Weighs 50 lbs. Make an offer. Call Curt at (612) 537-3564.

1986 WE-NO-NAH COMPETITION CRUISER, kevlar, good condition. Will sell for $800 or trade for J-200 solo racer. Call John at (414) 284-9814.

STRONGBACK AND FORMS FOR 15'6" SOLO KOOTENAY $50. Call Jerry Casey at (612) 722-8893 evenings after 6:00 p.m.

MOHAWK 16' ABS. Paddled twice, excellent condition $500.00. Also, a closed older C-2 for $250.00. Call Nancy Welsh at (612) 456-9260.

OLD TOWN DISCOVERY #174, never used $455.00. Call Tim at (612) 488-4910.

WENONAH KEVLAR USCA MIXED CRUISER with bailer. Latest design, excellent condition. $1095. Call Jim at (507) 876-2168.

BLUE HOLE OCA, great whitewater boat, well used, but not abused. $250 or make offer: XL Sierra West Gore-Tex Mountain Parka, like new, $85. L Sierra West FAD Gore-Tex Parka and Pants, like new, both $85, call David (715) 235-6290.

OLD TOWN 1987 16' PENOBSCOT, Foam seats & Yoke. Used once $450. OLD TOWN 1987 16' PENOBSCOT, Foam seats & yoke, never used. $545. SAWYER 18' GOLDEN GLASS CRUISER. Needs some small patching $350. Call Jim at (612) 437-4359.

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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.
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
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West System Epoxy is available only from special depots:

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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. $6.00 each, plus $1.50 mailing per order.

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

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

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

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

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

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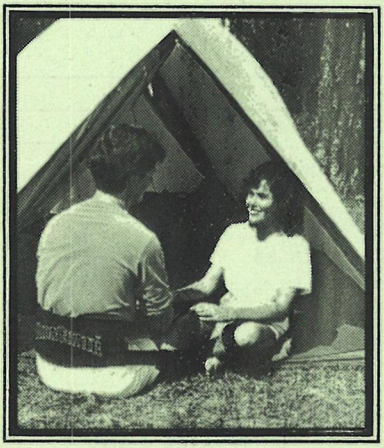
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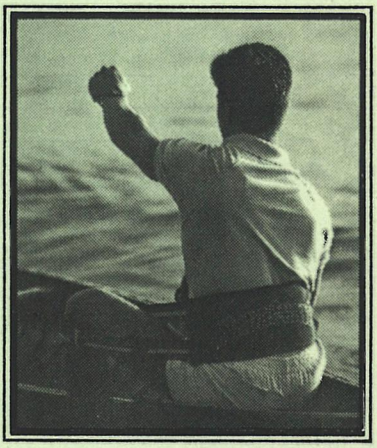
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