CANOEING IN THE MIDWEST APRIL — 1974

MINNESOTA CANOE ASSOCIATION

HUT!

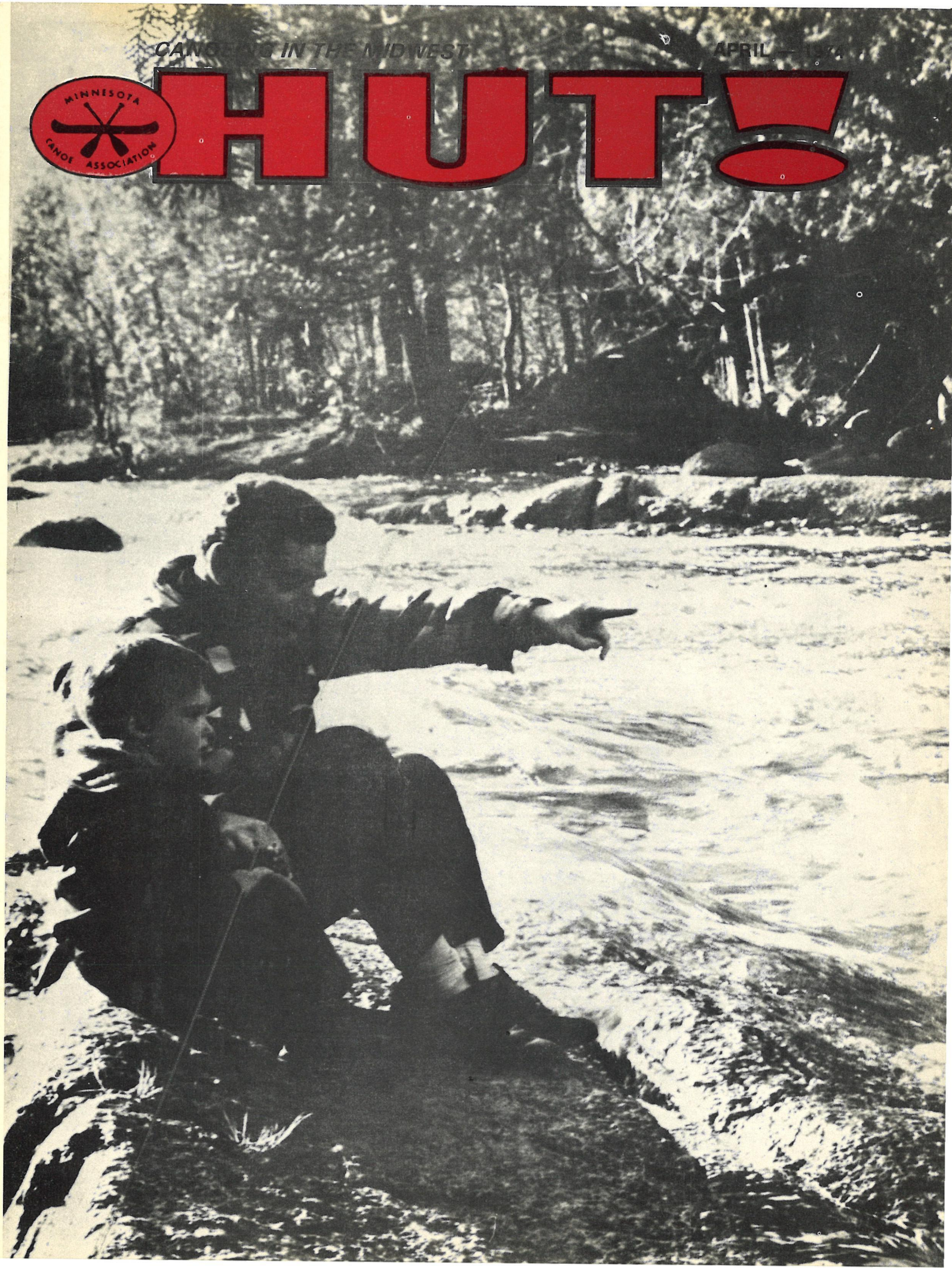




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HUT! Magazine is published every other month starting in January by the Minnesota Canoe Association, Inc. a nonprofit organization, and is distributed to more than 1800 members, and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

Pictures (glossies), cartoons, art work, announcements, letters, and articles of all kinds which serve to promote the purposes of the MCA are cordially invited. Contributions should be typewritten, preferably double-spaced, and should be in the hands of the editor by the 5TH DAY OF THE PREVIOUS MONTH, AD COPY BY THE 17TH. We regret that only token compensation can be paid for photographs, and that no compensation can be paid for literary copy, however, byline credit will be extended to all contributions. Contributions cannot be acknowledged and will be returned — usually within eight weeks — ONLY when requested and accompanied by a stamped, self-addressed envelope. Please DO NOT send documents. Address: HUT! 5804 Tracy Avenue, Minneapolis, Minn. 55436.

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Likewise, we cannot guarantee or endorse any product offered through our advertising. We invite constructive criticism and welcome any report of inferior merchandise obtained through our advertising, so that corrective measures can be taken.

HUT! . . . the commanding cry of the sternman to the bowman which signals the simultaneous switching of paddles from one side to the other, in canoe racing, so as not to change course, or lose strokes, rhythm, and momentum. The command word was adopted as the title of the MCA magazine because it synthesized the dynamic action and coordination necessary in the whole of canoeing.

The Geese of the City Lakes



Branta Canadenis

by Jan Stuurmans
Photos by the author

When the ice leaves Lake of the Isles and the connected city lakes this spring, canoeists will have an opportunity for the first time since the turn of the century to observe wild geese mating, nesting, raising their families, gaining flight capability, and gathering in the fall for migration. This largely is the result of a goose propagation project undertaken in the last two years by residents living by Lake of the Isles near the heart of Minneapolis. Together with numerous wild mallards and wood ducks, Lake of the Isles and the other lakes now harbor Giant Canada Geese (Branta canadensis maxima), Lesser Snow and Blue Geese (Anser coerulescens coeruleocens) and Hutchin's Geese (Branta canadensis hutchinsii). The project has focused on the Giant Canada Goose, easily the largest of North American Geese, and has just begun expanding to include other species adaptable to the habitat.

The Project

In the spring of 1972, eleven Giant Canada goslings were purchased from a Wisconsin game farm and placed in a pen on the smaller of the two islands in Lake of the Isles. This lake was chosen principally because Canada geese favor islands as nesting sites, and the islands would afford the geese a high degree of protection from natural predators such as fox, raccoons, skunks and dogs. A high ratio of loss was immediately experienced by the initial flock of goslings largely because it was without parental guidance and protection. Thus, only five of these birds lived until fall. As soon as the birds were able to fly, their primary flight feathers were clipped, and at freeze up they were picked up and housed for the winter.

In late March, before the ice had gone out entirely last year, the surviving five goslings were placed back in Lake of the Isles together with two adult mated pairs obtained from a game farm near Alexandria, Minnesota. These mated pairs each nested successfully, one pair on the southern tip of the north island, and the other on the east end of a ridge that runs nearly the full length of the south island. While the first mentioned nest could be seen from a canoe handily, it being only ten feet from shore and very conspicuous, it is doubtful that any canoeist ever saw the goose who sat crouched low on the nest from April 12th to May 12th. These mated pairs hatched clutches of one and two goslings, which is normal for geese nesting for the first time. In order to increase first-year production, sixteen day-old goslings were purchased from a breeder near Blooming Prairie, Minnesota, placed in the immediate vicinity of the newly hatched goslings on Lake of the Isles, and were quickly adopted. By mid-July, all of the young birds were on the wing, and while they went on short exploratory trips from time to time, the free-flying flock stayed with their parents on Lake of the Isles nearly 100 percent of the time. After one adult pair was killed while defending their brood from dogs, three more adult pairs were added to the flock in late summer, giving a total of eight adult mated geese, five yearlings from the previous year, and twenty goslings. Before winter, one gosling was crippled by stone-throwing kids, and two others were stolen.

On December 20, 1973, the 15 free-flying birds migrated and as of this writing have not been located in their wintering ground. In all probability, they are somewhere along the Mississippi or a tributary in southern Illinois or Missouri. They are expected to return to Minneapolis in April with the advent of open water. The remaining eight adult birds, the crippled gosling and two of the free-flyers are spending the winter in a small area of water at the northwestern corner of Lake of the Isles. As soon as the ice leaves the lake, the four adult pairs are expected to nest on the islands.

In January of this year, four adult Hutchin's Geese were obtained from the Sand Lake National Wildlife Refuge at Sand Lake, South Dakota. These geese are about the size of a mallard duck and look exactly like miniature Giant Canada Geese. They were placed in Lake of the Isles on an experimental basis and to provide a little variety.

At the same time ten Lesser Snow and Blue Geese were obtained from Sand Lake. These geese similarly provide variety and

permit a view of geese not seen in the United States except in winter. Whether the Hutchin's and the Snows and Blues will nest in the city at this low latitude is highly conjectual. In the event these birds do not appear to adapt well, they will be allowed to leave in mid-summer.

The Birds

Giant Canada Geese used to be abundant in the mid-West, nesting throughout Minnesota and the Dakotas. They differ principally from other species of Canada Geese by size and markings. Some adult males will weigh over 20 pounds, and all members of the species have a very light grey, almost white chest. Like other species of Canadas, giants have a black tail, neck, and head with a distinctive white cheek patch. The rest of the bird is principally a dark grey color although a white margin both below and above the tail gives an appearance of a white "V" when the bird is seen flying. A flock of giant Canadas is quite easily recognizable since many of its members will show one or two spots of white on their foreheads and a slight hook may be seen at the top margin of the white cheek patches. Many have a white ring separating the black neck from the breast. Giant Canadas are truely magnificent birds whether swimming or flying. Any view is long remembered.

Few giant Canadas nest before their fourth spring, although many younger birds will pair and defend territory in their third spring. Pairing usually occurs in February when the birds are on their wintering grounds, and a pair remains monogamous for life unless the pair is broken by death or forced separation. In such instances, the remaining birds will mate again.

Giant Canadas nest in late March or early April with the older experienced birds nesting two weeks ahead of birds nesting for the first time. They lay from three to seven eggs about a day and one-half apart. New pairs will usually lay only an egg or two the first year and often experience infertility. Nests are shallow depressions lined with goose down. A nesting hen can be quickly identified by her plucked breast. The incubation period is 30 days, and begins after all eggs are laid. The hen sits at all times, leaving the nest twice a day for food. The gander normally will be in the vicinity of the nest standing on a floating log or at another spot offering good vision. The nest customarily is situated where the hen has good vision, thus, muskrat houses, and open island locations are selected most often. Both the hen and gander are fearless defenders of the nest and will attack all invaders with their wings. One report from Manitoba tells of a female giant Canada that lost one wing one night and the other the next night while violently defending her nest from a fox or raccoon. She was found barely alive on the third day but still guarding and still on the nest. Last summer, one adult pair was killed in fighting very large, free-running dogs when their goslings were about a month old. The goslings all were adopted immediately by another pair. Observation of a nest and goose from a canoe is both adequate and safe at twenty feet yet it is not so close that it will bother the goose and jeopardize the nest.



Loafing on the beach

After hatching, the hen is joined by the gander and the family heads for water as soon as the goslings are dry. The goslings are covered with yellow fluff and are about the size of a sparrow. They grow rapidly and by the tenth week begin testing their wings. In a couple of weeks they change to a dull grey, as feathers begin to show and develop the color patterns of the adults by the seventh week. The gander leads the family when danger is at hand and is vicious in its defense. Throughout May, June and July, the family units usually may be seen on one of the shores of Lake of the Isles or along the banks of the lagoon between Lake of the Isles and Cedar Lake.

Giant Canada geese are very family and class oriented. A pair of mated adults and its goslings will maintain family integrity until the following February when the adult pair again readies for nesting and drives off the last brood. Each family, particularly the gander, exhibits hostility towards other geese and warns others when they come too near by lowering his head to water level and swimming at the intruder. When an interloper occasionally fails to note the gander, he will inevitably be bitten, then honk loudly



Pair of Giant Canadas Guarding their 4-day old goslings.

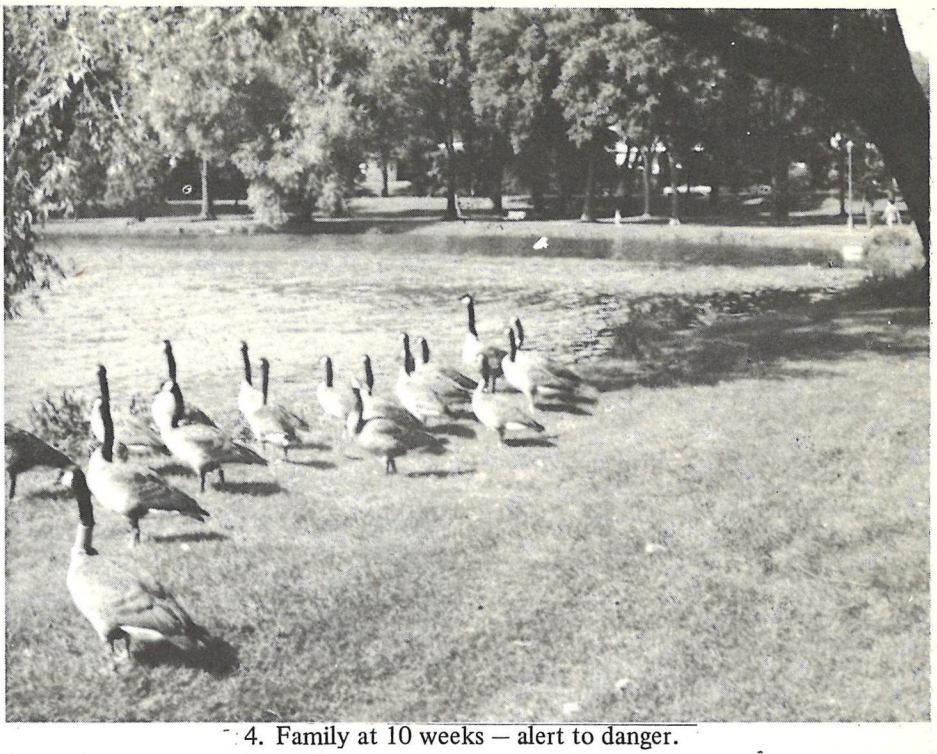
and splash away. The gander with the largest family usually is the flock's acknowledged leader, and all other geese respect his position.

Young birds imprint on the area in which they learn to fly. Thus, although they may remain away from the home territory until they are ready to nest in their fourth spring, at that time they return. With respect to the Lake of the Isles flock that migrated, there is a good probability that these young birds will not be seen locally until the early spring of 1976, at which time all then still alive should be mated and ready to nest. Giant Canadas during these seasons without parental duties appear to often fly much farther north than their nesting area and spend the summer in remote wilderness areas. Without any experience with the Lake of the Isles flock, it is speculation where the young migrants may wind up this summer. This phenomenon is often referred to as a molt migration.

Each summer in June, geese lose all their flight feathers and are flightless while new feathers grow to replace the old. This condition prevails for approximately twenty-six days, and the adults normally will regain flight capability almost simultaneously with their goslings in mid-July. During the molt, which also replaces all body feathers, the geese are vulnerable, shy and rather shabby looking. It is speculated that this condition precipitates the so-called molt migration to remote areas of geese lacking family duties. By late summer, both adults and goslings are strong flyers and fly in a string of one or more family units. Giant Canadas are very late migrants, departing often only as the last available water disappears in late December and returning with the first signs of spring.

The presence of Giant Canadas on the City Lakes is more remarkable considering the fact that the species was thought extinct for several decades, only to be rediscovered at Silver Lake in Rochester, Minnesota, about twenty years ago. Various sources are now available for the species, and it has made an excellent come-back under the care of the Department of the Interior, the Bureau of Sport Fisheries and Wildlife, and many private propogationists.

Blue Geese are a color variety of Lesser Snow Geese. While the latter in adult phase is pure white except for black wing tips, the former in adult phase has a white head, neck and underside, and a dark body and wings. Immature Blue Geese until their molt in mid-summer of their second year are a dark grey color, and immature Snow Geese have a dusty white color, again with black wing tips. Both Snow and Blue Geese nest on Baffin and Southampton Islands and west along the arctic coast from Hudson's Bay. The Blue color phase is more numerous in the eastern part of its range but appears to be increasing in the western. They visit the United States only during the winter, when they spend November through April along the Gulf of Mexico, principally in western Louisiana and Texas. Huge flocks of these geese pass through Minnesota and the Dakotas en route to their winter and summer homes.



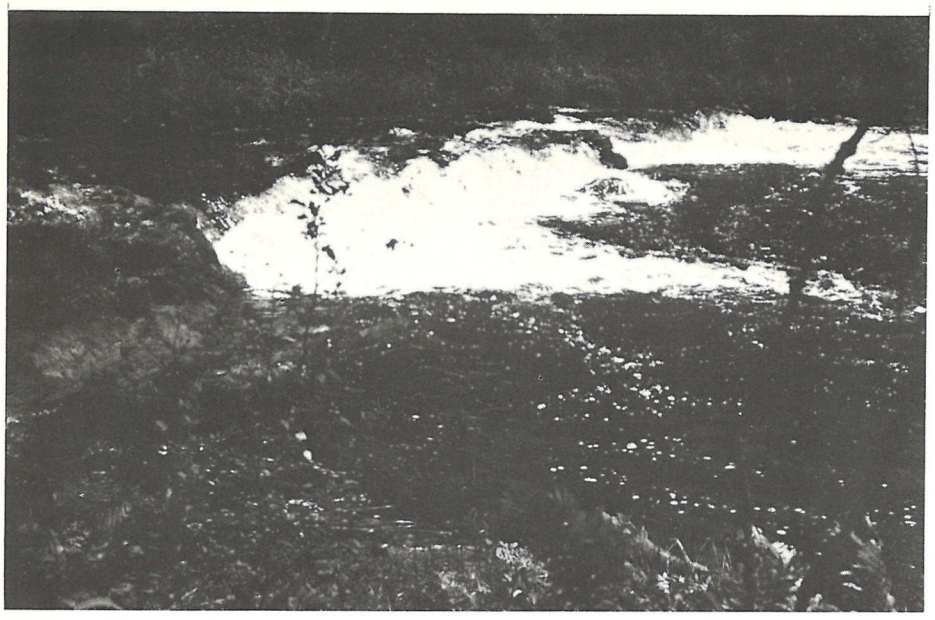
4. Family at 10 weeks — alert to danger.

Although the literature on Snows and Blues is much less thorough and scientific than on Canadas, their habits appear to be roughly similar to those described above for Canadas. They feed extensively in rice fields in the south and favor small grain stubble fields during migration. The flight formation is a less distinct "V" than is that of the Canadas, being somewhat arc-shaped. The high temperatures reached in Minnesota during the summer may well prove intolerable.

Similarly, Hutchin's geese nest in the far north. These breed on the Melville Peninsula and on Southampton, Baffin, and Ellesmere Islands, migrating between the Rockies and the Mississippi to their wintering grounds in Texas and Mexico. Little is known of their habits and breeding behavior.

Lake of the Isles will provide canoeists with views of Giant Canadas in all of the various stages described above and of Snows, Blues and Hutchin's geese. Right after break up, a quiet paddle along the islands should turn up sitting hens and guarding ganders in the same general vicinity, although they will be hiding and difficult to spot. Later, geese with their families will be all about the Lake, occasionally on the islands, but usually on shore eating, pruning, or sleeping. As summer progresses, the molt will occur and soon thereafter the non-clipped geese will be on the wing. Careful observation will reward canoeists with sights infrequently seen anywhere and virtually never in the city. The accompanying photographs were taken at Lake of the Isles and Lake Calhoun and show Giant Canada geese in various stages.





A surprise 6-ft drop over granite after a sharp bend in the river.

AH . . . WILDERNESS!

by Guy R. Honold

Photos by the author

Guy is a biochemist for General Mills and an MCA member. He and his wife, Lori, have had extensive white water experience.

The wilderness has come to be a precious thing to me, my wife, and family. I often wonder about and fear the potential day when people may no longer have any knowledge of wild country or any opportunity to know what voyageurs had known. Though the voyageur has left a heritage of the spirit that will fire the imaginations of men for centuries to come, it is becoming increasingly more difficult for a connoisseur of the wilderness to select and enjoy those areas of the Quetico - Superior canoe country where one can stalk the portages without encountering a mass of people.

An area where relatively untarnished solitude and wilderness canoeing enjoyment can still be realized is the English River in Ontario. The English River is quite accessible from Minneapolis (about 8 hours driving time) and provides a good wilderness and whitewater experience that does not flirt with temerity, and this means being able to enjoy it with your wife.

My wife, Lori, and I enjoyed a 7-day trip on the English River with Bob and Sue Dannert. Bob has pulled numerous trophy fish from lakes throughout the general area during spring fishing trips where he convinced bush pilots to drop him into "unknown" waters. Bob's instinctive knack for finding fish and his unsurpassed ability to plan trips, along with our wives love for nature and wilderness travel, made this an enjoyable foursome for a 7-day trip during which time we did not see another canoe!

Following are excerpts from our diary of the trip which may serve to whet anyone's appetite for an adventuresome experience that can readily be enjoyed with a mate.

Day 1.

Departure time, 5:00 AM from Honold's residence in New Hope, Minnesota. Dannert's arrived for reville in high spirits at the door at 4:35 AM, Bob blew his whistle to signal departure and the 2 cars drove off into the fog each bearing a 17-foot Grumman canoe (1 lightweight and 1 standard).

The beautiful cliffs and views of many seagulls were enjoyed along the north shore of Lake Superior in the early morning hours. We arrived at the small settlement of English River (100 miles NW of Thunder Bay on Hwy 17) at 1:00 PM. Bob and Lori packed the canoes under a bridge and observed hundreds of swallows that had nests and young under the bridge. They also picked wild blueberries. Sue and I shuttled cars to our take-out spot on Hwy 599, 54 road miles and approximately 85 river miles. One car was left in the bushes near a boat landing, the other brought back to English River where we paid $1 per day to park it at a gas station during our trip. Glad we brought 2 cars; local shuttle costs about $1 per mile.

We pushed off fully loaded at 3:45 PM. The first set of rapids took us from 4:30 to 6:30 to run. We dragged and pulled the canoes through. It was a hard stretch with no portage trails. Below the rapids the water was very deep. We made camp amid a few sprinkles and had freeze-dried pork chops which we didn't reconstitute with enough water, so they were dry -- but tasted good. This and all subsequent cooking was done on 2 Svea stoves.

Day 2.

We fished at 6:00 AM - no luck. Broke camp and shoved off at 9:00 AM. Somehow Lori and I found a rock in the first rapids. We travelled a few miles, then portaged for the first time at a little falls that had a portage trail. A second falls was runable. It had a portage trail that we didn't use. Saw moose tracks, but no moose. Many beaver dams, two ducks, and a yellow warbler were seen this morning. We passed a logging operation and all commented on how this ruined the wilder-



A deserted trapper's cabin with hide drying hoop hanging on the wall.

ness. The government apparently leased this land to logging companies. The cutting of logging roads is going to eventually ruin the remoteness of the area as free access will be had by anyone.

We spent the last few miles traversing a very marshy area and were surprised to find a large rock which became our "lunch" rock. After lunch, we ran a small uncharted rapids and then traveled across some open water. We came on a big stretch of rapids and a falls which weren't on the map. The falls, right after a sharp bend in the river, was a beautiful 6-foot drop over granite. Had difficulty finding a good campsite this evening. I slipped on a rock and fell headlong onto the bow of the canoe which resulted in a severe abrasion on the forehead. The medical kit was useful.

We camped in an area where moose came to feed and inverted a canoe for a table. Many strange and interesting mushrooms were observed. A campfire was appreciated.

Day 3.

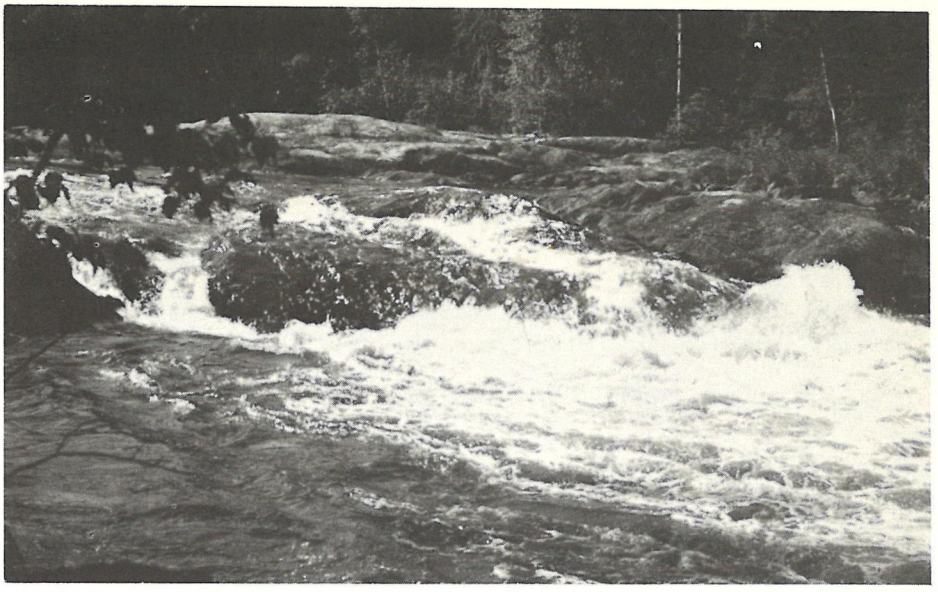
No one slept too well last night due to a noisy tree toad overhead. Paddled about 4 miles, then shot 2 sets of #2 rapids (based on the 4-point rating system used in the Wisconsin Canoe Trails book) that were not to be found on the map. Lori and Sue bow-ruddered us safely through. Soon came a ¾-mile portage around a difficult stretch of rapids. Bob and I decided that was too far to carry gear so we shot the rapids (men only) fully loaded with gear. The rapids were 4 good pitches over a ½-mile stretch – three #2's and a very difficult #3 that required considerable maneuvering in the shoot over a long stretch. We were successful. As we sat in a foamy eddy at the base of the rapids and looked back, we wondered if we would ever forget the sight, sound, and feel of that fast water, or the half-frightened sense of triumph.

We soon encountered another difficult #3 rapids and the men challenged it. After taking water over the gunwales and the Duluth packs floating inside the canoe, Bob jumped out to save the canoe. After hitting 3 more ledges and being crosswise in the river, we made it. We portaged the second canoe. From this point on, we ran few rapids for two reasons: (a) we were perhaps gun-shy after this narrow escape, and (b) most subsequent rapids on the trip involved dangerous and spectacular drops that would be #4 rapids at a minimum.

The terrain has been covered mostly by Tamarack so far. We now are seeing more of a BWCA appearance – granite ledges, white birch and aspen.

At two different times, we saw desolate cabins along the shore. One inhabitant was observed at each. Hermits?

This night we camped on an island that had a beautiful granite slab for a landing.



Large drop in rapids with 8 to 10-foot backroller at base.

Observed many Blue Herons today and after dinner were entertained by a beaver off-shore.

Day 4.

About mid-morning, we were entertained for a ½ hour by 3 playful little otters. We heard and saw our first loon.

In mid-afternoon, we approached the most spectacular stretch of rapids on the trip–3 pitches, each being a #4. The half mile portage trail passed a quaint deserted trapper's cabin which still had a skin drying frame hanging on the outside wall and an old bed, phonograph, cook stove, and clothes inside. Wild flowers and wild raspberries surrounded the cabin.

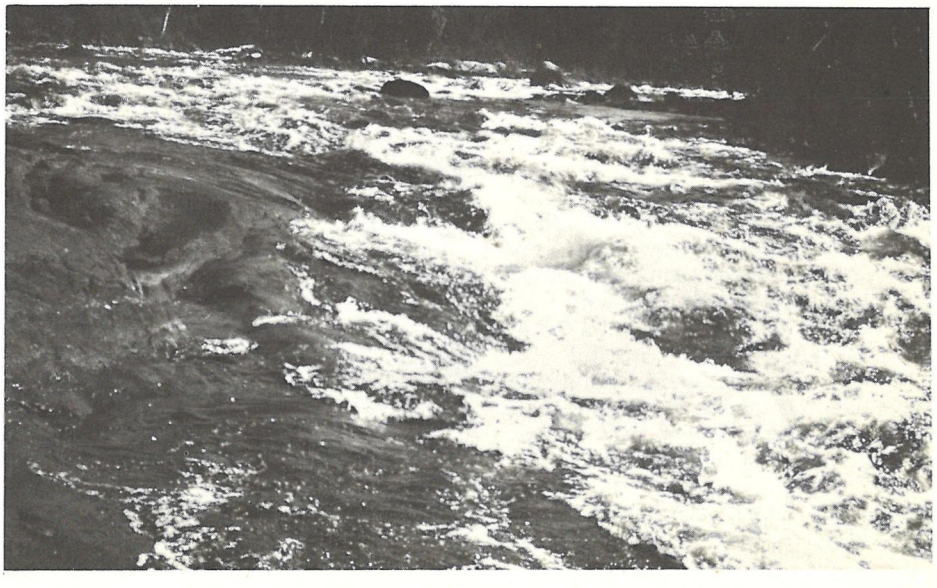
We camped on an island in Mattawa Lake. Sat on the rocky edge of a point on the island listening to the laughing loons as the sun set. A beautiful romantic moon came over the horizon but gave way to a thunder storm at 3:00 AM.

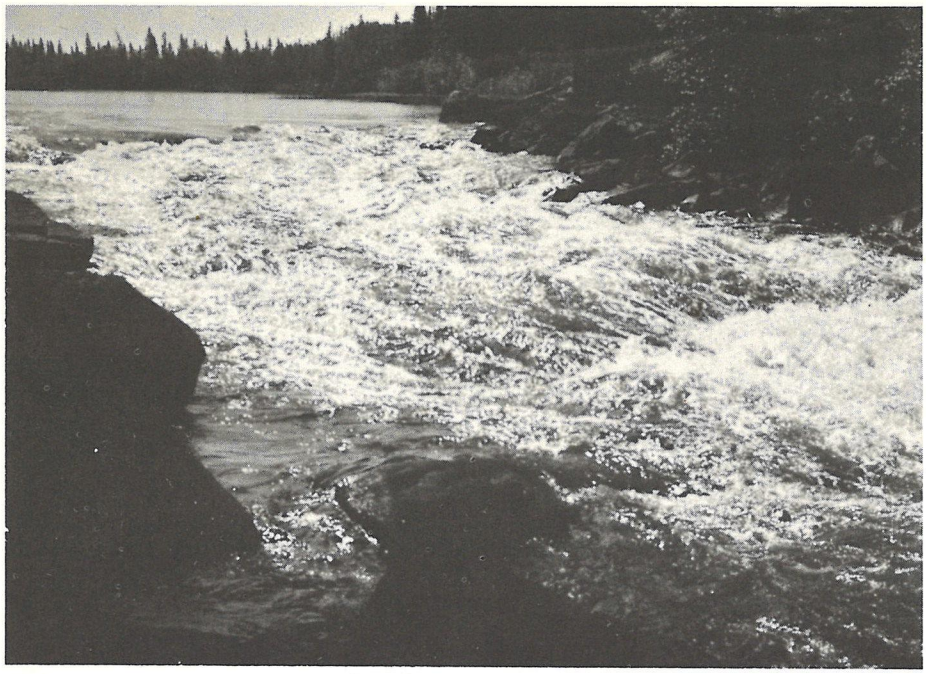
Day 5.

Crossed Mattawa Lake breaking white caps. Shot an easy falls going out of Mattawa Lake. We soon encountered a 160–yard portage around a #3 rapids, and then a 220–yard portage around a #4 rapids and some subsequent pitches. Saw 4 scared ducks that skimmed over the water toward the rapids. Crossed Eva Lake, turned a corner and came across an abrupt #2 rapids, small pool, then turned another corner and bam – saw a sight that made us wonder what kind of a ride would be had in spring flood stage. There was a tumbling cascade of 5 pitches – 4 #3's and a #2.

After lunch, we came across a horrendous series of rapids – 7 major pitches of #4's and #3's plus a lot of wild water between. The rapids were beautiful and terrifying. Never again will we say that Slough Gundy on the Flambeau River looks tough. Portaged around the whole thing in one jaunt through swamp, over old logging

Typical wild whitewater stretch near area that had been burned over.





Talking Falls.

trails, and down a bluff – 1½ miles in all. Bob and I double-portaged and the girls made a single trip each carrying packs, paddles, and canteens. The girls noted, "When we took our marriage vows, we had no idea that to love, honor, and obey meant portaging 1½ miles with 60-lb packs on our backs".

We hacked a virgin campsite out of the woods and the group pulled together. The men fished at dusk while being reprimanded by a beaver who relentlessly slapped his tail angrily at the intruders.

Day 6.

We fished near the campsite for a couple hours while the girls paddled and sunbathed. Caught many fish. The peacefulness and quietness were a joy. The scenery looks like "The Land of Skyblue Waters". Saw 3 Kingfishers and 2 Blue Herons plus evidence of moose, but no sightings yet.

The forest floor is beautiful with thick green moss and lichen covered rocks. We've eaten some wild blueberries and raspberries. Mushrooms are many and varied, and bunchberries are in bloom all over. There is a species of small columbine in bloom, also.

By noon, we were enjoying the prettiest lake of the trip thus far, Lake Wabazikaskwi. Try to pronounce it! It is hard to describe the satisfying solitude that one feels here. We enjoyed lunch on a granite point – thuringer, cheese on rye, dried fruit, pecan sandies, and Wylers.

We stopped on Sowden Lake for our favorite campsite of the trip. It has a natural sandy beach with flat granite boulders as stepping stones on the shore. Lori and Sue studied frolicking chipmunks under the tall Norway Pines as Bob and I fished.

We witnessed a perfectly gorgeous flaming sunset as it sunk behind the opposite bank of evergreens which were silhouetted against the partly cloudy sky. The reflections across the inlet were beautiful as the sun disappeared which was followed by a rosy, golden haze over the entire lake. The complete stillness that set in after sunset was interrupted occasionally by fish that jumped off shore creating ever-widening circles and the hoot of an owl in the distance.

We enjoyed the warmth and companionship around a campfire as it wove its hypnotic spell over us. It stirs a feeling within that is only seen when the light comes into one's eyes. This was a time to reflect and reminisce about the week thus far as the Norway Pine stood black against the sky. Complete serenity ensued as we sat on the shore watching a gorgeous half-moon over the bay until midnight. Even the master of elocution would be at a loss to describe this sight and feeling to anyone back in the city. Ah, wilderness!

Day 7.

Plenty of coals from last night's fire to quickly kindle a flame for cooking fish for breakfast. The next rapids is 3 miles away but you can hear it roaring from here. The rapids proved to be 3 pitches – 2 #4's and a #3. A beautiful falls was in the middle with a 10-ft back-roller beneath it. A ¼-mile portage took us around it. A forest fire had burned along the rapids.

In a mile, we encountered another raging #4 rapids, named Talking Falls. This was the last rapids and portage before takeout. There was a fishing cabin across the river near the falls, a beautiful rugged spot. We all hated to leave our last falls and kept looking back as we crossed the lake.

We paddled into our takeout on Hwy 599 at 3:15 PM, 7 days and 85 miles after we had started. The temperature was in the 90°s and the coolness of the river was missed.

A stop to view beautiful Kakabeka Falls was made on the way home.

The congeniality of the foursome and the pulling together were the key to the success and thorough enjoyment of the experience. We're ready to go again.

Blown up maps (2 inches/mile) can be obtained for the English River area from the Mining Recorder, Ontario Department of Mines and Northern Affairs, Kenora, Ontario, Canada. These maps do not provide much fine detail and the river was largely uncharted, something that we tried to adequately accomplish during our trip.

Modern day voyageurs



LEADERS IN WOMEN'S COMPETITION CRUISING

by Anne Kerfoot
photos by James LaMalfa

Involvement of Minnesota Women

Women's Competition Cruising, a USCA event very popular in Midwestern states, is virtually nonexistent in Minnesota. Therefore those clubmembers who attended the MCA Banquet were probably surprised to learn that two Minnesota women were the 1973 Wisconsin State Marathon Champions in women's competition cruising. In their first year of competition, Judy Hidde and Harriet Burley of Elk River won two Wisconsin point races and placed second in three to gain the championship.

This was the first year Wisconsin had point races, and the women heading for the nationals from Minnesota and Wisconsin felt they had a good season of experience behind them. However, there was this nagging feeling that they had not yet met the big guns.

The National Championships

Alas, too true. Among our little group were no winners at the USCA National Championships at Marinette, Wisconsin, August 25 and 26, 1973. Diane Zettler of Port Washington, Wisconsin, teamed with Alice Capek of Chicago, came in fourth. The rest of the Minnesota and Wisconsin paddlers could do no better than seventh in women's and mixed. In all, thirty-three women from eleven states entered women's, mixed, or both classes.

Partial Results:

DIVISION 4 –
Mixed Competition Cruising - 13 miles

1. Janet Traub 1:50:56
   (Port Clinton, Ohio)
   Roland Muhlen (Cincinnati, Ohio)
2. Carol Davis 1:53:45
   (Winnetka, Ill.)
   Pat Faul (Elmhurst, Ill.)
3. Matilee Christman 1:54:19
   (DesPlaines, Ill.)
   Bill Stowers (Glenview, Ill.)
4. Alice Capek 1:54:36
   (Chicago, Ill.)
   Bill Capek (Chicago, Ill.)
5. Mike Barton 1:54:38
   (Horton, Mich.)
   Kathy Barton (Horton, Mich.)
6. Jan Streib (Bristol, Ind.) 1:55:22
   Bill Schulte (Kirkwood, Missouri)
7. Al Zettler 1:55:38
   (Port Washington, Wis.)
   Diane Zettler (Port Washington, Wis.)
10. Jerry Hidde 1:56:52
    (Elk River, Minn.)
    Judy Hidde (Elk River, Minn.)
15. Errol Schluter 2:00:05
    (Waukesha, Wis.)
    Beth Schluter (Waukesha, Wis.)
16. Jim Kerfoot 2:00:10
    (River Falls, Wis.)
    Anne Kerfoot (River Falls, Wis.)

DIVISION 8 – Women - 13 miles

1. Sperry Rademaker 1:59:20
   (Floral City, Fla.)
   Jan Streib (Bristol, Ind.)
2. Matilee Christman 2:02:36
   (Des Plaines, Ill.)
   Carol Davis (Winnetka, Ill.)
3. Janice Loney 2:03:32
   (Bristol, Ind.)
   Cindy Oldfather (Goshen, Ind.)
4. Alice Capek 2:04:13
   (Chicago, Ill.)
   Diane Zettler (Port Washington, Wis.)
5. Kathy Barton 2:07:16
   (Horton, Mich.)
   Janet Traub (Port Clinton, Ohio)

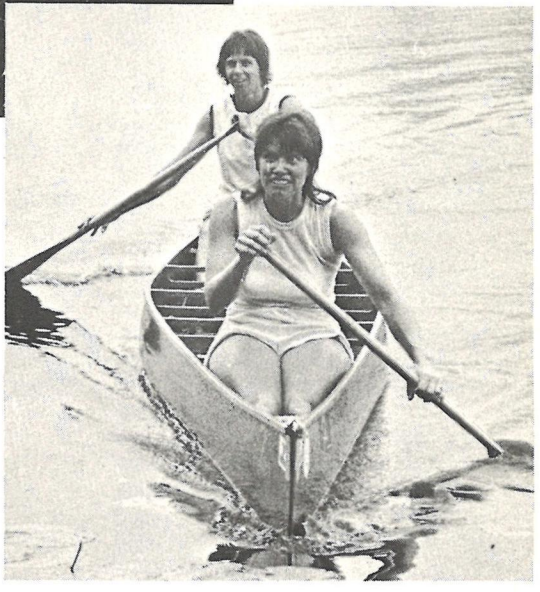
The winners' platform at the Nationals. Left to right: Matilee Christman, Carol Davis, Sperry Rademaker, Jan Streib, Cindy Oldfather, Janice Loney.



7. Harriet Burley 2:12:56
(Elk River, Minn.)
Judy Hidde (Elk River, Minn.)
8. Kay Hansen 2:19:29
(Union Grove, Wis.)
Holly Mikkonen (Racine, Wis.)
10. Terry Roberts 2:24:07
(New Berlin, Wis.)
Mary Roberts (New Berlin, Wis.)



Winner's smile — Jan Streib after winning the women's event.



Exhaustion shows on the faces of Jan Streib and Sperry Rademaker moments after crossing the finish line in the fog which covered the river the second day of the Nationals. The winning canoe was built by Gene Jensen.

Who Are Those Guys, Sundance?

Finishing first through fifth in the Nationals in women's competition are ten women who represent the best in women's athletics in this sport which demands strength, endurance, competitive spirit, river savvy, and true grit.

• *Janet Streib,* 29, of Bristol, Indiana is a first grade teacher, married, and mother of two. In three years of competition, racing mixed, with her husband; and women's, with various partners, she has collected some 80 trophies and awards. For training she paddles a set course of three miles upstream and back twice a day plus a half hour workout on sprints.

• *Sperry Rademaker,* 33, of Floral City, Florida is a top flat water kayaker. She was seventh in the Mexico Olympics, sixth in the World Championships, and won the K-1 5000 meter event at the 1973 Flatwater Paddling Championships. In fact, the Nationals was her first major canoe race!

Her training for nine weeks preceding the Nationals consisted of working out on different lakes, reservoirs, and rivers as she, her husband Jack, and two year old baby drove 11,000 miles from Florida to Seattle to Wisconsin. They had to train with the baby (32 pounds) in the canoe.

Sperry this year also set several national records for her age group in the Masters Swimming Program.

Matilee Christman, at 42 is one of the most formidable competitors in the game. She races mixed with Bill Stowers, and women's with Carol Davis, and won or placed in nine major races in 1973. She intends to start working with weights this winter for strength. Matilee is a chemist from Des Plaines.

• *Carol Davis,* 38, is a YMCA physical education instructor. With Pat Faul she won the Illinois State Championship and the Indiana State Championship in mixed. She also won the Indiana State Women's Championship in 1973. Besides paddle workouts, Carol weight trains, swims one mile three times a week, and runs 50-60 miles a week.

• *Janice Loney,* a secretary from Bristol, Indiana, started racing with her husband Walter as partner in 1971 and has won and placed frequently in Wisconsin, Michigan, and Indiana races. She races to keep fit and for the fellowship.

• *Cindy Oldfather,* of Goshen, Indiana, has been Jan Loney's regular women's partner in 1973. She is a young racer who comes from an active canoeing family.

• *Alice Capek* is a junior high school physical education teacher in River Forrest, Illinois. She and Bill Capek met at the Menomonee River Race in 1970, began racing together, and married in 1973. They won the 1973 Wisconsin Mixed Championship. Alice won the Women's Nationals in 1972. The Capek's training includes 1000 meter sprint practice, stroke technique, and maneuvering. They jog year round.

• *Diane Zettler,* of Port Washington, Wisconsin, has been racing every summer weekend since 1972. She and her husband, Al, keep complete notes on courses and times for all their races and use films to study technique. This, plus faithful training, paid off in 31 wins or places as a mixed team.

• *Kathy Barton* and *Janet Traub* are aunt and niece. Kathy has won the Women's Championship twice (1970 and 1971) and she and her husband Mike placed third in mixed in 1969, 1970, and 1971.

Kathy went to Poland this summer managing the USA Junior Katak Team her son Bruce was on. Bruce won a gold medal at the North American Kayak Championships in K-2 10,000 meter while the rest of the family was at Marinette. Greg Barton, 13, with Matt Streib won the fledgling event while his sister Connie and Dorothy Douthit were second.

Janet, only 19, won the National Mixed title of 1973 with Roland Muhlen. She and her Uncle Mike won the Michigan State Championship in mixed, and with Sue Segaard she won the Ohio State Championship in women's.

The race schedule and training are demanding in canoe racing, yet many keep going year after year. Diane Zettler explains that feeling behind the dedication of those who cling to the sport as follows: "I wonder if anyone really has an answer to this question. The practice sessions are tiring and time consuming; the races are generally a long way from home requiring many hours of travel in the early morning hours and late at night; there is a good deal of expense involved with traveling every weekend; and the weather seldom, if ever, cooperates. So, why do I race? I guess it's like a narcotic – once you start, you're hooked. I know I could never give it up now. I'm much too involved. My husband and I have set some goals, which we hope to attain before we retire from racing . . . many, many years from now!!"

It looks like the top ten will be around a long time.

OUR COPY OF A LUCIUS CANOE

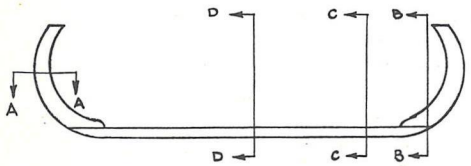
by M. J. Howe

During the winter and spring of 1973, our family built a 16-foot wood strip fiberglassed canoe. The design and construction details vary from the popular MCA canoes, and we will share our experiences and explain the canoes features. The patterns and dimensions were copied from a cedar strip canoe hand-built by Joseph Lucius, 1871-1960. Mr. Lucius was a pioneer Wisconsin conservationist, guide, and canoe builder. He operated a canoe factory in Solon Springs, Wisconsin, and his family name and property were used in the Lucius Woods State Park there. Mr. Lucius was a member of the first United States Conservation Congress, a member of the first Wisconsin Forestry Department; he built the first Wisconsin Conservation headquarters, planted the first Wisconsin State Nursery plantation, and was instrumental in setting up the first Wisconsin forest fire laws. Mr. Lucius' contributions to society should be written as a biography.

The Lucius canoe we copied is a short, wide, stable craft. The stability is the main reason we chose to build it rather than the MCA canoes. The Lucius canoe has a removable rear seat, two thwarts, no yoke, a keel, and a chair for the bow! The chair plan and construction will be omitted from this article. If interest warrants, plans could be drawn for future issues.

We copied all dimensions from the Lucius canoe, making interior template patterns of cardboard every foot. This was done before we studied the MCA book, *How To Build A Canoe*; hence our strongback has templates every foot. We built the strongback using the MCA methods except for the stems.

The Lucius canoe has a keel strip to which the stem pieces are fastened. The keel is flush with the interior and extends 1 inch below the exterior of the finished hull for the full length of the canoe. The keel width varies from 1 inch to 5½ inches. The corners are rounded and the keel is planed with the hull at the stem area, transitioning into a smooth surface. On our canoe construction, the keel was fastened to the templates with small wood screws.

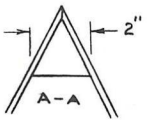


STEM & KEEL

The stem pieces were built up from laminated plywood. Note the thickness of the stem: 2 inches. The stems were doweled and glued to the keel. The gunwale end of the stem was secured to the strong back (during construction) using a sheet metal strap. This eliminates the back-up piece of plywood commonly used. This stem and keel method were copied for authenticity. It adds strength and rigidity but (unfortunately) weight to the canoe. It also allows a smooth transition on the interior strips to stem joint. There are no awkward corners to glass around.



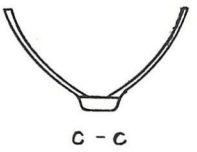
MCA STEM

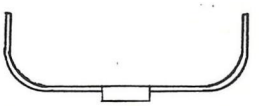


LUCIUS STEM

The Lucius canoe used typical ribs and strips construction. We eliminated the ribs, but used the full length strip construction. In other words, our canoe has the same number of strips at the stems as at the center of the canoe. There is no football-shaped area of odd length strips at the bottom. All the ¾-inch strips are tapered in width the entire length of the canoe. The nuisance in this method is that the taper is not uniform as the hull transitions from a concave section at the center to an almost straight V section at the ends. The taper of the strip is also affected by the varying vertical dimension between keel and gunwale. The Lucius canoe actually curved inward at the ends. See figure 7. Our interior templates were correct, but out hull is almost straight as in figure 4. The strips used by Lucius were much thicker, and I assume he carved this reverse curvature into the hull on the outside.


B-B


C-C


D-D


LUCIUS CANOE AT SECTION B-B

When the strongback was completed, with keel and stems attached, the templates were marked for individual locations. This was done by measuring the template contour from keel to gunwale. This distance was divided by the number of strips on one side of the canoe. The quotient was, then, the actual strip width for all strips at that one template. This width was laid out on the masking tape on the template with a drafting divider. Thus we had a guide at each template for the size and location of each strip. The tapering of each strip was done with a small block plane. We realized, later, that each plank could have been tapered before we ripped them into strips. This would have eliminated some hand work. As the strong back was sturdy, the keel provided a good work surface on which to plane the strips. A strip would be held on top of the keel with the left hand and planed with the right hand. One person could taper a strip by himself without breakage or frustration. After tapering several strips, one could cut a strip close to correct the first time. The strips were placed from and parallel with the keel outward toward the gunwale. The last strip defined the gunwale profile. There was no trimming of the gunwale profile.

The first strips were difficult to staple tight against the stem. The stress was so great we had to use 9/16-inch staples in a

MINNESOTA CANOE ASSOCIATION inc.
P.O. Box 14177, University Station
Mpls., Mn. 55414



MCA NEWSLETTER

COMING EVENTS

May 8 (Wed)	Board meeting, home of Joe Conrad, 1431 Englewood, St. Paul, Mn. 7:00 p.m.
May 11, 12 (Sat, Sun)	Wolf River Slalom. George Steed, Wolf River Lodge, White Lake, Wisconsin, 54491.
May 11, 12 (Sat, Sun)	Whitewater Clinic for Open Canoes. 1st session. Showboat landing, East bank, University of Minnesota. 12:00 noon. Come either day or both. Article follows inside.
May 18 (Sat)	Charity Canoe-a-thon on Calhoun-Isles-Cedar Lake Chain. See Article inside.
May 18 (Sat)	Rum River, at the Anoka Fairgrounds. 10:00 a.m. Notice to any women paddlers. Instruction and training session on the Rum River.
May 19 (Sun)	Rum River Cruise. St. Francis to Anoka Mn. Cruise leader is John Timmers. Phone: 935-3829. Article follows inside.
May 18, 19 (Sat, Sun)	Wolf River Wildwater Races. Contact Herb Buettner, White Lake, Wisconsin, 54491.
May 19 (Sun)	Apple River Slalom, contact Ralph Beer. Phone: 484-5741. Article follows inside.
May 22 (Wed)	Whitewater meeting. Lake McCarron in St. Paul. Picnic supper at 5:30. Kayak polo game at 7:00. Article follows inside.
May 25 (Sat)	Minnesota River Cruise. Henderson, Mn. Cruise leader is David Probst. Phone: 445-1258. Article follows inside.
May 26 (Sun)	Taylors Falls, 1:00 p.m. Whitewater Clinic for Open Canoes. 2nd session. See article inside.
May 25, 26, 27 (Sat, Sun, Mon)	Open boat Wildwater Race in Wisconsin. Contact George Steed, Wolf River Lodge, White Lake, Wisconsin. 55491

May 25, 26, 27 (Sat, Sun, Mon)	Lake Superior North Shore Races. Contact Pete Cary, Box 382, Beaver Bay, Mn. 55601. Phone: 218-226-3072.
May 25, 26, 27 (Sat, Sun, Mon)	Boundary Waters Canoe Area Cruise, John and Lois Novtny, leaders. Phone: 699-2422. Article and map inside.
June 1, 2 (Sat, Sun)	Slough Gundy Slalom and Wildwater Race to be held on the South Fork of the Flambeau River, near Hawkins, Wisconsin. Article follows inside.
June 2 (Sun)	Boat landing at Banning State Park--Sandstone, Minnesota. 1:00 p.m. Whitewater Clinic for Open Canoes 3rd session. Run thru Hells Gate on the Kettle River. See article inside.
June 2 (Sun)	Medford Straight River Days, Canoe Derby. Contact Donald Clemmensen, Medford Police Department, P.O. Box 191, Medford Mn. 55049. Phone: 507-451-1112.
June 8 (Sat)	Barnum Commercial Club Canoe Derby. Contact John M. Thompson Jr., Box 132, Barnum, Mn. 55767.
June 9 (Sun)	Far Upper Kettle or Moose-Kettle River cruise. Leader is Phil Lamb. See article inside.
June 9 (Sun)	Grand Rapids Canoe Derby. Contact Don Carlson, 708-9th Street N.W. Grand Rapids, Mn 55744. Phone: 326-5345.
June 12 (Wed)	Board meeting, Dave Judds home, 3507 Spain Place N.E. Mpls., Mn. Phone: 789-2984.
June 15 (Sat)	Minnesota Valley Canoe Derby. Contact Art Barber, Granite Falls, Chamber of Commerace, 743 Prentice St., Granite Falls, Mn. 56241.
June 15 (Sat)	Snake River Canoe Race. Contact Ray Sward, Rt. 1, Grasston, Mn. 55030 (Juniors only) Phone: 396-3127.
June 15, 16 (Sat, Sun)	Mellow River Festival Cruise on Mississippi River near the Showboat and U. of M. River Flats area. Article inside.
June 15, 16, 17 (Sat, Sun, Mon)	Tenth Poling Championship Celebration and Fair St. Louis Canoe Races. St. Louis Areas Big Canoe Week---Three Big Days---Fair St. Louis Canoe Races--Friday June 14th, Grand Basin Forrest Park &;00-8:30 p.m. Poling Championships--Saturday and Sunday, June 15, 16, Times Beach, 12 miles West of Kirkwood. For more information write: Meremec River C. C P.O. Box 3441, Maplewood Mo. 63143.
June 16 (Sun)	Lions Swedish Days, Rum River CAnoe Sprint Races. Contact Charlie Johnson, 248 Main St. N. Cambridge, MN. 55008. Phone: 689-3535.
June 16 (Sun)	Brule River Cruise. Cruise leader is Larry Johns. Phone: 633-6734. Article follows inside.
June 19 (Wed)	Activities meeting. Lake of the Isles, South Shore, Mpls. 7:00 p.m. Article follows inside.

June 26 (Wed)	Whitewater meeting. Lob Pine, 1627 West County Road B, Roseville, Minn. 7:30 p.m.
June 27 (Thur)	Carver to Shakopee Cruise. Picnic on sand bar at Carver bridge from 5:30-6:30 p.m. Canoe from Carver at 6:30 p.m. and arrive at Shakopees Riverside Park at 8:00 p.m.
June 29, 30 (Sat, Sun)	Lions Rum River Paddle-Rama Canoe Race. Contact Charles Johnson, 248 Main St. N. Cambridge, Mn. 55008. Phone: 689-3535.

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LONG-DISTANCE RACE GROUP OFFERS JUNE MEETING

Interested in learning how to keep your canoe going the direction you want? instead of having the wind and current dictate its direction? Well, you'll be interested in this.

Some of the most experienced canoe paddlers in the U. S. are from Minnesota, and they'll be at the June meeting on Lake of the Isles, in Minneapolis. The meeting is held for anyone wanting to learn an interesting and efficient way of maneuvering a canoe. All paddlers are invited to participate in a five-minute canoe race, also known as "the great 5-minute canoe race".

So just bring your canoe and paddle, but leave the boyscout book behind. Come to the Lake of the Isles, South Shore, 7:00 p.m. on June 19th. For any further information, call Steve Peterson, 427-4188.

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UPPER KETTLE RIVER CRUISE

Far Upper Kettle River or Moose-Kettle Rivers. Rendevous at 10:00 a.m. at Hiway 23 bridge across Kettle, North of Sandstone (take Hiway 23 exit off I-35 toward Askov). Shuttle will be arranged from there. Bring lunch and change of dry clothes. A good first river paddling trip for those with some lake paddling, but little river experience. Rapids are not dangerous. Contact Phil Lamb. Phone: 636-4194.

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1974 APPLE RIVER INTERMEDIATE NOVICE SLALOM

The 1974 Apple River Slalom will be held Sunday, May 19 at 10:30 a.m. The Apple River Slalom is sponsored by the Cascaders Whitewater Chapter of the MCA and is tailored to the interest and abilities of beggining paddlers, as well as providing a challenging course for those paddlers with more advanced whitewater skills, but with non-existant or limited racing experience. The intermediate course will be 12 to 15 gates with the Novice class running 6 to 9 gates depending on existing river conditions.

Intermediate and novice events will be held in K-1, K-1W, C-1, C-1W, C-2 Men, C-2 Mixed Classes. There will be a seperate K-1 Junior class, (novice course) for paddlers aged 12 and under. Open canoes are welcome to participate in C-2 events. Entry fees will be $2.00 for the first two events plus $1.00 for each additional event entered1...Trophies will be awarded to top competitors in all classes.

The race will be located on the Apple River under the highway 35 bridge in Somerset, Wisconsin. Competitors meeting is scheduled for 10:00 a.m. Please address any further questions to race chairman: Ralph Beer; 242 Nichols Court; St. Paul, Mn. 55112. Phone: 484-5741.

CAN-NU-BELIEVE

The long-distance racers have chosen the name "Marathon Racers" for their chapters name. Serious consideration was given the name Gobi Desert Canoe Club.....Tom and Larry Johns Jr., in their 1st attempt at long-distance racing, placed 4th in a field of 28 teams. This was despite losing 6 minutes when they paddled into a dead-end slough, on the flooded Chippewa River, in Northern Wisconsin.....Would you believe there is a non-stop long-distance canoe race in Texas that is 400 miles long..... Andy Westerhaus presented his unique award "the fiberglass waffle" to Ralph Beer for doing a classic reverse ender at Dragons Tooth on the Kettle River... ...Open boats, high, turbulent, cold water and inexperience can be a bad combination, as proven on the weekend of April 27, 28. Andy Westerhaus stated that two open canoes swamped on the Upper Snake. The paddlers weren't wearing wet suits and had a very cold unpleasant experience. Both boats were extensively damaged. Larry, Margie, Tom and Larry Johns Jr. had a similar experience on April 28. While kayaking at Slough Gundy on the South Fork of the Flambeau, they met a group of 12 paddlers from Stephens Point in six open canoes. Despite warning them that Slough Gundy was to much for open canoes at high water, they all decided to try it. The 1st canoe somehow made the 3rd pitch, but instead of waiting at the pool below, to help their friends, they continued downstream. The other five boats all swamped. Fortunately, the kayaks were able to get all the canoes and swimmers to the shore before they were swept into the 4th pitch. All five canoes were battered, two of the paddlers hurt their knees when they were banged against the rocks, they lost 4 paddles and they were all very cold and subdued. Luckily, the day was warm.....DON'T FORGET THE CANOE-A-THON ON MAY 18 PARTICIPATE IF YOU CAN. SPONSER A PADDLER IF YOU ARE ASKED.....The White Spruce advertised for in the last Newsletter was found, so THANK YOU readers for your interest .....the Granite Falls Canoe Race has sent a letter of inquiry on becoming one of the MCA's sanctioned point system canoe races.....

MCA members in the Shakopee area are considering forming a Chapter of the MCA. The group would function as its own small canoe club. Any interested people should call Dave Probst.....a nameless MCA member, initails J. L., took his brother canoeing on the Minnesota River; J. L. being quite proud of his MCA woodstrip canoe. A would be short cut turned into a grueling ascent of 9-mile creek, followed by a 3 mile hike back to the car.....Gene Jensen, is the MCA inventor, he's experiemented with speedometers, rear view mirrors, and fins for a canoe, also a handle that attaches to your canoe by suction cups, making it easier to carry on a portage. Also angle and fiberglass canoe paddles, and has worked with sliding seats in the canoe. Some are very succesful, some are still on the drawing board.....canoers: be on the lookout for barbed wire stretched across a river when you are paddling, we have had some reports of this on rivers in southern Minnesota.....send all news, chit-chat or what have you to: Jackie Schuetzler, 1509 Champlin Road, Champlin Mn 55316, Phone: 421-6883.

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SUCCESS AT THE NEW EARTH REVIVEL BOOTH

Special thanks to the special people who helped run the MCA booth at the New Earth Revival. Bernie Laun brought his 14 foot cruiser and he and his wife helped on Friday night. Others were Ardyth Buerosse, Clyde Manion, Hilmar Wagner, Jim Malek and John Novotny. Vernon Peterson was another volunteer,, but the chairman of the event missed calling him. (We'll catch you again Vernon). The show was a true community event, brought together by the Sierra Club. Bob Wagonner was our contact and one of the chief organizers. Most interesting was the display on the U. of M.s low energy house "Ouroboros".

Many fine musical groups donated their talents and a faft of speakers, topped offf by Congressman, Don Fraser, rounded out the show.

Backed by the huge MCA sign made by Dick Van Reyper and fronted by Buzz Peterson's beautiful cut-a-way strip canoe model, we talked ourselves hoarse about canoeing and canoe building. Thanks again, you workers!!!

Joe Conrad,
Event Chairman

SPECIAL NOTICE

MAY MCA MEETING WILL BE AT THE CANOE-A-THON, MAY 18

I appeal to all MCA canoe owners to help out on the May 18 Canoe-a-thon on Calhoun-Isles-Cedar Lake Chain.

This is a public service chairity event sponsored by the Minneapolis Association for Retarded Citizens and the Teen-Y-Toppers with the assistance of us canoe owners in the MCA.

The event raises money by having teen-agers and/or adults sign up sponsors who will donate money for each mile paddled by the participant.

You as a canoe owner are being asked only to furnish yourself and a canoe, paddles and lifejackets, so a couple of enthusiastic young people can earn their sponsors donations by paddling with you around Calhoun, Lake of the Isles and Cedar Lake. Bring your duffers chair and enjoy the scenery.

WHATS IN IT FOR YOU

1. Opportunity to help others less fortunate than ourselves while at the same time enjoying our favorite pastime.

2. We will have two drawings for MCA canoe owners for light-weight Peterson paddles.

INSURANCE WAIVER

NAME _____ PHONE NO. _____
Last First

ADDRESS _____
Street/Box No. City State Zip

BUSINESS _____

SCHOOL _____

AGE _____ (If under 18, Parent or Guardian MUST sign below)

In consideration of your acceptance of this Form, I hereby for myself, my heirs, administrators and assigns, waive and release any and all rights and claims for damages I may have against the organizers and any associations connected with this Event for any and all injuries suffered by me while taking part in this "Paddle for People" Event.

I hereby agree to comply with all Rules and Regulations, copy of which I acknowledge receiving, set down by the "Paddle for People" Committee.

_____ _____
Signature of Parent or Guardian Signature of Applicant

CRUISE THE RUM RIVER

Date.....Sunday, May 19
Put In.....St. Francis, Mn
Take Out.....Anoka, Mn
Distance.....18 miles
Time on Water...All day (6 hours)
Class A, Beginners

Shuttle to be arranged at St. Francis. Meet at entrance to Anoka County fairgrounds, 1/2 mile north of Anoka on Highway 47, at 8:00 a.m. Bring a lunch and refreshments.= Length of the trip will be shortened if the weather does not co-operate.

This is a trip on one of our close-in rivers that everyone should be able to manage. There are some short stretches of rapids (small) and some rocks, the rest being flat water with mostly slow current. Last fall we noticed beaver sign on the banks close to the County Road 7 bridge, and we understand that much of the area from St. Francis to County Road 7 will eventually be park land. This should be a fine way to spend a spring day, so get your things together and join us for a cruise Sunday, May 19. The cruise leader is John Timmers, phone: 935-3829.

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WANTED!

MCA MEMBERSHIP RECORDER! Join the group that makes the MCA GO!

*record and file membership applications
*mail out new membership kits
*preferably live in central twin cities or northern suburbs
*may be done at home

Call Margie Johns (633-6734) to learn more about this important MCA volunteer position.

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SPRING CRUISE ON THE MINNESOTA RIVER

There will be a spring cruise on the Minnesota River, Saturday, May 25. Please meet at the highway bridge on #19 at Henderson, Mn at 10:00 a.m. (5 miles off of #169). We will arrange a shuttle to Blakley and put in at 11:30 a.m. at Henderson.

This Spring Cruise should show much bird life and good color on the bluffs. The cruise will take about 4 hours. The cruise leader is David Probst, phone: 445-1258.

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WHITEWATER CLINIC FOR OPEN CANOES

Paddling whitewater is more a trick, a matter of knowing how, than an athletic fete. Learn how its done in this three part clinic.

Part one is at the Showboat landing near the University of Minnesota on the Mississippi River. (We give this on 2 seperate days but one day is enough, come one day or both.) Part two is playing in the currents at Taylors Falls rapids. Part three is running Hells Gate on the Kettle River. (This is probly the most difficult rapids in Minnesota which can be run by open canoes.)

Previous experience shows that practice sessions 1 and 2 form a quite adequate basis for running thru Hells Gate. Bring your canoe if you have one, but there will probly be spares for session No. 1. Life jackiets are mandatory. Single parties are welcome, especially at the 1st session.

WHITEWATER NEWS

The May meeting of the MCA Whitewater Chapter, also known as Cascaders Canoe and Kayak Club will be held on May 22, 1974 at Lake McCarron in St. Paul. There will be a picnic supper beginning at 5:30 with a brief meeting to commence at 6:30 and a kayak polo game commencing at about 7:00.

The two main items of business on the agenda will be the adoption of a complete set of by-laws for the club as well as a proposed change in the name of the club to "Big Water Associates".

People wanting further information on the activities part of the meeting can contact Grant Friberg, 1373 Canfield Avenue, St. Paul, Mn 55108, phone: 646-0183.

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SLOUGH GUNDY SLALOM AND WILDWATER SPRINTS TO BE HELD ON JUNE 1 AND 2

South Fork of the Flambeau River near Hawkins, Wisconsin.

This race is for novice and advanced intermediate paddlers. Slough Gundy, at high water, is roughly equivalent to the canyons of the Upper Snake. The slalom course will be through the first three pitches of Slough Gundy and approximately 500 yards long. There will be 18 gates for the advanced paddlers with about 8 of the tougher gates being omitted for the novices. If you compete in the Apple River Slalom, you'll be ready for Slough Gundy. This race, in turn, will prepare you for the St. Croix Slalom later in the year. The wildwater sprints will be two miles long and will involve 8 separate rapids including Slough Gundy. There will be a separate class for open boats in the sprints. The race site is eight miles north of Hawkins, Wisconsin on County Highway M. about 150 miles from Minneapolis--St. Paul. Camping will be available at National Forest Campgrounds nearby.

Pre-registration will help the race planners and enable us to set up car pools for the trip. For entry blanks or information, contact Larry Johns, 2936 North Simpson, St. Paul, Mn 55113. Phone 633-6734.

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MELLOW RIVER FESTIVAL CRUISE JUNE 15-16

Discover the Mississippi Wildlife in the midst of the city. Attend a Crafts Fair on the West River Road Park (opposite the showboat). This Fair and Cruise is organized to show alternative uses of the river to current plans for High-Rise Development of the River Bank. Apartment buildings may look better than oil storage tanks or coal yards, but a beautiful park would be preferable to either. Come and show your support for design for people rather than design for money.

To cruise with other MCA'ers, simply land at the U of M River Flats landing around 11-12 (or later) and paddle off downstream. The Fair is on the opposite side of the river. No car spotting troubles--just paddle back upstream. (stay close to shore) No advance reservations--just show up.

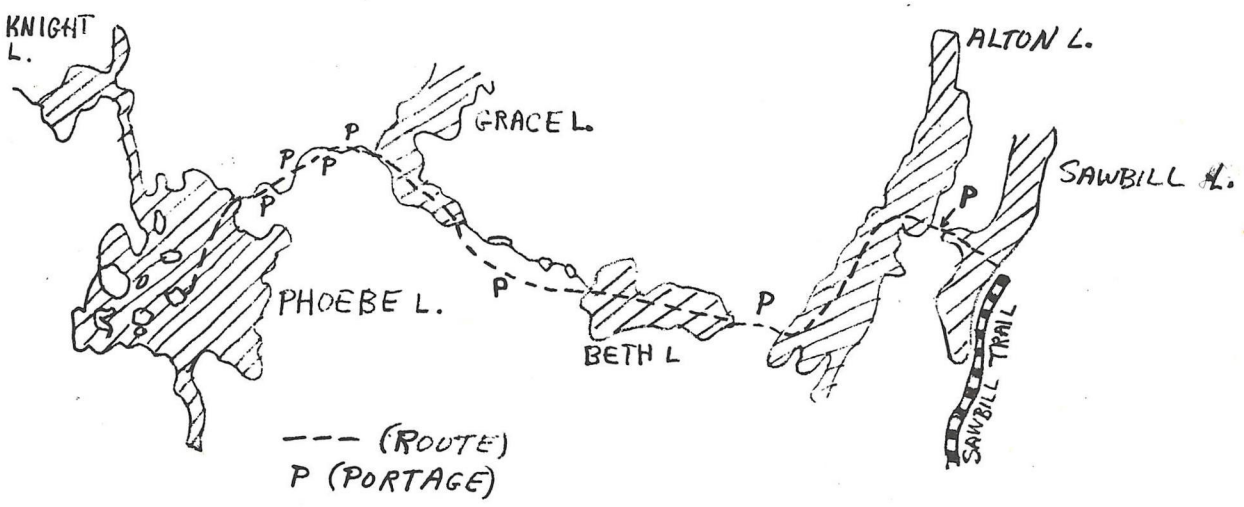
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BRULE RIVER CRUISE

June 16, is that day planned to cruise the Brule River (Wisconsin). Meet at wayside at town of Brule at 10:00 a.m. Brule is 30 miles east of Superior on Highway 2. Cruise from Copper Range Campground to Highway 13 or Lake Superior. This stretch contains 2 ledge sections and requires some experience for open canoeists. Kayaks are welcome. Suggestion--drive up on Saturday and fill your gas tank. Camp at small campground in town of Brule or at state campgrounds near town. Cruise leader is Larry Johns. Phone: 633-6734.

PLANS FOR BWCA CRUISE UNDERWAY

This year we are again looking forward to a Memorial Day weekend BWCA cruise. Last year (the First Annual) we followed the Perent R. to L. Isabella. That trip requi4red better than a 2-hour schuttle over some of the roughest roads up there. This year, with the uncertainty of the availability of fuel, we would like to eliminate the schuttle and also selett a cruise that starts on the south boundary of the BWCA. Present plans are for a paddle and carry into L. Phoebe. We want to put in Sawbill Lake, early on Saturday (May 25), with the intention of getting to L. Phoebe by evening. 'This would give everyone a chance to do your own thing all of Sunday, We will have a couple longer portages. (140 r. and 285 r.) and some smaller ones, so we urge those that would like to go smaller ones, so organize their gear so that all portages can be made with a single carry. We would also like to see a minimom of 4 people (2 canoes) per vehicle. If you are interested in going, please contact the cruise leaders, John and Lois Novotny, home 699-2422, work 456-2215. We would like to know by early May so that there is sufficient time to finalize plans.



HELP!

THE MCA NEEDS YOU!

Production Manager Needed for "HUT!" and MCA Newsletter

*WORK WITH OUR HARD-WORKING, NEWS-GATHERING EDITORS, JOHN WYMORE AND JACKIE SCHUETZLER

*LEARN THE INNER WORKING OF A GREAT VOLUNTEER ORGANIZATION

*HELP GET "HUT!" AND THE NEWSLETTER OUT ON TIME!

The basic job is to co-ordinate the editors (Jackie Schuetzler and John Wymore), the typesetter (commercial), layout person (Jackie Haag), the printer (Tim Howard), the address label printer (Phil Lamb) and mailers (Dorothy and Brad Bruber). A good organizer with a sense of promptness and willingness to spend some time on the phone is necessary. A month to month production schedule worked out with the volunteers will do the job if the production manager will follow up on it and keep the others reminded of their deadlines. Occasional auto trips within the twin cities would also be quite helpful.

TRADING POST

The Trading Post is a free service to MCA members. To get items included, just send them to the Newsletter editor.

FOR SALE: Peterson paddles. Assorted lengths on hand. Call Ervin Peterson, 434-7630.

FOR SALE: Wild-water (down-river) racing C-2. Czech design, epoxy-glass. Approximately 50 lbs. $90. Bruce Weber, 5652 So. California, Chicago, Illinois, 60629. Phone: 312-737-3744.

FOR RENT: Forms and strongback for 17-foot Guide model canoe available on a rental basis ($6.00) to MCA members. Exacting care was taken in making the forms. Call G. R. Honold, 546-1436 in Mpls.

FOR SALE: Wood for canoe building and strip cutting. Your wood or ours. Single strips also available for ready pick up. For further information, call Bill Knudsen 488-1932 in St. Paul.

FOR SALE: MCA resin for fiberglass canoe building. To fill your orders call Harold Dahlquist 484-4238, North Depot, Roseville, or Jerry Kress 929-6949, South Depot, Mpls.

FOR SALE: Strip cutting services. Your redwood and/or cedar strips cut for $15 per canoe (70 strips). Wood supplied and strips cut for $42 per canoe. Strip cutting meets the exacting specifications of MCA proracers, the original strip canoe builders. Call Dave Olson, 421-9618 in Anoka.

FOR SALE: Used canoes, new paddles, used very little; Betty L. Ketter, 561-2208.

NEW WHITEWATER MOLDS AVAILABLE: childs kayak, call Bob Haug 331-5634; Whitewater racing C-1, call Al Button 776-4607.

FOR SALE: 15 ft. Core Craft Canoe. Carrying yoke, motor mount, new paddles and car top carriers. $170. Ken Ingersell, 866-4414.

FOR SALE: Yellow 18½ canoe, Haug/Button design. Homemade epoxy/fiberglass construction. $150. Dave Judd, 789-2984.

FOR SALE: Infamous red C-Snake C-1. Good condition. $100. Also, beat up Prijon kayak. Best offer. Call Murray Rice, 825-4251.

FOR SALE: 17 ft. fiberglass canoe, excellent condition. Carrying yoke. $175. Call Grey Krieger, 735-2666.

FOR SALE: Slalom C-2, epoxy construction. Light and strong. Like new, $175.00 Call Larry Johns at 633-6734.

FOR SALE: Vega canoes and kayaks 18' 6" & 17". In stock---you can try them!! See us at the races. Bill Johnson 427-1437, Henry Kovar 421-6452. Weekdays 421-6120.

FOR SALE: Forms for 16 ft. Guide model canoe. Also about 60 redwood strips. Call Tom Aulik, 926-0245.

FOR SALE: BRAND NEW Kayak--never been out on the river. High Performance Products K-1 Vector complete with spray skirt, flotation bags, helmet, seat, and Kober Moldau paddle. Must sell--$400.00 NEW PRICE, MY PRICE $200.00!! Call 545-0184 and ask for Mike.

OFFERING car shuttle service with safe parking while you are canoeing on the Sturgeon and/or Little Fork Rivers in Northern St. Louis County. Contact Victor Agaynor (pronounced Skynor), Celina Store, Junction County Hiway No. 5 and State Hiway No. 1, P.O. address Togo, Mn 55788. Phone or write for appointment 218-376-2662.

NEW MAP SERVICE: U.S. Government Quadrangle or Topographic Maps are now available for $1.25 each. A Topographic Map is a precise detailed description of the shape and elevation of the terrain. All streams, lakes, rivers and most lake depths are shown on these maps. We stock all of the Minnesota Maps. Our address is Maps, 274 Mainzer Street, West St. Paul, Minnesota 55118. Phone: 612-291-1113.

FOR SALE: SUPPLIES FOR STRIP CANOE BUILDING
WOOD: Redwood, W. Red Cedar, Sitka Spruce
STRIPS: Complete Stock for Ready Pick Up
TRIM: Gunwales, thwarts, seats, yokes
MISC.: Glue, Screws, Staples, etc.
FOR RENT: Strong Bank and Forms
CONTACT: Bill Knudsen 488-1932



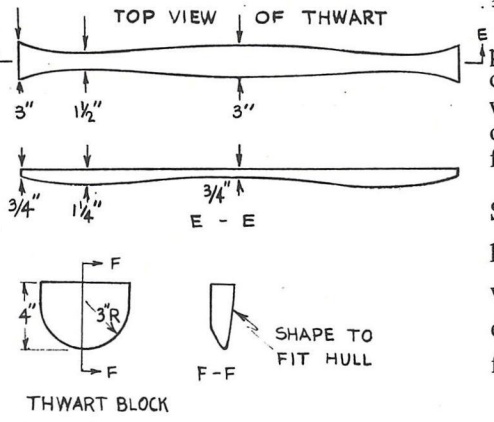
Bostitch T-5 Tacker! The stress occurs because the strip is flat on the bottom of the canoe, is curving to match the keel, and is being twisted almost 90 degrees to the vertical plane of the stem. It is compounded by the 38-inch width of the canoe. The closeness of the templates allowed us to omit stapling the strips between the templates. We used 3/8-inch staples on the strips into the templates. Cardboard was used between the strips and staples which makes removal of the staples easier. A word of caution on the T-5 Tackers: if cardboard is used under the staple, and the stapler is held flush and tight to the strip, no problem. If the stapler is tipped up slightly to apply pressure on the strip and you hold the strip tight on the template as the staple is driven into the strip and template, there is so much power in the stapler that it will smash the staple into the wood and crush about half the depth of your strip. This happens with or without cardboard. So if a powerful stapler is used, be sure to hold it tight on the strip for the entire length of the stapler base. The Arrow and Swingline staplers I've used are not this powerful and do not cause this problem.

Before fiberglassing the exterior, the wood screws holding the keel to templates were removed. The holes were glued and doweled. Water Putty was used to fill the staple holes. We colored the putty and a close match was obtained to our wood sample making sure that the putty and wood matched when resin was applied. We had ripped our strips from four planks. The bundles of strips were kept separate and applied equally on each side of the hull. Their color varied little when dry. After puttying and fiberglassing, their colors shone like a rainbow! The wood sample that we matched the putty to was darker than the wood in the other three planks. The excessive darkness of the putty on three-fourths of the canoe was discouraging. We could have saved a lot of time and frustration by tinting the putty to any red-bronze neutral shade and letting it go at that.

The exterior of the hull was fiber glassed from the edge of the keel outward, with 7½-ounce cloth. The keel was overlayed with layers of 4-ounce cloth placed diagonally to take advantage of the bias action of the weave. We found that the lighter cloth worked easy on a small radius, about the size of a wood pencil. Before the finish coat of resin was applied, all edges were sanded and feathered into a smooth surface.

As mentioned earlier, the stem piece is flush with the interior strips. This makes glassing the interior easier and smoother than when a thinner stem piece is used. Due to the width of the canoe, the 4-ounce cloth was not wide enough to cover the entire inside area. We used two lengths of cloth and overlapped them at the bottom of the canoe.

After the interior was fiber glassed, thwart blocks were epoxyed to the hull and covered with layers of 4-ounce cloth. Note the curvature and taper of these blocks shown in figure 9. The light cloth works much easier in small sharp corner areas than the heavier cloth. One must remember to use enough layers for the desired strength. The thwarts were then attached to these blocks with screws and epoxy glue. The thwarts were made from 1¼-inch x 3-inch billets of oak. By varying the depth or thickness of the thwart, section E - E, the thwart is sturdy, although it looks almost fragile from the top view.



The Lucius canoe had small deck pieces placed between not over, the gunwale. We omitted the deck and placed wooden carrying handles instead. The handles were epoxyed and screwed through the gunwale and hull, and into the handle.

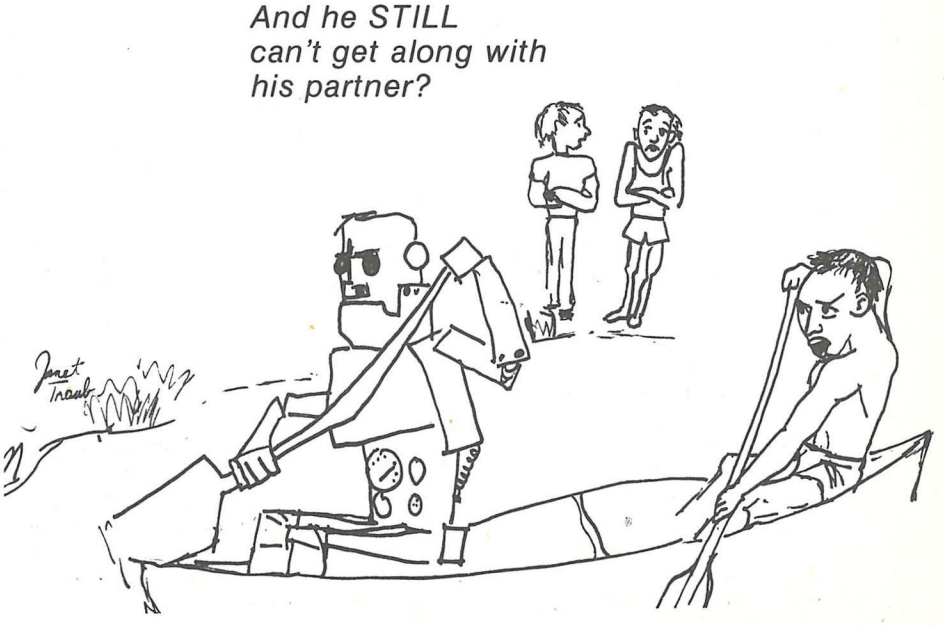
We used epoxy resin to eliminate the possible problem of the wax curing agent often present in other results. The project was satisfactory to us. The canoe meets our requirements of a good, sturdy, stable family canoe.

SPECIFICATIONS

length	16 feet
width	38 inches
depth @ center	12½ inches
finished weight (without chair)	69 pounds

Redwood keel and strips. Oak used on chair, seat, thwarts, handles and gunwales.

Janet is a 20 yr. old Junior at Bowling Green University and is the current USCA Mixed Champion.



The Hells Gate Section of the Kettle River

by Ian Richards

Of the three pieces in this issue written by Ian Richards, two have been between HUT! covers before. (We could have called this Ian's Issue if there hadn't been so many other great contributions.) But a new season is here and with the tremendous increase in newcomers to the sport, it's time to talk about fundamentals again. Besides, it's a good way to push Ian's Open Boat White Water Clinic. The new article by Ian is the following on Minnesota's prime white water river.

Minnesota's prize stretch of whitewater cascades down through a narrow canyon whose sandstone walls are scarred with huge potholes (called "kettles" by geologists). To get there, go to Banning State Park, near the town of Sandstone (just off Interstate 35, about 90 miles north of the Twin Cities). The river flows south, eventually emptying into the St. Croix. Although the Kettle River has a number of rapid sections, the Hellsgate portion, less than two miles in length is in a class by itself! (The State River Survey listed this section as "impassable", NOT impossible.) Here I should add that Hellsgate *is impassable to open canoes during the flood stage,* and several people have drowned there. Furthermore, even at low water, the river is only suitable for canoeists who have previous whitewater experience. It is not the right place to begin learning whitewater technique. And, of course, anyone who runs rapids should always *wear a life-preserver* and when the water is cold a *wetsuit.* With these precautions (previous experience, a life-preserver, and a wetsuit) the river can be a lot of fun.

To illustrate the dangers of this river, I'll begin by describing what happened when a friend and I ignored the advice given above. We were both experienced canoeists and had run the river successfully several times before; so we decided to try taking our open (Grumann) canoe through Hellsgate during the Spring flood. As we approached the first rapids, the excitement built up. We could see that the waves were several feet high. Then the canoe entered the first drop, and the trip was over. The boat did not rock; it did not tip; it did not splash. It merely dived into the first wave like a submarine and disappeared from sight. We were washed downstream for nearly half a mile before the current would let us get to shore. Luckily we were wearing life jackets and wetsuits. Even so, the water was colder than I had imagined. Also, since I spent most of the time being rolled and tumbled under water, I can report that water is not good for breathing. I was glad to get out.

We never found our canoe that day. But later in the summer, after the water had gone down, some people found it under an overhanging ledge. It had been trapped there about 10 feet below the surface of the water. Incidentally, to show how small the canoeing fraternity was in those days (1965) the people who found my canoe knew whom it belonged to, and

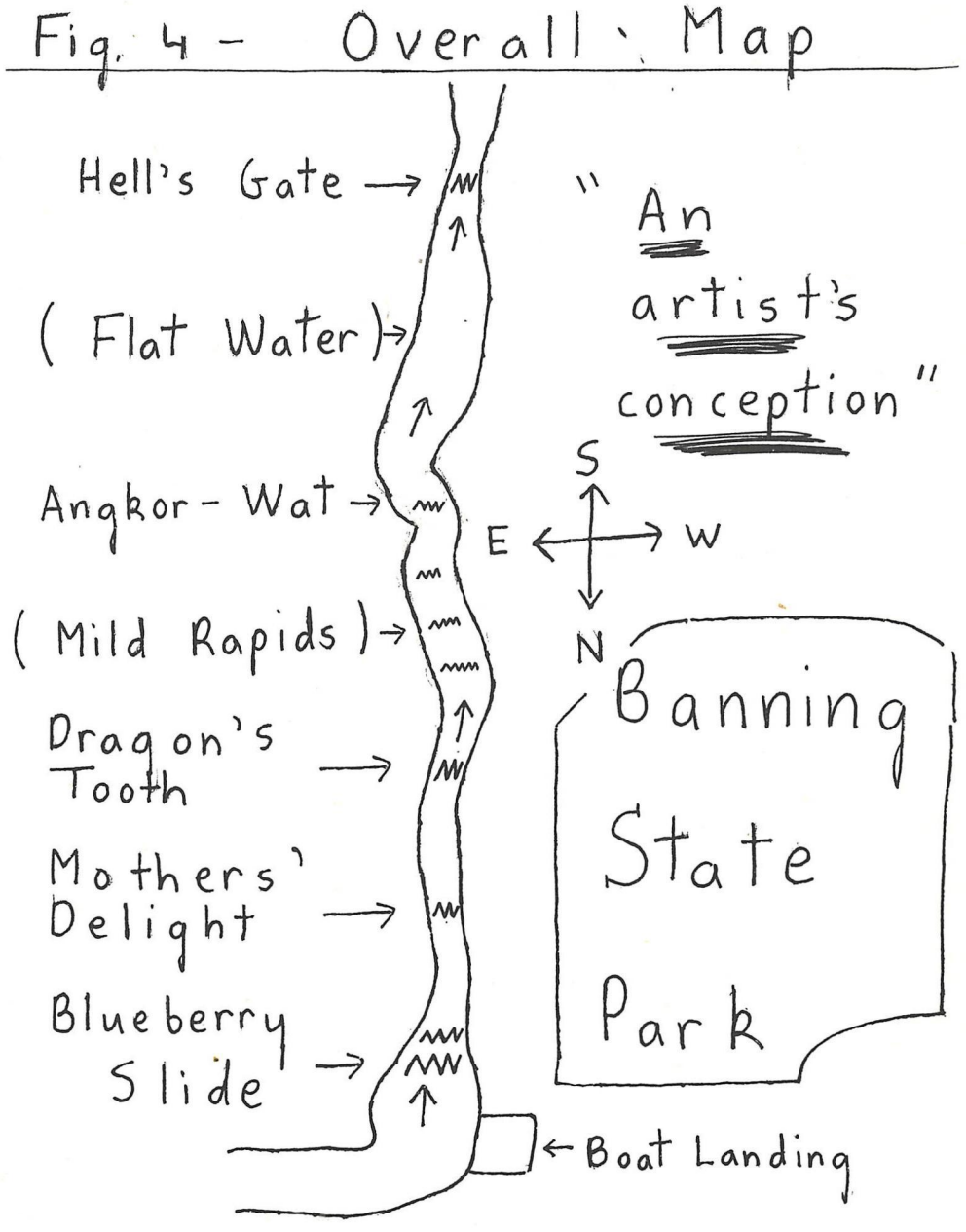


Figure 4. The Hellsgate Section of the Kettle River. *I call this map "an artist's conception" because I drew it from memory, and it certainly isn't accurate in the sense of mapmaking. Actually, the only thing a canoeist needs to know is the order in which the rapids come: thus this map might be called "a mathematician's conception". The distance from the first to the last rapids is somewhat over a mile.*

Two things not shown in the figure: The Highway 23 bridge, which has the water gauge (See text), is one mile upstream from Blueberry Slide. And the stopping-point at Robinson Park is two miles downstream from Hell's Gate. In each figure you are looking downstream (South).

were honorable enough to return it. (Unfortunately, there wasn't much left of it.)

Physical Features

I am not a geologist, so I will only say that the rocks in the Kettle are quite rocky and more rigid than my canoes. There is one mystery which might interest scientists: That is to explain the aluminum and fiberglass encrustations which have been observed on the upstream side of certain rocks in this stream. The name "Kettle River" derives from the large pot-holes which the current has gouged out of the sandstone walls. These same walls account for the river's difficulty, since they confine and pile up the water like an enormous drainpipe.

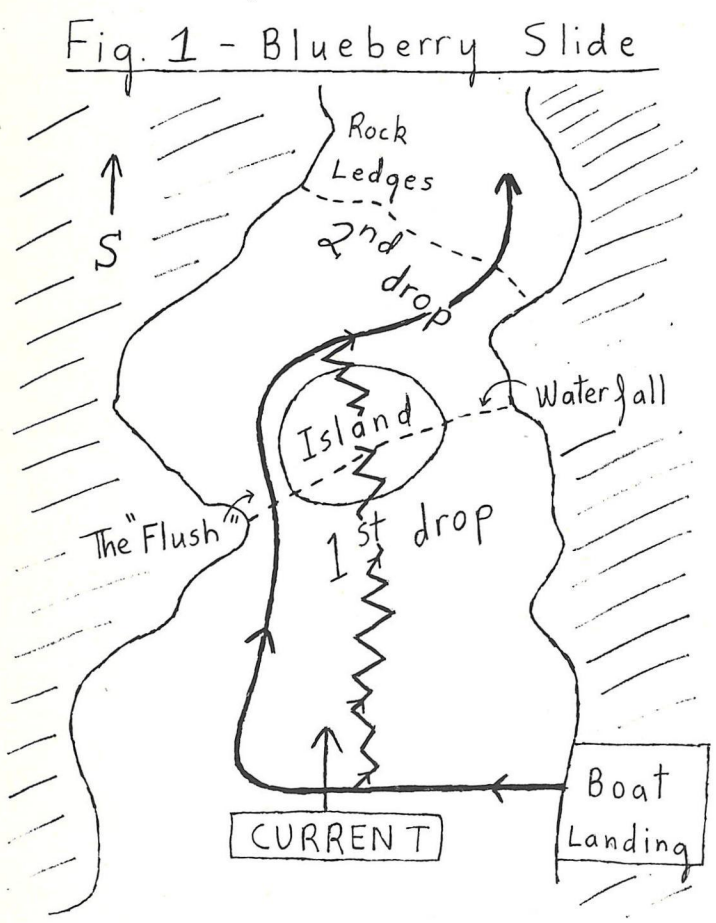
In difficulty, the Hellsgate is comparable to many mountain streams, reaching Class 4 at flood stage. (The most dangerous alpine rivers which can be run are rated Class 5.) At low water, Hellsgate is a more modest Class 3. This is still plenty tough – the people who set these classifications are the types who go to world championships ("robust superphysical snobs"). By way of comparison, most other rivers in South-Central Minnesota would be rated Class 1 and a few would be Class 2.

The River Gauge

The Kettle is what could be called a "run-off" river; it fills up quickly with any heavy rain or melting snow, then empties out in a few days. Consequently its level is very hard to guess; the only way to tell for certain is to go and look. There is a "river gauge" on the northeast pillar of the Highway 23 bridge one mile upstream from Banning State Park. Zero to One is low – One to Two is good – Two to Three is high (dangerous) – above three is very high!

The Hellsgate Trip

Here is a brief description of this four mile run – putting in at the boat landing in Banning State Park and taking out at Robinson Park, on the right bank of the river, just north of Highway 123. The first rapids, Blueberry Slide, will be visible as you put in. Blueberry Slide contains an S-turn and two main drops (see Figure 1). Then comes 100 yards of flat water followed by Mothers' Delight. The "Delight"



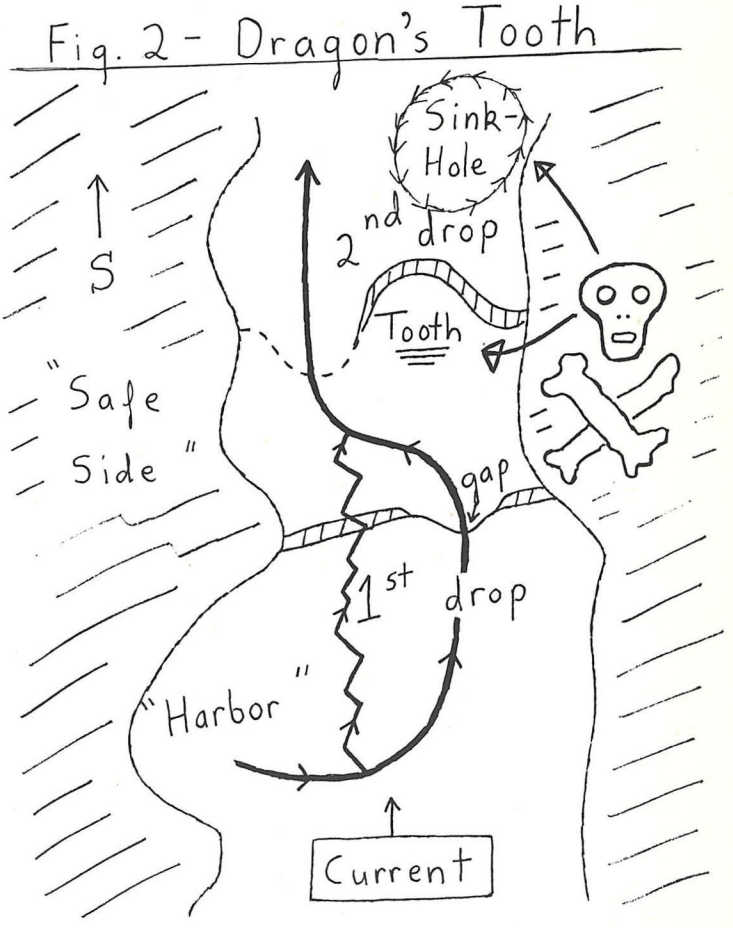


Figure 1. Blueberry Slide. *This is probably the most difficult rapids in the river. The best route under normal circumstances is indicated by the heavy black line. The zig-zag line indicates the detour made by kayakists running the river at flood stage. (Note: do NOT attempt to run an open canoe through these rapids at flood stage – you'll only lose your canoe.)*

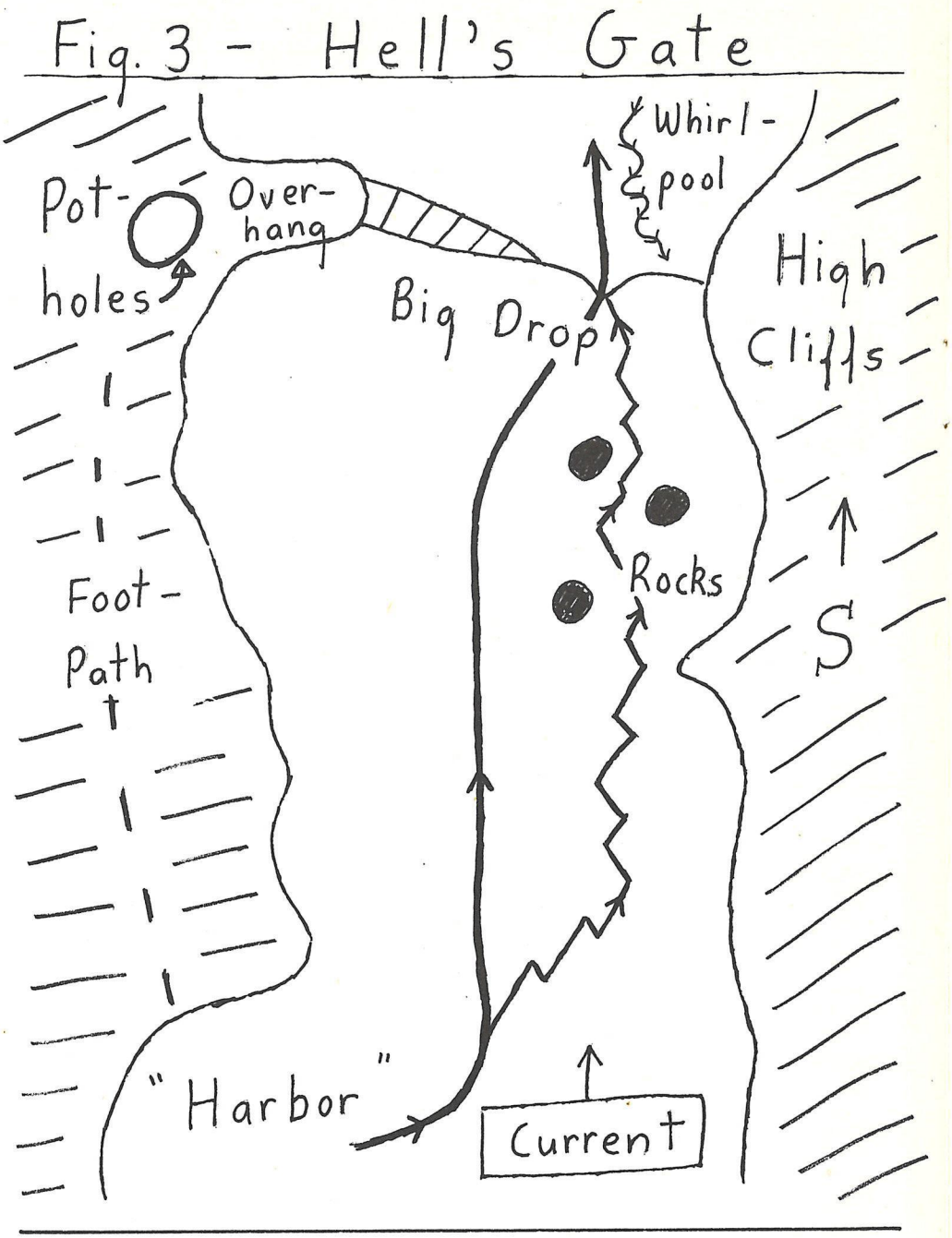
The normal canoe route (heavy black line) starts on the LEFT, going down through the "Flush" then makes a sharp S-turn to the RIGHT in preparation for the second drop. (The "Flush" was named by an irate canoeist who was in a scatological frame of mind because the river had just flushed away his canoe.)

The zig-zag line (kayaks only) goes over an "island" which in low water rises about two feet above the surface of the river. At flood stage, however, this "island" may be 10 feet under and covered with waves six feet high!

All figures are as seen when looking downstream (south).

Figure 2. Dragon's Tooth. *This is the other candidate for the title of "most difficult rapids". (Both it and Blueberry Slide have their adherents.) The problem with this rapids is the "Tooth", a large outjutting of rock on river right. Avoid it (i.e. STAY LEFT). Unfortunately this isn't too easy to do, because the open channel at the top of the rapids is on the right, and then a sharp cut (or S-turn) is necessary in order to get to the left. The cut must be made through swirling water; furthermore the distance between the two drops is only about 60 feet.*

Figure 3. Hell's Gate. *Some high school kids, painting the words on the rock cliffs, named these rapids. The local people also call this whole section of the river "Hellsgate", and we have followed their lead. In spite of its name, this is the easiest rapids among the "big three". Furthermore it is the safest, since below it there is nothing but placid water. There are various routes through the upper part (all more or less down the center), and then a cut to the RIGHT is necessary before going over the last big drop (heavy black line). Kayakists running the river at flood stage sometimes prefer to sneak along river right using the high water to ride over a boulder patch (zig-zag line). The spectacular potholes on river left are worth the short walk it takes to see them.*



can be read from the bow of the canoe, but the next rapids "Dragon's Tooth" is worth looking over. See Figure 2. The word "tooth" refers to a large outjutting rock on river right. The water washes over the top of this rock and creates a nasty sinkhole. After the "Tooth" there are some easier rapids, one of which is called "Angkor Wat" after the ancient lost capitol of Cambodia. Then comes a stretch of completely placid water followed by Hell's Gate, the last drop. See Figure 3. Get out on the left to look this one over (and incidentally see some remarkable pot-holes). After Hell's Gate there are no more rapids, and a mile or so of easy paddling puts you at your destination.

Incidentally, except for "Hell's Gate", all of the names for these rapids were invented by MCA members Joe Conrad and Bob Ramstad on a canoe trip they made in 1964. Furthermore, it seems likely that these names will stick, since the Park service has adopted them.

The figures which follow should be self-explanatory except for a couple of technical points. First, all figures have you, the viewer, looking downstream (south). Secondly there are two routes shown: the heavy black line is the best route for open canoes (which can only run the river at low water). The "zig-zag" line indicates a detour which may be preferred by kayakists running the river at flood stage. These detours go over shallow areas which are not runnable in low water (e.g. one of them goes over an island). These alternate routes have smaller waves and less turbulence when the river is flooded. We repeat that the heavy black line shows the normal route.



Can't you guys wait one more month?

Paddle Your Own CANOE

by Ian Richards



As *most* everyone knows, "HUT" is canoe jargon for "Paddle on the other side, please." In prehistoric times people said "Switch"; but one day two Minnesota racers were battling against a headwind, and one of them said "Son of (something that rhymes with switch)", and the other thought he meant "change sides" and did and then they were both paddling on the same side tipped over. Thus the word "HUT" was born.

Some recreational canoeists, and almost all long-distance racers use a style that involves switching sides every few strokes (it's described in the article). The following anecdote may illustrate the power of this technique. A few years ago, there was a canoe race from Ely, Minnesota to Atikoken, Ontario—a hundred miles through the Quetico Wilderness. It was assumed that professional guides would take the top places. But two Minneapolis "pros" (meaning racers who take prize money—nobody makes a living at this sport) came up and entered the contest. These men had won races all over the United States and Canada; but here they had a slight disadvantage—they didn't know the route. So all they could do was to follow the fastest of the other canoes intending to pass it at the finish line. The Minneapolis pros won, but that is not the thing which made the biggest impression on their opponents. For, during the course of the race, the pros got tired of following the other boat and started paddling in circles around it!

It is commonplace for the authors of "how to do it" articles to state their qualifications. This article is based on more than twenty years of canoeing experience—but, as the following anecdote will illustrate, that shouldn't be taken too seriously. I made my first trip into the Superior-Quetico in the summer of 1952. It really was a wilderness then; we traveled for a week without seeing another party. On that trip I mostly paddled in the bow. Finally, becoming bold, I demanded a chance to steer. So my buddies let me paddle stern—and we went all over the lake! The fellows in the other canoe showed signs of merriment, but my friends defended me, pointing out that I was simply following the tactics developed during World War II for evading submarines. And in fact we were not hit by a single torpedo during the entire day!

Eventually I learned to steer a canoe in a straight line on lakes, and in a crooked line in rapids. Then I got the racing bug and persuaded Joe Conrad to give me a few pointers. According to Joe, I had developed a "lousy" stroke. Experience is not always the best teacher! So here I'll pass on bits and pieces which I've picked up from other paddlers, mostly in the MCA.

The Bow Stroke

Learn to do it the right way. Whether your partner "J-strokes" or you both "switch," there is only one correct stroke in the bow. The essentials are:

(a) Reach far forward, in front of your body, *but do not lunge.* Flick the paddle into the water at least two feet in front of your body by a deft arm motion, using the lever principle: lower hand forward, top hand back. There is only one way to do it if you do not lunge.

(b) *Bend both arms.* At the start of the stroke, the top arm is bent, the lower arm straight and extended forward. At the end of the stroke it's reversed. (Lever principle).

(c) *Keep the top hand low,* not above the hairline, and push forward with it. The top hand should go out somewhat like a boxer's jab. Otherwise you're not making full use of it.

(d) *Use a shorter paddle* than you may be accustomed to (5 feet or less).

Note: Many experienced paddlers use a different stroke. They keep one (or sometimes both) arms straight and swing from the shoulders. Characteristically, they dip the paddle in the water at the

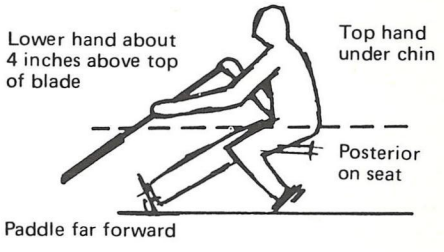


Figure 1a. Start of bow stroke.

body (not in front of it), and pull the blade through the water behind them. This is a weak stroke, although it looks "graceful". The trouble is that the most powerful muscles are not brought into play. (Anyone who has ever lifted weights knows that he can push much more than he can "curl.")

The Stern Stroke

Here the racers and many serious paddlers switch sides. That is, they avoid

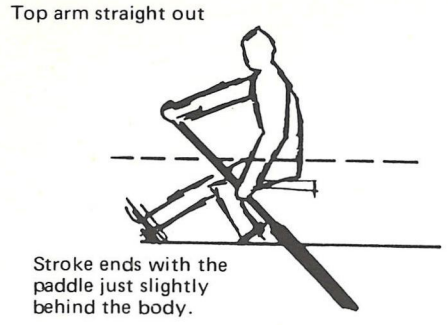


Figure 1b. End of bow stroke.

energy-wasting steering strokes like the "J-stroke," and control the direction of the canoe by changing sides repeatedly, averaging somewhere between five and ten strokes on each side (a more detailed description will follow). The Steerman cries out the legendary word "HUT" to signal the crossover. Switching is unquestionably the fastest way to paddle. However, in my experience, it is a strain unless *both* paddlers are used to it. Some people pick it up right away, but others need more time. For experienced paddlers, just a whisper of "hut" is enough to signal the switch. (Observe a skilled team paddling, and see how often they switch sides without your noticing it.) However, if you scream "Hut, HUT, I said HHUU-UTTTT" at your partner, then you're scaring away the birds and other wildlife (and maybe your partner also). If you are just out to enjoy the scenery, the quiet "J-stroke" has a lot of merit.

The gist of the switching style is that you do NOT count cadences. Rather, you watch how the boat is moving, and call a signal to your partner ("HUT") to indicate when you want to switch sides. Call "HUT" at the beginning of a stroke (to allow time for reflexes), finish that stroke normally (!) and then switch.

By the way, switching works splendidly for someone paddling alone. It practically doubles the power, since the single "J-stroke" is rather tiring. (When you're paddling by yourself, it's not necessary to yell, "hut.")

Steering Strokes

The "J-stroke" is so well known, I'll not try to describe it in detail here. It has many variations ("pitch stroke," "Indian stroke," etc.) but they all have the same basic purpose: to correct a tendency of the canoe to veer away from the side on which the stern (rear) paddler is paddling. Because it involves a constant "correcting" effect, the J-stroke is slightly inefficient. Nevertheless, for the reasons mentioned above, every canoeist should know some version of it. I have two suggestions for anyone who's just learning it: First, try paddling alone—this forces you to accentuate the effect since there is no one paddling on the other side of the canoe to balance your strokes, and it shows you exactly what's happening without interference. When two people paddle together, the sternman must still J-stroke, but not as much as when he paddles alone. The second suggestion is to rudder when necessary. Put the paddle in the water as far back as possible, along the side of the boat, and PUSH outwards on it. This slows the boat down, of course, but it turns the canoe faster than anything else. In some situations (e.g. running rapids) even expert paddlers resort to ruddering.

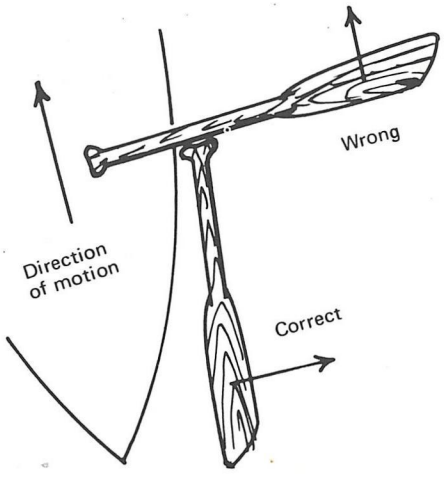


Figure 2. The stern rudder. To make it effective, push outwards (not backwards) on the paddle.

Techniques for Turning

The physical principles involved are the same for all turns, from the gradual steering maneuvers used on open water to the sharp pivots needed in running rapids. Turning a canoe requires some sideways force, or torque. Here is where many beginners make a mistake: since they are accustomed to paddling forwards, they forget that turning requires a force directed sideways (not forwards and not backwards). The force may be a pull ("draw stroke") or push ("pry stroke"), but it must always be sideways. Furthermore, there must be a force applied or else nothing happens. The most useful "pry" or pushing stroke is the stern rudder described above. Remember that it is a pry stroke—push on it; don't just hold the paddle rigidly in the water letting the current do all the work. There is also a pry stroke for the bow, but unlike the stern pry, it's a dangerous maneuver, since it can easily tip over the boat. (The stern pry is safe because the paddle trailing out behind cannot be caught by the current.) By the way, the stern rudder slows down the boat, so don't use it all the time!

The most effective steering stroke for the bow paddler, and one that makes him an active navigator rather than just a horsepower machine is the "draw stroke." The sternman can use this stroke also (it has the opposite effect to a "pry"). The draw stroke, as the name suggests, is a sideways pulling stroke. Remember, you want to pull, not give the water a spanking Dip the paddle in deliberately and pull steadily and *hard.* Don't be afraid to lean out over the water; the paddle will support you. Get *both* hands out as far as possible. Obviously this is worth practicing in a safe situation.

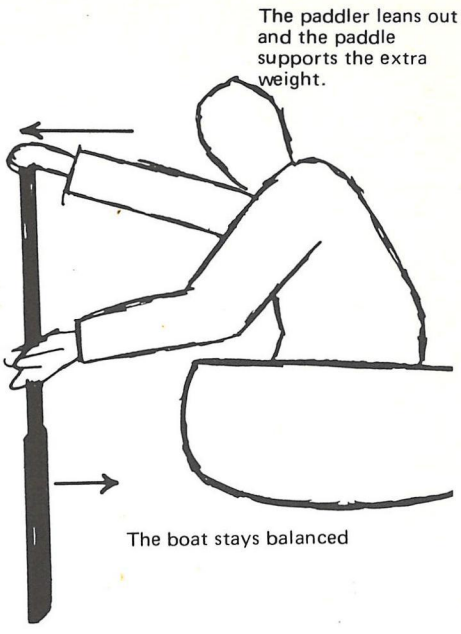


Figure 3. Draw stroke

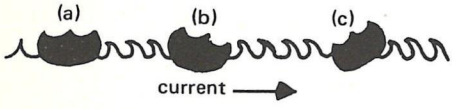
Finally, there is one turning trick which requires no energy, and doesn't involve the paddle at all. Lean the boat! To assist in making gradual turns, lean OUTSIDE (the opposite of what you would do on a bicycle). Keep it steady; one or two inches is enough. The effect, once you get used to leaning the boat *and* keeping it steady, has to be seen to be believed. (The pro racers do almost all of their steering this way.) An obvious warning: don't use this method for abrupt pivot turns in fast water, since it may capsize the boat.

All of the techniques described in this article require practice; some of them should be tried out first on a warm day, over warm water, close to shore. But they are inherently stable movements like riding a bicycle, not walking a tightrope. And they make things easier—so if you're lazy, like me, you might want to give them a try.

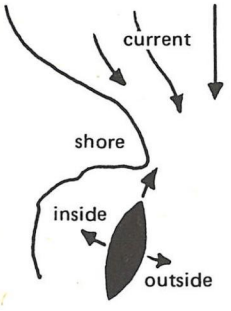
QUIZ ON RIVER CURRENT

by Ian Richards

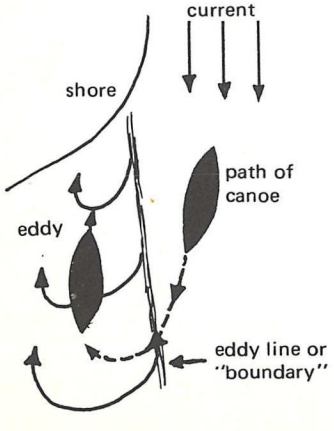
1. When crossing broadside to a current should a canoe be (a) kept flat, (b) leaned downstream, (c) leaned upstream? Answer:



2. You are paddling upstream and must go around an obstruction jutting out from the shore. Should you (a) lean toward the outside of the turn, (b) lean toward the inside of the turn, (c) not lean at all? Answer:



3. When making an *eddy turn* (from fast current initially moving downstream, spinning 180 degrees into the back eddy), should you (a) lean outside, (b) lean inside, (c) not lean at all? Answer:



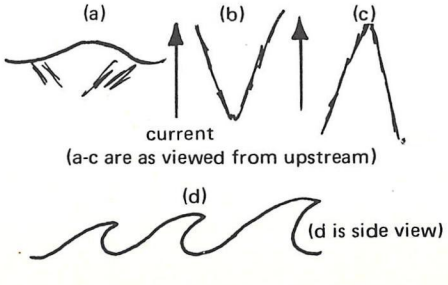
4. When turning 180 degrees out of the back eddy into the fast current, should you (a) lean outside, (b) lean inside, (c) not lean at all? Answer:

5. If for some reason you had to paddle *across* a river just upstream from a 100-foot waterfall (or fallen tree, low bridge in flood season, etc.), would it be safest to point the canoe (a) directly broadside to the current, (b) facing downstream at a 45-degree angle to the current, (c) facing upstream at a 45-degree angle to the current? Answer:

6. If your canoe hits rocks and spins around backward in a rapid, is it safest to (a) turn around again, (b) go through the rapid backward, (c) head for shore? Answer:

7. If your canoe gets stuck on a rock in a rapid, should you (a) lean toward the rock, (b) lean away from the rock, (c) call for a helicopter? Answer:

8. It's difficult to give precise rules for telling where submerged rocks are located. (They often turn up in the darndest places – like right under your canoe!) But, as a rule of thumb, which two of the following are the best indicators of barely hidden rocks: (a) a smooth "pillow-like" wave, (b) a V pointed upstream, (c) a V pointed downstream, (d) choppy waves (haystacks) and rollers? Answer:



9. Which are the best and worst positions for a covered canoe going through a big rolling wave: (a) pointing straight into the wave, (b) sideways and leaning downstream into the wave; (c) sideways and leaning upstream away from the wave? Answer:

10. Is the safest place to run down a chute with big choppy waves below it (a) through the big waves, (b) along the edge of the waves, (c) heading into the back eddies on the sides? Answer:

11. Suppose you have swamped in an open aluminum canoe and are now in the water outside your boat. Should you (a) stay on the downstream side of the canoe, (b) stay on the upstream side or end of the canoe, (c) abandon the canoe and strike for shore? Answer:

12. One last question: Is someone who makes up a multiple-choice quiz about a decent sport like canoeing (a) a jackass, (b) ein Esel, (c) un burro? Answer:

Answers are on page. 20.

OPEN-BOAT WHITEWATER CLINIC, SPRING, 1974

(Lifejackets are mandatory for all of these sessions)

1. **Instruction sessions on the Mississippi River.**
Where: Showboat Landing on East Bank near the University of Minnesota.
When: Starting 12:00 Noon on Sat. and Sun., May 11 and 12. *Come either day or both.* Bring lifejackets, and your canoe if you have one. (Lifejackets are mandatory for ALL of those sessions.)

2. **Practice Session at Taylors Falls Rapids.**
Where: Taylors Falls, Minnesota; we will meet on the overlook above the rapids on the Minnesota side.
When: 1:00 P.M., Sun., May 26 (Memorial Day Sunday)

3. **Run through Hellsgate on the Kettle River.**
Where: We will meet at the Boat Landing at Banning State Park (See accompanying article on the Kettle River.)
When: 1:00 P.M., Sun., June 2.

I TOOK IAN RICHARDS' WHICH WATER COURSE — AND SURVIVED!

by Steve Bush

Last spring after being out of the canoeing scene for twelve years, I purchased a canoe from Roger and Becky Rhodes (nee Becky Rom). I intended to introduce a few of my friends to the joy of white water canoeing and then later in the year take them on a two-week trip through the Quetico. I started out by explaining to them (three men and two women) all the strokes I could remember and then we went out to Lake Nokomis so that they could familiarize themselves with the techniques.

From there, it was off to conquer the Mighty Minnehaha. With my canoe in the lead, we entered the first riffle. But my bowman didn't understand when I yelled, "Draw right!" We got hung up on a rock and turned over. (That's right, folks. Peril in raging Minnehaha Creek.) Six hours and four miles later we had learned that we needed better teaching than I could provide. Fortunately, the next copy of the M.C.A. Newsletter arrived containing an article about Ian Richards' three-session course in white water canoeing. We were quick to sign up.

*

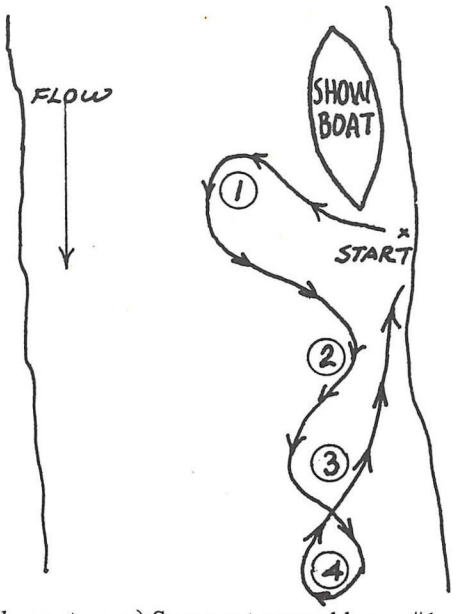
The first session was held where the University of Minnesota Showboat is moored on the Mississippi River. There were about 30 people there with every type of canoe and with every type of paddle — ranging from $1.98 discount cheapies to Buzz Peterson's handcrafted specials.

The experience of the paddlers was just as diverse. We ranged from an Ely wilderness guide to two people who had never been in a canoe before. None of us knew quite what to expect. We only knew that we were embarked on an adventure that would culminate at the awesomely named — HELL'S GATE.

Ian started out by explaining the strokes we would be using: the draw, pry, sweep, etc. He put into the water and showed how to execute the strokes and explained when and how they should be used.

You learn by doing so in we go. Kneel down in the canoe and paddle out from below the showboat. (Ian's plumber's knee pads don't look so funny any more.) The sternman's draw sets us up for the upstream reach for buoy #1. Oops! Straighten her out again. This is tougher than it looks. I thought the Mississippi was a *slow* river. Puff! Pant! I'm out of shape.

Buoy #1 is coming up. Draw down stream in the bow and up stream in the stern. Oops, again! (Remember to lean



down stream.) So we get around buoy #1 and head for #2. But we thought that going down stream you could relax a bit. That ain't necessarily so. We pointed for buoy #2 but the current carried us too far down stream, and it was all we could do — stroke, stroke, stroke — to make it between buoy #3 and buoy #4 — well, we make it all right — but it's a long paddle back to the others on shore because during the maneuver, we drifted some distance downstream.

So it went. The strokes were sloppy at first; but under Ian's tutelage, we got better each run. Ian has the patience of Job and the ability to be intense without being angry.

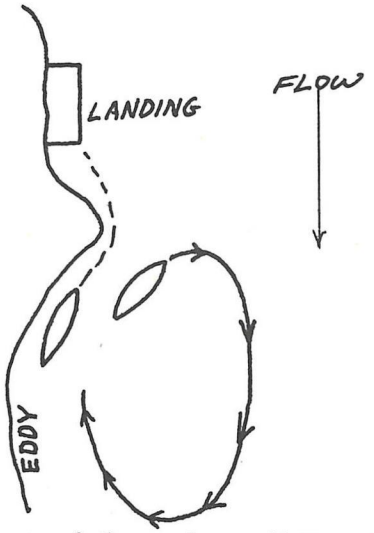
By the end of the day, we were all wet, all smiles, and all looking forward to three weeks later at Taylor's Falls.

*

Taylor's Falls was worth the wait. We put in at the boat landing just below the bridge and floated down to an eddy in a cover behind (downstream) an outcropping of rock. With all of us quietly sitting in our canoes in the still water, Ian went over the strokes again and explained the ways currents and counter-currents affect the canoe

We were reminded not to lean upstream (a mistake you can make several times until it sinks in — or you get damned tired of going through the labor of emptying a swamped canoe).

After a quick demonstration by Ian, we tried moving upstream out of the eddy, turning into the current, running downstream, and turning back into the eddy again. We kept doing it until we got dizzy. Ian got his exercise chasing the swamped



boats of those who couldn't or didn't keep their upstream gunwale up — or their downstream gunwale down. Never underestimate the power of any river or the need for precision when paddling your canoe upstream. That was a lesson brought home by our next maneuver: leaving the eddy to round the outcropping and gain the next eddy upstream.

For about three hours we practiced and re-practised eddy turns, cross-stream ferrys, and general canoe control. Then it was time to shoot the "falls".

The river was high and boisterous that day. Heavy water extended from the bridge to a 100 feet below the landing. Ian went first to show us how.

He and his partner dug in to get themselves centered on the big downstream V and shot down into the big stuff. The bow sprang upward as they hit each backroller in quick succesion. At the last and largest roller, the bow seemed to come up almost vertical and the canoe sank stern first in the chilly water. Ian and his partner swam off to the side to look for his paddle and observe his students' canoe rescue techniques.

But it was about that time that my partner and I started down the V. Oh Lordy! Those rollers were so much bigger and more powerful than what they looked like from the shore. Had they been any bigger, they would have been Class 4. (That's what Ian said.) It was touch and go all the way. All we could do was make headway and keep the canoe aligned with the current.

In a few seconds it was over and we had made it. We plowed through the rough

stuff and wallowed to the shore with three inches of freeboard. That means that we had an awful lot of water in the boat. It was an exhilarating experience, shooting the "falls". But the power of those waves made me worry a little about Hell's Gate.

*

It was raining as we put in on the Kettle River at Banning State Park. Nobody seemed to mind the rain as we crossed the river to check out Blueberry Slide. The "slide" is a 50-yard dog leg to the right. It's wide and wavey.

Ian decided that the best place to run it that day (the water stood at 2 feet and 4 inches on the scale) was on the outside of the arch. We put in the water and spread out to leave plenty of space between boats.

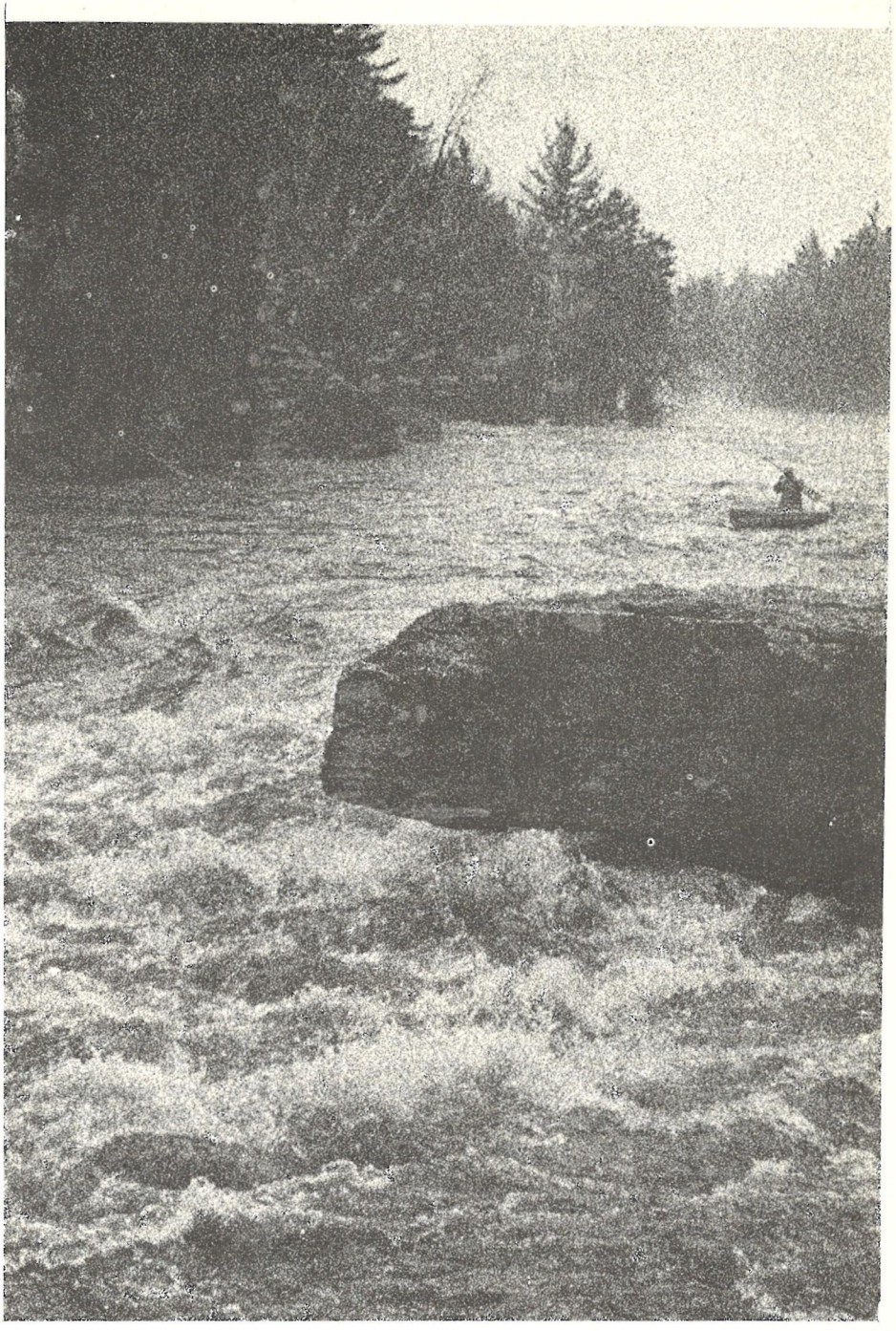
When our turn came, I forgot about the feeling in the pit of my stomach and headed down the left bank. Things go by pretty fast the first time out. Before we knew it, we were through Blueberry Slide and back in quiet water. It wasn't until we pulled out that we realized that we had shipped two inches of water.

Everyone dumped the bilge out and congratulated one another on making it through. The feeling in my stomach was gone. We were ready to take on the rest of the river. Mothers' Delight, the next drop, is a dog-leg left with a nice 2- or 3-foot drop over a ledge between two rocks. Start out toward the right bank in slightly choppy water. Down over the ledge between the rocks and into quiet water. After that you move to the left bank to dump water and pick a route down Dragon's Tooth. As we were looking at the Tooth, two men in a discount store plastic canoe swamped at Mothers' Delight. One of the men left the canoe (a definite NO-NO) and tried to swim to shore. The second guy was floundering with the canoe which was sinking because of ruptured floatation tanks. Ian was barely able to reach the sinking canoe before it and its owners were swept over Dragon's Tooth. The Tooth is a large, submerged rock (at least on this day it was submerged) that sets up an action like a front loading washing machine. Go over it and you might revolve there for a couple of days until bloating up and floating out. Fortunately, Ian got them out in time.

They had done almost everything wrong: they were paddling a leaky canoe; they were using paddles only 3-feet long; they had no idea what the river was like; and worst of all they wouldn't have known what to do with it even if they had good equipment and good information. They were like many others who have gotten hurt or killed trying a sport that is safe and fun if you know what you're doing.

After the men dryed out, they decided to learn what they could from Ian and accompanied us for the rest of the trip.

We felt thankful and a little smug for our training as we started down Dragon's Tooth. Dragon's Tooth is a 75-yard straight shot. A fast slick above the tooth with pleasantly large rollers from the tooth on down. Stay to the left and you won't even have to bail out at the bottom.



Anghor Wat is next. It's a long (about ¼ mile), wide and pleasant rapids that would be a boulder field at low water.

Below Anghor Wat we paused before the half-mile flat water paddle to Hell's Gate.

Hell's Gate is the most interesting of the rapids on this section of the Kettle. (Well, at least it's the most famous). It is a bodacious mixture of chopping water and exciting rollers. You start out on the left in fast water for 50 yards then take a sharp right around a submerged volkswagon-sized boulder, then down a fast chute, over a drop, and down to placid water and the end of the run.

Ian's course is an excellent one. It will take a true novice and teach him or her all they need to know to be a competent white water canoeist. It is advanced enough to offer a lot to people who already have some white water experience.

If you are at all interested in shooting rapids come out and join us. The next session will be held on Saturday the 11th of May at 12 Noon on the East bank of the Mississippi where the University Showboat is moored.

ANSWERS TO "QUIZ ON RIVER CURRENT" ON PAGE 17.

1. (b) *Always lean downstream!* The only exception is when turning into a back eddy. (Then lean upstream slightly because the current is moving upstream.) In other words, always lean in the direction in which the current is going. The reason for leaning downstream is that the current moving under the boat wants to twist it upstream.
2. (a). Always lean *outside* when making *gradual* turns. Note that this outside lean is also downstream, since the boat is veering toward the outside and is pointed upstream. The lean lifts the ends of the boat out of the water and allows the current to slip under the boat.
3. (b) Lean *inside* on most *abrupt* turns! This situation (eddy turn) is the only time you lean upstream.
4. (b) Lean inside (downstream, turning out of the eddy), unless you want to do a "half Eskimo-roll".
5. (c) Facing upstream 45 degrees. (You want to paddle against the current, not with it.) and, of course, lean downstream! A canoe held carefully in this position can be "ferried" without losing ground across quite a fast-moving current.
6. It all depends. In the event of being spun around, one should be *able* to do all three, as the situation demands. Trying to turn around 180 degrees in a rapid can be dangerous if there lots of rocks. This is one reason for learning to go backward.
7. (a). Lean *into* the rock (downstream), Otherwise the upstream gunnel of the canoe may dip under water – if that happens, scratch one canoe!
8. (a) and (b). Smooth pillows and *upstream*-pointing Vs almost always indicate rocks. The "smooth pillow" is the best all-around indicator–learn to look for it hidden inside other waves. (Does an otherwise "choppy" wave have a "goose-bump" somewhere? If so, avoid that spot.) *Downstream*-pointing Vs are usually in deep channels, and rollers and haystacks are caused by the "Hydraulic bounce" of water recoiling from an abrupt drop. Incidentally, the regular haystack varieties are much less likely to fill up a canoe than the mean-looking back-curlers (rollers).
9. (a). Straight ahead is best. Otherwise, you know the answer: lean downstream.
10. (b). The edge of the haystacks is generally safest. Heading at high speed into back eddies (c) is dangerous – the boat is likely to spin around and turn over.
11. It all depends. Never stay downstream of the canoe. You might get pinned against a rock. Generally, (b) – try to hold onto the canoe from the upstream end, but in rare situations (terribly high water) you may want to abandon it and go for shore.

    If you must swim alone down a rapid, go down feet first, on your back, to hit off the rocks with your feet and posterior. The only exception might be through terribly high waves, where you turn your back to the waves in order to breathe more easily.
12. You're right.

CONSERVATION REPORT

Boundary Waters Canoe Area

Again this year the primary focus of our conservation efforts was to protect this unique wilderness area. The lawsuit brought by the Izaak Walton League (IWL) to prevent mineral exploration and extraction from the BWCA was successfully resolved by our favor. The opinion of Judge Philip Neville was promptly appealed by the defendants, thus ensuring a continuation of this costly fight. The M.C.A. and its members donated $500.00 to the IWL for these expenses. Our donations have totaled $1100.00 since we started our efforts 4 years ago on the Ik's behalf.

We have continued our meetings with federal and state officials on both a formal and informal basis. We have had extensive input in the hearings and information gathering sessions conducted by the U.S. Forest Service for their long-range management plan for the BWCA. These efforts will continue as the plan is not yet definite. In addition, members of the Conservation Committee and the Izaak Walton League have written a booklet on the use of the wilderness and wilderness appreciation which will be given out to the public when they receive BWCA permits.

Future plans include continued input into the management of the BWCA, continued watch over issues and activities concerning the BWCA and support of the mineral suit.

Saint Croix River

The St. Croix River also was a very active area for us this year. Besides testifying at various hearings and meetings for implementing the federal and state management plans for various sections of this river, we continued to support and cooperate with the Minnesota-Wisconsin Boundary Area Commission. The M.C.A. also testified before the Minnesota Legislature supporting bills to regulate motors on the wild section of the St. Croix and to empower the Commissioner of the Department of Natural Resources to write a management plan for the Lower St. Croix. This power was required as part of the compromise made when this river was added to the federal Wild and Scenic Rivers Act.

The entire committee wishes to thank Tom Carroll, St. Croix River subcommittee chairman for his leadership and efforts in this area.

Future plans include helping with the management plans and keeping aware of issues for this river.

Other Areas

The Committee continued to comment on conservation issues it felt were important to the M.C.A. and in response to requests for its opinion. In addition, we maintained cooperation with and supported conservation groups on the BWCA and other issues.

One of the most important accomplishments was the passage in the Minnesota Legislature of a Wild and Scenic Rivers Act of Minnesota. This long-time M.C.A. goal was realized by a lot of hard work by many individuals. We participated in legislative task forces to write a proposed bill, worked in concert with other organizations to obtain passage in both houses and final compromise. Our future efforts will be to comment on the Department of Natural Resources' overall guidelines as provided by the act and to help write the management plans for individual rivers.

A problem area for the committee is the lack of continuing help on conservation issues. A lack of specific crises make it difficult to obtain interested people who are willing to become familiar with the history and problems of rivers or lakes in specific areas of Minnesota. Such people are needed to help us define specific M.C.A. positions when an issue arises. We are also not effective in non-Minnesota conservation activities.

Our philosophy continues to be to obtain as much information as we can on a given issue and then take a position based on that information when an issue arises. This enables us to work for the adoption of our position from a factual, well-reasoned base of information.

Respectfully submitted,
Allan C. Buccholz, Chairman

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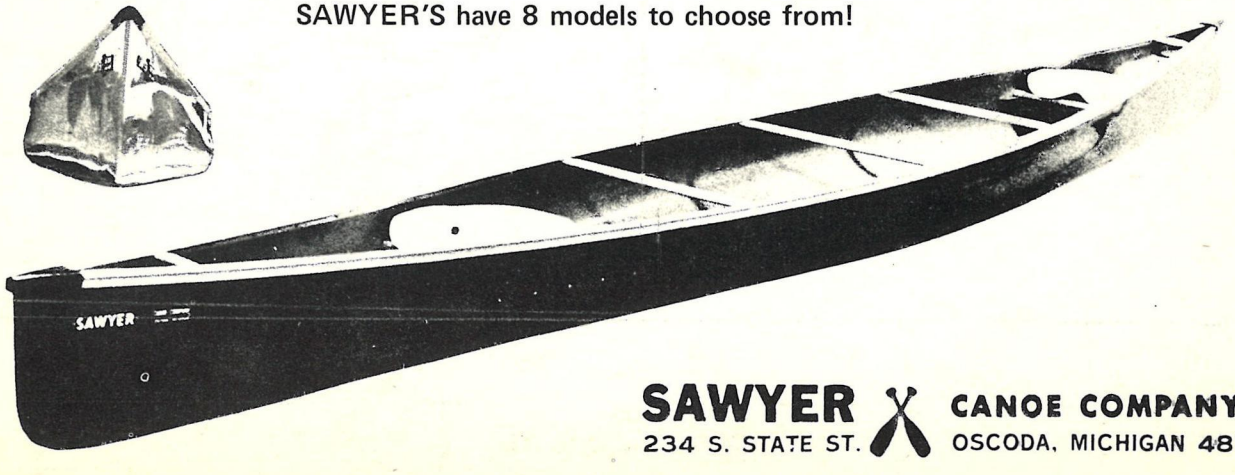
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3. ALL MCA canoe-owners in attendance will recieve a packet of "Canoe Trips on One Tank of Gas In and Around the Twin Cities".

4. There is a special prize that will be awarded to an MCA canoe-owner participant---A single person sailing craft!!!

5. Look for an astounding sight on the Lakes--a full sized voyageur North Canoe.

Please fill out the form on the next two pages and mail it in, if you are a last minute person, bring it with you to the Calhoun Beach House.

As Jim Klobuchar asked at our April meeting "Come show your compassion for others by exercising your passion for canoeing".

If you can only come to one MCA event this year, please come to this one.

Joe Conrad
MCA President

PADDLE FOR PEOPLE
(15-Mile Canoe-A-Thon)

Saturday, May 18, 1974 *

Coordinated by: Minneapolis Association for Retarded Citizens (MARC)
3100 West Lake Street
Minneapolis, Minnesota 55416
Phone: 927-8626

☐ check here if you are an MCA member! you must do this to be eligible for the sailboat prize.

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** I NEED TO USE A MARC CANOE FOR THE EVENT ☐
- I Need Another Paddler ☐
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STARTING DEADLINE MCA ~~OTHER~~ CANOES: No Later Than 12 Noon
STARTING POINT ~~OTHER~~ MCA CANOES: CALHOUN BATH HOUSE (3000 W. Lake St. & Calhoun Blvd.)

* RAIN DATE: May 19, 1974 (Same Time). In case of Bad Weather on Saturday, listen to WCCO Radio before 8 A.M.
** Only those showing proof of Sponsors may use MARC canoes

Complete this Registration Form and Insurance Waiver (on reverse side) and mail to MARC (address above) or bring it with you to the Calhoun Bath House