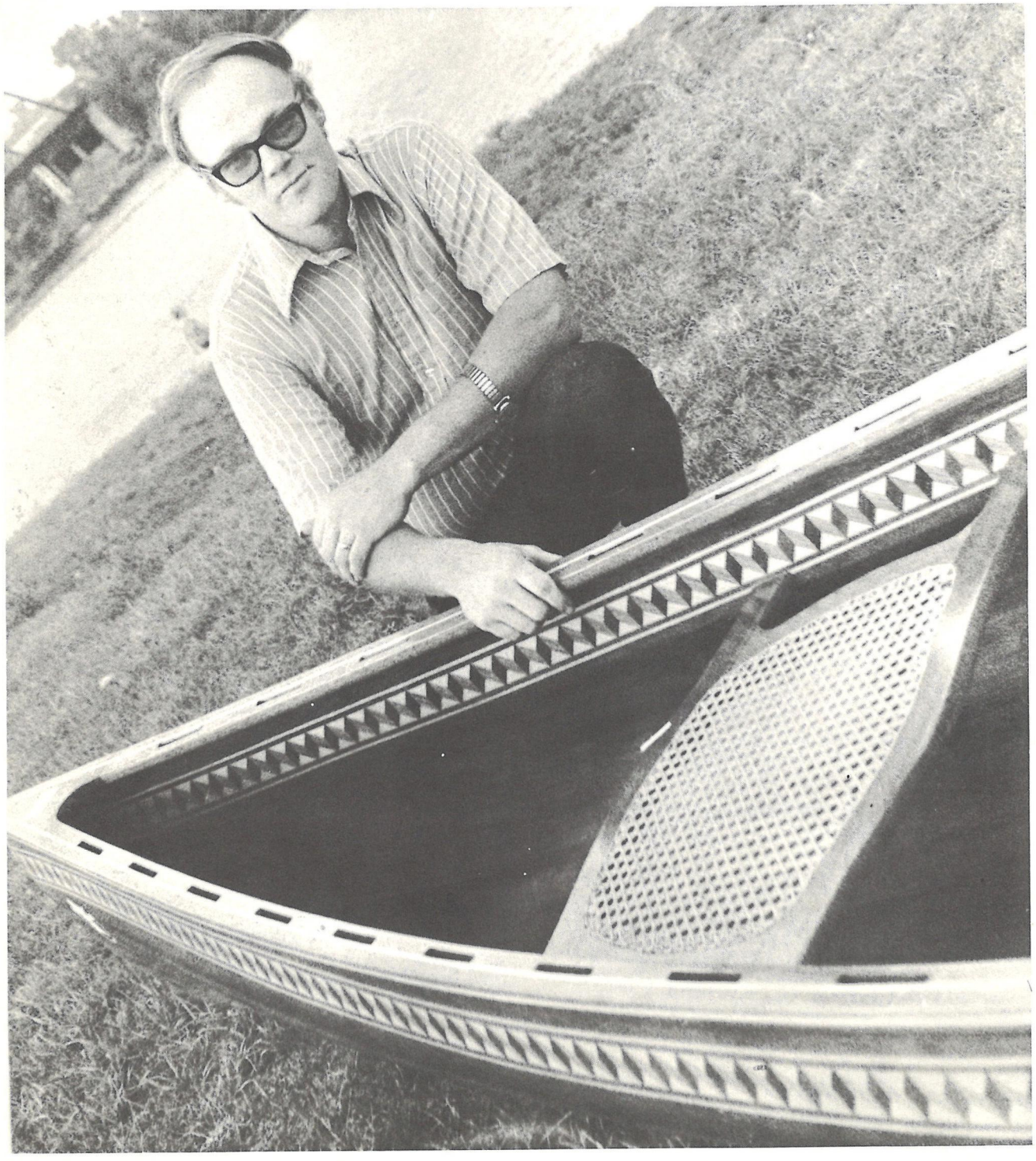
Canoeing in the Midwest SEPTEMBER 1976

HUT



The Builder To Beat - Chuck Alberg

Photo By Dean Miller

September Activity Meeting

ANNUAL ST. CROIX COLOR CRUISE

SATURDAY, SEPTEMBER 25

Come and join the MCA's oldest cruise activity. Check out the wildlife in the side channels. Dig the color of the maples and the birch. Sniff up some crisp autumn air. Stick around for the Canoe Builder's Contest at O'Brien State Park.

Here are lot's of alternatives to join your old friends in the MCA and meet some new faces.

(1) Take the whole trip -- put in at the Minnesota landing of Interstate Park (about 1 to 2 miles south of Taylors Falls on Hiway 8). Start on the water about 10:00 - 10:30 and paddle 16 miles to O'Brien State Park (3-5 hours paddling time). Lunch stop at the Osceola Bridge.

(2) Put in later in the day at the Osceola Bridge (nine miles to O'Brien).

(3) Just drive up to O'Brien later in the day and paddle a bit up or downstream from there.

(4) Spend the day at Taylor's Falls practicing whitewater techniques and drive down to O'Brien to join the group for supper and the Canoe Builder's Contest.

(5) If the wind is blowing strongly upstream try putting in at Marine-on-the-St. Croix or some lower point and paddle **up** to O'Brien State Park.

We'll still be on Daylight Time so it will be dusk around 7:00 p.m. Try to get to the park by 4:00 p.m. so we can shuttle cars, have the Builder's Contest, and have some chow before dark.

You're responsible for your own food, but call your buddies -- group cooking is more fun!

The voyageurs will be around to help organize shuttle but if you work out your own shuttle they won't hold it against you. It might be a good idea to follow the voyageurs North Canoe down river -- they always are looking for the deep channels. But don't challenge them to a race because they haven't lost one yet and we'd hate to see a great big voyageur cry in his high wine. Or would we?

CANOE BUILDERS CONTEST

SATURDAY, SEPTEMBER 25

The builders of the MCA will again display their handiwork for fellow members to judge on Saturday, September 25 at William O'Brien State Park on the St. Croix River.

Come and enter or vote for your favorite canoe in any of the following five classes:

1. The classic wood strip - any design of cruising canoe.
2. Long distance racing canoe - any design and/or construction method.
3. Fiberglass hull - any cruising design.
4. Fiberglass hull - any whitewater design canoe or kayak.
5. Restored classic - any canoe of sufficient age and heritae that has been restored to useable condition.
6. New design - one man canoe.
7. Voyageur Canoe Replicas - must be at least 30 ft. long and painted funny. Those entering canoe must sing a French solo in unison accompanied by three barking and yelping running dogs.

Canoes are judged by all MCA members present. Silver cups go to all winners of classes with 5 or more entries. Certificates to all winners. No entry fee or other red tape required.

Canoes should have been built or renovated within the past year. Judgement will be on appearance, constructin techniques, weight, quality of construction, etc.

The contesst will be held at 5:00 p.m. near the southern boat landing on the St. Croix River at O'Brien State Park. Have your canoe there at 4:30 p.m. If you can't make it have a friend bring your canoe and enter it for you.

Come and see how your boat stacks up against the other new boats built this year by MCA members. This is your best chance to meet fellow builders and see the latest designs and building techniques.

Jim Malek
Contest Chairman

"HUT" is the signal said by one canoer to their partner in order that both paddlers may switch sides in unison. This practice was originated by canoe racers of Minnesota in the late 1940's with the word "hut" first used by Eugene Jensen, who still builds and races canoes. This swift and distinctive style of paddling has since been recognized as the most effective way to move a canoe by both recreational and racing paddlers.

HUT! Magazine is published monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1500 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.

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: Strongback and forms
CONTACT: Bill Knudsen, 488-1932

MINNESOTA CANOE ASSOCIATION
HUT AD RATES

1 inch on Trading Post Page	$5.00	
¼ Page	$30.00	6 - 150.00 12 - 300.00
½ Page	$50.00	6 - 250.00 12 - 500.00
Full page	$80.00	6 - 400.00 12 - 800.00

The Editor Says:

Ah, so you found your *HUT* while trying to figure out how come you started getting *Canoe* magazine.

Your MCA Board of Directors made the decision to go this route after a long discussion at the August meeting.

It wasn't an easy decision to make. Money is involved. Each copy is costing the club 83 cents, so we'll definitely be looking at a dues increase in a year or so.

Most of the members of the Board of Directors have serious philosophical differences with the Editor of *Canoe*, Peter Sonderegger, on what really is of interest to the average canoer. We'll be trying to work those out.

In the meantime you will receive *Canoe* and an eight page *HUT* every other month, with a larger edition of *HUT* coming out six times a year.

And we need lots of pictures, comments, opinions, and articles. Sent them to:
Lew Miller, *HUT* Editor
7500 Lake Drive
Lino Lakes, MN 55014

BOARD MEETING MINUTES JULY 14
By Steve Burt

Barb Babcook, our hard working and esteemed membership director reported there are no volunteers as yet for the job of programming our membership list. Phil Lamb's services will end next month. Isn't there someone out there who will help their poor canoe club with a few hours of programming??????

Also, in an effort to become even more hard-working Barb will now process memberships every week from our new office. The MCA is certainly fortunate that the school board gives Barb the summer off to do club work.

The treasurer is happily paddling in the wilds of Canada, but reports through the mouth of Barb that all is well.

Lew Miller (publications) sent out 1092 copies of the new *Hut*! We printed 1500 in order to have extras of this historic issue which marks the renewal of monthly *Hut* publications. The Board commended Lew for the fine work he has done on *Hut*!

The Board decided to send, on a one shot basis, the September issue of *Hut* to former MCA members who have dropped since January.

Conservation director Lew Miller reported on a meeting at Hinkley with Friends of the Boundary Waters Wilderness (FBWW). Lew also asked Karl Ketter to find some one to take over conservation responsibilities.

Grant (LaBouche) Friberg reported for the voyageur chapter. The voyageurs will rent the strongback and forms for the North Canoe for $50.00 "BYOT", it was announced with much amusement. "BYOT" means Bring Your Own Truck --- the kit weighs around 500 pounds. Voyageurs will make public appearances for $50.00 a day plus mileage. The Board appeared surprised unitl it was explained you can't get relics like these for nothing.

Stu Knappmiller (education and safety) says there is a whitewater open boat session being planned to be taught by Bill Webb.

Lew reported for building director Jim Malek that there is now no St. Paul resin depot. Reportedly there are several volunteers. Stu will talk to one who lives near him. There was extensive discussion on a suggestion from Jim that the profit margin of MCA depot people be raised. Presently dealers receive 10% of the profits. Karl pointed out that MCA prices are presently near those of some commercial outlets ($1.00 difference). Further, he felt the service ought to remain on a basically volunteer basis, and ought not be (elevated?) (debased?) to a motivation for profit. Subject tabled.

The voyageurs will sponsor (for free, it appears) the Fall ColorCruise. At that time MCA members will be able to appreciate how well the chapter has repaired the canoe after their Mississippi outing.

Dick and Karl discussed whether the seats in the new one-man canoes should be raised or lowered. The rest of the board ate potato chips.

CALENDAR OF EVENTS

Thurs. September 9

Canoe Brigade of the North meets at Harriet Island (South side of Mississippi near Wabasha Bridge) Grant Friberg is host. 646-0183.

Wed. Fri. September 8, 9, 10

Basic Canoeing I. Article on Page 3.

Thurs. Sat. September 16, 17, 18

Efficcient Canoeing II. Article on Page 3.

Sat. September 25

Color Cruise and Annual Builders Contest.

Rookie Racers & Individual Coaching every Saturday beginning September 18. Instruction will begin at noon on the river at Betty Ketter's, 101 79 Ave. N., Mpls. If you haven't taken Canoeing I & II, plan to work extra hard.

Saturday, October 16
October Activity Meeting 12 noon to 4 p.m.
Banquet at Little Jacks 7 p.m.

ANNOUNCEMENT ANNOUNCEMENT

NEW BUILDING BOOK IN PLANNING STAGES

Back in 1968 the MCA published the first book on strip canoe building. At that time it was the best instruction book available - probably the only one. Hundreds of beautiful and functional canoes have been built and continue to be built from the MCA plans and methods.

But we no longer have the best building book. And now we have individuals in the association doing new designs, building winning marathon and whitewater boats (and a 30 foot North Canoe replica that hasn't lost a race yet), as well as all fiberglass hand layup canoes.

So beginning in October we'll start putting together *The Complete Book of Canoe Design and Building*.

Watch for the announcement of our first meeting!

OCTOBER ACTIVITY MEETING

SATURDAY OCTOBER 16

It's going to be called The First Annual Ice Breaker Frolic and what it's going to be is an activity packed day for MCA members and anyone else interested in canoeing activities.

Just look at SOME of the events already planned.

Classes and or demonstrations and instruction in Basic Canoeing, White Water, Racing, Poling (a first for us), and two (that's right two) short cruises. Then to fill up (pun intended) your day, our annual banquet and program, with many awards, recognitions, and special features at Little Jack's restaurant.

Make your reservation early.
MCA Banquet & Program
October 16, 7 P.M.
Little Jacks, 2nd St. N.E. & Lowry
choose from: Chicken - $5.00, Steak - $7.00, Barbequed ribs - $6.50. Prices include tax and gratuity.
Name.....
Choice of Dinner.....
Amount enclosed $ .....
Mail to:
MCA Banquet
Lob Pine
1627 West County Road B
St. Paul, MN 55113
or call Dick Simmons at 631-2900.

Midwestern Fiberglass Products
P.O. Box 247 Winona, Minn. 55987
Phone: (507) 454-5430

Manufacturer of the **We-no-nah Jensen**

Canoes made for the serious canoer.

Jensen Designed RACING CANOES

14' - C-I U.S.C.A. JENSEN
17' - We-no-nah
18' - JENSEN U.S.C.A. standard
18 ½ - U.S.C.A. Jensen competition cruiser

Northern Mn. Dealer— Robin Baker, Cohasset, Mn. 218-328-5191

Central Mn. Dealer— Ketter Canoeing, Mpls., Mn., 612-561-2208

Southern Mn. Dealer—Straight River Canoeing, Owatonna, Mn. 507-451-0325

BOOK REIVEW

THE COMPLETE WILDERNESS PADDLER
By James West Davidson and John Rugge

The wilderness exerts its pull on every self-respecting member of the human race, and we've often wondered why. Maybe the thought of all that empty space insults people, the same way that a vacuum upsets the rest of nature. Or maybe it appeals to our better side, to our restless spirit.

That's the way James and John begin their book. They end it 246 pages later. In between they tell you how to find a wilderness, recruit companions, choose and obtain your gear, deal with ice, wind, portages, thin water, heavy water, bugs, disagreements, and irreducible risks. When they end their book, it's with an invitation.

And you ask, "Was it really that tough ?
And we say, "worse than it looks. Not one man in a thousand would chance it"

When I finished the book, very late one evening, I rolled out of bed, bare-footed down the stairs, and stood looking at a wall. The map hung there said, "Quetico Provincial Park". But as my finger traced a route yet to be taken, the mind dealt not with print, scales and rods, rather with the ever attractive smells, sights and sense tantalizing benefits of the wilderness canoe trip.

So you say "Well that's just fine, but $10.00 is still a chunk of money. Just what else do I get besides a longing for the wilderness?"

On top of reading about four intelligent guys doing the entire length of the Moisie River in Labrador you get an almost painless education. It's tempting to flip past the pages of maps and map reading exercises that begin the book. Don't. Because not one of us is nearly as smart as we think we are.

One of the most interesting preliminary chapters was on the outfit - what a wilderness paddler wears, paddles, sleeps under, eats, cooks with, and puts it all together in. Other than a few questions that all of us will always argue over - such as what kind of canoe is best - the information and opinions given by Jim and John are of value even to those who limit our trips to overnighters on the St. Croix or one week stands in the BWCA.

Hey, I've got a great idea! Buy *The Complete Wilderness Paddler* at Lob Pine.

L.M.

Where haystacks, curlers,
and roosters rule



Tips on Building Whitewater Boats

by Larry Johns

Some time ago *HUT!* Editor Hilmar Wagner, after hearing that my kayaks had won first, second, and third places in the annual MCA Builders' Contest, assumed that I must be a super builder and asked me to do an article on building whitewater boats. Hilmar wasn't aware that there were only four boats entered in the contest. Having five people in the family to keep supplied with kayaks, I have built approximately 25 whitewater boats and helped with that many more in the past four years, and I have to admit that I haven't enjoyed a single minute of the time involved. It's an unpleasant task, but it has its rewards.

Building your own boat will cost you around $125—about half the cost of a commercial boat. Most homemade boats utilize epoxy rather than polyester, which results in much stronger kayaks. You can design a layup to fit your needs, whether it's an 18-pound racing boat, an all-around craft weighing 25 pounds, or a 32-pound kayak that's as flexible as the rocks in the rivers. Finally, there's the pride of paddling a boat you've built yourself. It may be run-of-the-mill to anyone else, but to the builder-owner, it's a work of art—very likely the finest ever built.

I don't intend to go into step-by-step instructions on how to build, but I would like to express some of my own observations and recommendations. Some of the finest whitewater boats built are by Minnesota paddlers, mostly due to the expertise of Bob Haug, the first builder-innovator in the Midwest. The methods developed by Bob are used by all Minnesota builders, although most people will develop a few modifications of their own after building a boat or two. My advice to would-be builders is to read Charley Walbridge's book on building, and then help an experienced builder before starting your own boat. The process is quite simple, but the proper procedures must be followed to obtain the strongest, lightest boat possible.

Weight doesn't necessarily mean strength; it's very important that your kayak not be too rigid. If a rock can't flex your kayak, it will cut or break it. I personally see no reason for a kayak to weigh more than 25 pounds out of the mold. This means that with the seat, end pours, grab loops, foot braces, and flotation bags, it will end up weighing less than 30 pounds. To obtain a 25-pound boat, I would suggest a layup with 4 layers of 6-ounce fiberglass cloth and 2 nylon in the hull, 4 layers of 6-ounce cloth and 1 nylon in the deck. To figure the approximate out-of-the-mold weight, I total the number of ounces in the hull and deck—8 layers of 6-ounce = 48, 3 layers of 4-ounce nylon = 12, for a total of 60. A factor of 42 per cent of the total will give you the approximate weight. In this case, 42% x 60 = 25.2 pounds. This works very well for me. A boat with this laminate will be sturdy enough for cruising and light enough for all but the most serious racer. I add several patches in the bow and stern, which are the areas most frequently damaged. I suggested using nylon for flexibility. I've used it in several boats and I prefer it to polypropylene, which is becoming hard to get. In my opinion, tightly woven, pre-shrunk nylon is stronger than poly and half the cost. It bonds as well or better than poly and uses less resin. It's slightly harder to wet out—we've found it's wise to end the nylon layers short of the seam line, and that it's easier to work the resin down through the nylon rather than up. The 6-5 layup is a good standard, although a common variation is to use 3 layers of cloth and 2 nylon in the deck. This will make it a bit more flexible and slightly lighter. My son Tom wanted a lightweight, responsive kayak for slalom racing, so we used 4-ounce cloth in place of 6. We added ribs of roving strands to stiffen the laminate and ended up with a kayak that weighed 16 1/2 pounds out of the mold. This is probably too light for aggressive cruising for most people, but it has held up very well. I believe that the 6-5 layup using 7 1/2-ounce cloth would be too rigid and would not hold up as well as the one built with 6-ounce.

The layup can be greatly altered if you use Kevlar or S-glass. Concerning the use of Kevlar, I'm not at all sure that the results justify the added expense, which can double the cost. Kevlar-reinforced kayaks seem to have more of a delamination problem and suffer as much or more damage than their fiberglass/nylon or fiberglass/poly counterparts. This is my own opinion, and I'm sure there are some who don't concur. I believe that Kevlar can be best utilized for the construction of super light racing boats, but adds little to a cruising weight boat.

An innovation I approve of is the addition of a combination pillar-footrest made of ethafoam in the bow of a kayak. This supports the deck and provides the safest possible foot support. The disadvantage is that it creates a severe flexibility differential—the boat is extremely rigid where the pillar is in contact with the hull and deck. The added safety probably more than compensates for this drawback. There have been several drownings and near-drownings where the paddler hit an immovable obstruction, slid forward into the bow, and was locked in by the seat. Last summer a Colorado paddler rammed a rock, slid forward, and went tumbling helplessly down the Slaughterhouse section of the Roaring Fork River. Imagine his thoughts before his boat broke up and released him. A pillar about 15 inches long in the stern would add strength where it is needed most and would not interfere with conventional air bags.

Many paddlers have been adding an outside seam to their whitewater boats. I think that this is usually overkill. I know of several boats with a standard 3-layer seam on the inside plus 2 or 3 additional on the outside. This creates a dramatic flexibility differential, as there could be as many as 10 or 11 layers of cloth at the seam line. Certainly, that many layers of cloth won't flex, but the boat will where the seam ends, and likely crack or blow the seam. If I were to use an outside seam, I would use a layer of nylon and one layer of 3-inch seam tape on the inside, and one nylon plus 2-inch seam tape on the outside. Careful seaming is very important. For an inside seam, I suggest using a layer of 2-inch seam tape, a layer of bias-cut nylon, and a layer of 3-inch seam tape. For neatness, cut the nylon just under 3 inches so it will be covered by the final layer of tape. It's important to let the freshly-seamed side sit for at least two hours before turning the boat to do the other side. Be sure the resin is sufficiently set up and will not drain from the seam area when the boat is turned. Waiting until the first side has begun to gel can cause another problem, as the second side might be too dry to create a good bond. To eliminate this possibility, paint the seam area with fresh resin just before clamping the hull and deck together. To go back a step, it's very important to seam your boat when it's still slightly tacky to insure a good bond. This may mean you'll be seaming at 4:00 a.m., but do it. You'll wish you had if you end up with 20 gallons of 35-degree Kettle River water in your kayak next April.

Some of the late-design kayaks have very pointed ends that complicate the seaming operation. I place a small 3-layer bias-cut patch in the ends and position them with a sharpened stick. It also helps to taper the end of your seam tape to better conform to the shape of the boat. With these extremely pointed ends, it's almost a necessity to use end pours. Keep them as small as possible—no more than 2 to 2 1/2 inches. End pours greatly simplify the installation of grab loops: simply drill a hole 1 1/2 inches from the end and run the rope through. Some of the new boats have grooves on the deck at the bow and stern which are designed to allow a slalom racer to tape the grab loop flush with the deck to eliminate the possibility of the loop touching a gate. Normally, boats with these grooves have the grab loops coming out of the top of the deck. Charley Walbridge states that if you do this, you will have to pop your boat, install the loops, and seam your boat out of the mold. You needn't do this; simply seam your boat as usual, and after popping it, drill a hole at the end of the groove, run a wire through the hole and back to the seat area, attach the grab loop to the wire, and pull it back through the hole. The knot on the grab loop will hold it inside. Then simply cover the knot with the end pour. Be sure to tape around the grab loop to prevent the resin from running out. It's also a good idea to tape the seam at the ends of the boat. This will prevent the resin from leaking out in case of an imperfect seal.

I'd like to suggest that you don't try to squeegee too much resin out of your boat. I helped a friend build her first boat, and at the time I didn't think it was possible to scrape out too much resin. We ended up with a lightweight kayak that didn't leak, but was very abrasive. Mary had to wear black pantyhose all summer to hide her bruises.

Don't be lazy when you're laying up your boat. It's not enough to simply wet out the cloth. Work it into the fibers thoroughly; squeegee a little more than you think is necessary. It might add an hour's work, but you'll have a much stronger laminate.

Kayaks have been built entirely by one person, but it's a tremendous chore and simply can't be done with the necessary care and thoroughness. I've never built with fewer than three people, and have had as many as six, which is not excessive. If you have more than three, detail one as the resin mixer-cloth handler. Check each other's work; be sure that the character opposite you is carefully squeegeeing right up to the seam line.

Tips On Building Whitewater Boats will be continued in the October Hut.

THE TRADING POST

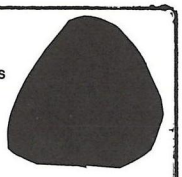
Items for The Trading Post should be mailed to: Hut Editor
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014

Your ad will only run for one month and is free to members. HUT editors reserve the right to determine if ads are for a commercial venture and to charge the rate for space used.

POLING! Explore the small streams

Canoeings way to the wilderness

A.C. Mackenzie River Co.
P.O. BOX 9301-MN
RICHMOND HTS., MO.
63117



Outfitting the Polesman

ORIGIN & HOME OF THE CHAMPIONSHIP:

®Sylvester Pole

"CANOE POLING" by Al, Syl & Frank Beletz, ACA Poling Chairmen, over 180 photos & illus. 23 chapters $4.95. The most exhaustive study ever done on the subject. Explains the new revolution in technique. Top reviews in many national & local canoe journals. Canoe magazine's review says, "It is superb, well done and very informative." Price including postage $4.95.

"SYLVESTER POLE" A revolution in strength, safety & performance, light-weight, collapsible, special-alloy, air-craft-aluminum, weight 2.8 lbs., length 12 ft., beautifully painted, slip-resistant-protective coating, avoid dagger-like splinters, under normal use should last a lifetime. For cruising & competition, designed and developed by Syl Beletz, past national poling champion, under the stresses and strains of national competition. Since 1968 Syl's poles used by all men, women & junior national champions. Sent by Air Mail. Now perform all the strokes (**enclose a self-addressed stamped envelope for FREE INFO.**)

FOR SALE: Two child size fiberglass kayaks (Bob Haug mold) with paddles and spray skirts. Suitable for up to age 13 or under 100 lbs. Willing to trade for adult K-1 or C-1. Best reasonable offer. Call 378-2591. Phyllis L. Kahn.

FOR SALE: 17 Ft. Aluma Craft Canoe. Excellent condition $250.00. Call Tom Babcook 633-9323.

FOR SALE: 16' wood strip canoe. 33" wide, 3 & 27, 50 lbs. Retired racer in very good condition. $160. Call Karl Ketter, 636-8116.

NEW CANOE PLANS AVAILABLE

Plans are now available for two new canoes:
14 foot one man canoe
18 foot guide model canoe
Price - $3.50 each or both for $5.00.

KETTER Canoeing INC.
101 - 79th AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55430
PHONE 612-561-2208

JENSEN'S NEW 14' ONE MAN USCA CANOE
18½' JENSEN USCA CRUISER
18' JENSEN USCA STANDARD
17' WINONA
MIDWESTERN FIBERGLASS PRODUCTS
BREEZY ACRES, BOX 247
WINONA, MN 55987
Phone 507-454-5430

for office use only (please do not cut off)

MEMBERSHIP APPLICATION FORM

Make checks payable to, and send payment to the Minnesota Canoe Association, P.O. Box 14177, University Station, Minneapolis 55414

Name _____
(last name first)

Address _____

City and State _____

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

Age _____ Sex _____ No. of years canoeing _____

Occupation _____

Own canoe? _____ Type _____

How many others in your family canoe? _____

Status (check one): ☐ New membership ☐ Renewal

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

CLASSIFICATION OF MEMBERSHIPS

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

MAILING DATA

Name _____
Address _____
City and State _____
Zip Code _____
R A J L N R
CHAPTER 1 2 3 4 5
Telephone _____

Chapter Affiliation - **BRIGADE DU CANOTS DU NORD CASCADERS - MARATHON - 3M - HIAWATHA**

AURORA OUTFITTERS



dealing exclusively in

Mad River Canoes

- fiberglass and royalex hulls
- ashwood trim and caned seats
- FAST and AGILE to paddle
- LIGHT for portaging

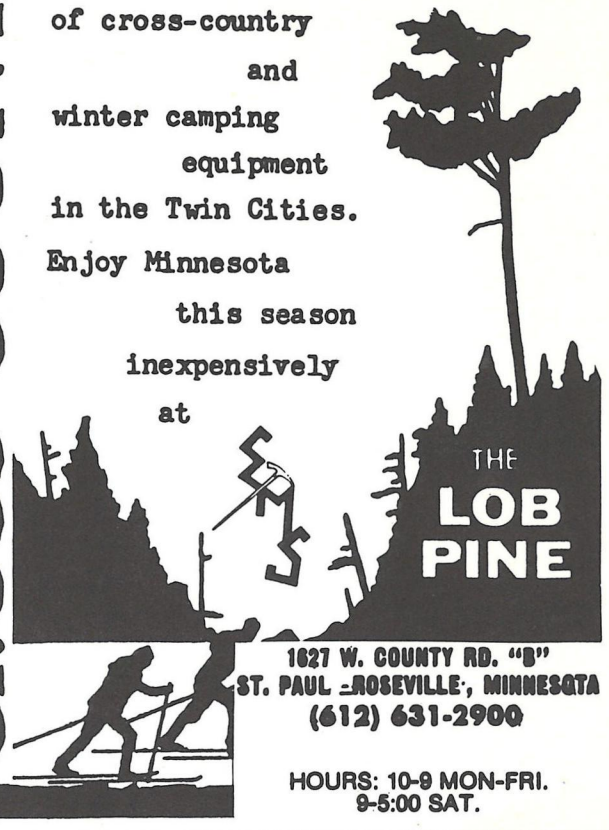
TRY ONE OUT

Call 377-6638 or 922-5791

CROSS-COUNTRY

Explore Minnesota

with the largest selection of cross-country and winter camping equipment in the Twin Cities. Enjoy Minnesota this season inexpensively at



THE LOB PINE

1627 W. COUNTY RD. "B"
ST. PAUL - ROSEVILLE, MINNESOTA
(612) 631-2900

HOURS: 10-9 MON-FRI.
9-5:00 SAT.

SAWYER CANOES

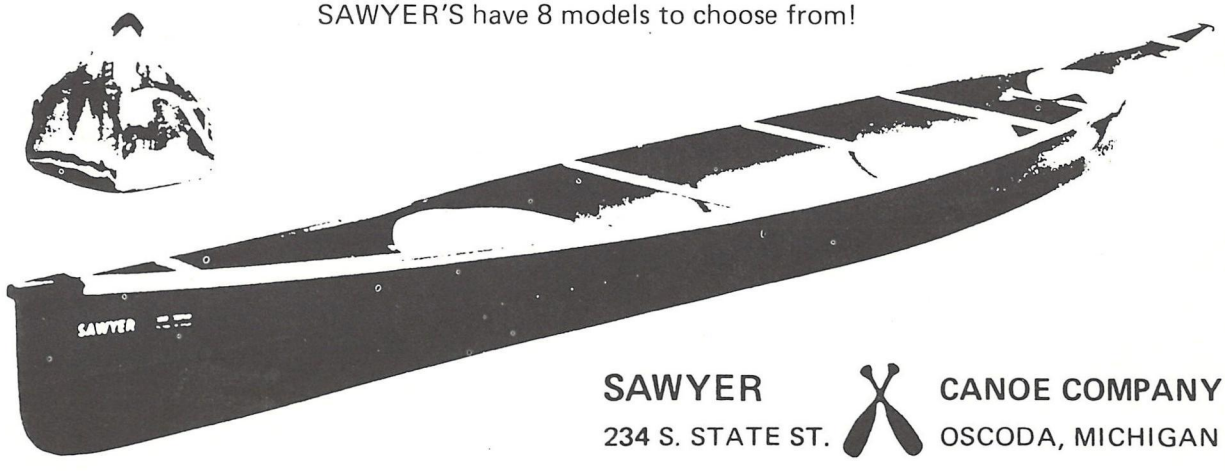
HAND-CRAFTED FIBERGLASS
LIGHTER THAN ALUMINUM

Preferred by Canoeists Since 1957

It costs so little to have the finest

This is the Sawyer CHAMPION, winner of the 1972 U.S.C.A. Sr. Men's National Championship

SAWYER'S have 8 models to choose from!



SAWYER CANOE COMPANY
234 S. STATE ST. OSCODA, MICHIGAN 48750