CANOEING IN THE MIDWEST

December 1977

HUT!

MINNESOTA CANOE ASSOCIATION



Happy Holidays

"HUT" is the signal said by one canoer to his 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.

Editing and Production
by
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014
784-7667

Front Cover Art by Larry Johns.

Below: 1977 Builders Contest Winners — Wood strip Cruising class — Top — Al Gorman, Middle—Steve Zapf, Bottom — Paul Sandanger



BOARD MEETING MINUTES

The November meeting of the MCA Board of Directors, past and present, was called to order by President Walt Jones at 7:40 p.m.

Members present were: John Wexler, Walt Jones, Bob Brown, Jim Jahnke, Chuck Alberg, Tom Babcook, Barb Babcook, Lew Miller, Frank Mabley, Brian Patterson, Roger Geis, Darrell Foss, Bonny Kurth, Wayne Kurth, Dan Busch, Chris Berne, and Steve Burt.

Lew Miller, Executive Secretary, reported 12 new memberships and 38 renewal applications have been processed. He also reported having answered 6 inquireies regarding canoe building.

Tom Babcook, past Treasurer, reported that the financial statement will be available as soon as chapter reports are in. All chapters have been notified.

Lew Miller, past Publications Director, reported that due to a publisher problem there would be no November issue of HUT! The December issue would be in the mail by the first Tuesday of December.

Conservation – No report.

Program & Publicity – No report.

Volunteer – No report.

Laison – No report.

Frank Mabley, 3 year Legal Director, reported the following:

Tax exempt charity application is ½ complete. It was given to Tom Babcook to finish.

During the week end of Nov. 4–5 a conference on Solar Energy at Spring Hill Conference Center was attended.

A statement of continued support of C.A.T. (Citizens Against Throwaways). C.A.T. has employed a state coordinator and is now in need of money. Voter support is needed in districts 49, 31, 26, 42, 9, 63, 64, 19, 22, and 35.

CHAPTER REPORTS

Cascaders – No report.

Marathon – No report.

3M – No report.

Austin – Chapter is composed of 52 MCA members in the Austin area. The Chapter will probably be hosting the May Activity Meeting.

Voyageurs – The Voyageurs will again sponsor the Color Cruise for 1978. A date of September 23 has been chosen.

The meeting was turned over to the new President, Tom Babcook, at 7:45.

A sign-up sheet for future Board Meetings was passed around. Maps were requested of all Board members.

A calendar of future activity meetings was proposed. Various Board Members will follow up on suggestions. When information is obtained a report will be given to the Board.

A report was requested from the Cascaders concerning the River Running Strategy Conference.

Darrell Foss made a motion to drop the 5% interest charge to Austin on their Resin loan. Brian Patterson seconded. Discussion followed. Vote: 7 yes, 1 no. Motion carried.

It was suggested that Chapter reports be published in HUT! The information must be submitted by the 20th of the month prior to publication.

A Directory of MCA members will be included in the January issue of HUT!

The committed to hire the Executive Secretary consisting of Tom Babcook, Walt Jones and Larry Johns, completed their interviews. Lew Miller was hired.

Dan Busch will look into what is necessary to terminate the lease held with the YMCA.

Wayne Kurth made a motion that Tom Babcook represent the MCA at the USCA at his own expense but the MCA will pay the $15.00 for the Affliate Membership. Frank Mabley seconded. Discussion followed. Vote – Motion passed unanimously.

John Wexler moved that Bonnie Kurth hold part of the Safety and Education Directorship and Roger Geis fill the open position of Cruising Director. Frank Mabley seconded. Vote – Motion passed unanimously.

Correspondence of Rick Gustafson was read to the Board. The suggestion of Mr. Gustafson to pay for feature articles published in HUT was discussed. It was decided that a top fee of $10.00 per feature article be paid with decision left to the Editor.

Cruising Director, Roger Geis, suggested that a cruise schedule be published in April. The format would be that of a folder in order to make the schedule available for ready reference. A format should be established for obtaining cruises.

A discussion was held dealing with the reimbursement of cruise leaders. The discussion resulted in a motion by Dan Busch. " A trip leader will be reimbursed for up to $5.00 of non-personal organizational expenses subject to the approval of the Cruising Director". Barb Babcook seconded. Vote – Motion passed unanimously.

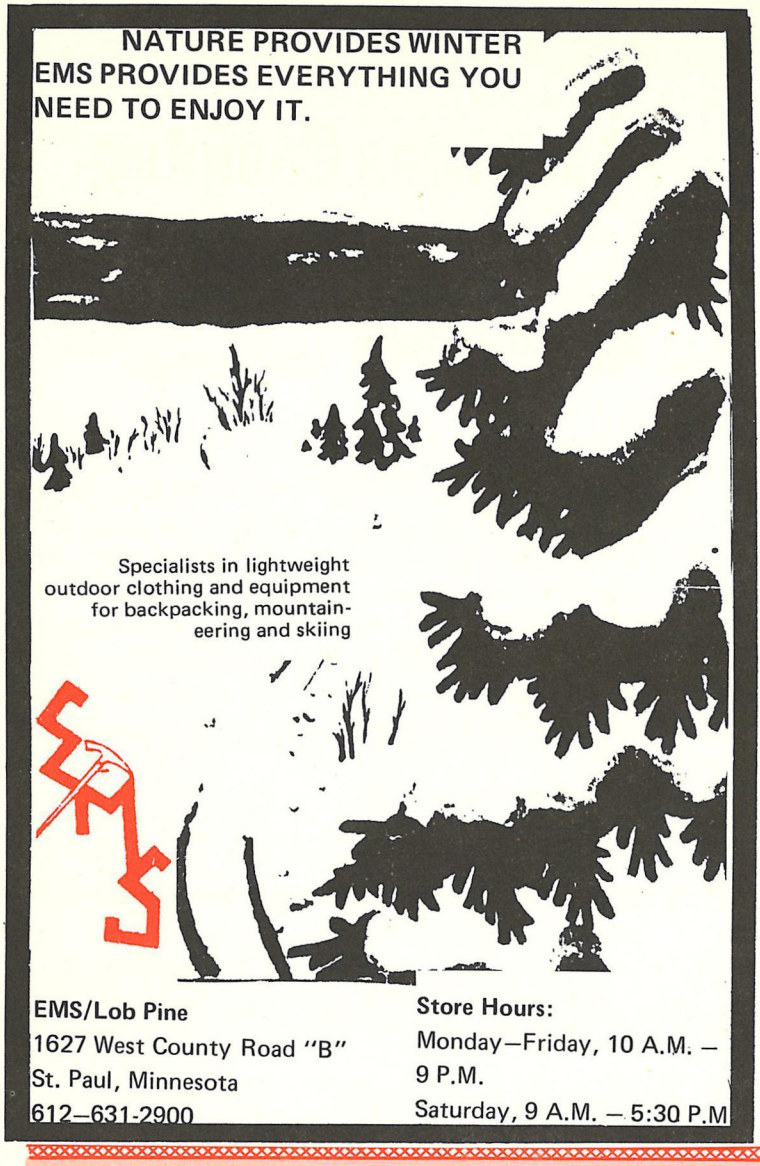
Suggestion was made to develop a system for obtaining water level readings.

Darrell Foss motioned that the meeting be adjourned. Roger Geis seconded. No discussion. Vote– Motion passed unanimously.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,

Barb Babcook
Secretary



COOKING OUT WITH BARB

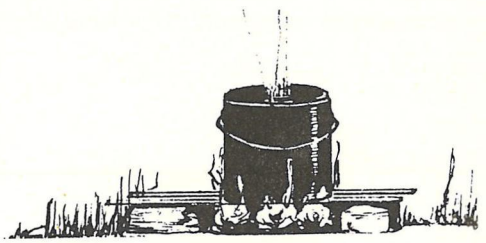
by Barb Babcock

Here is a perfect liquid for a quick warm-up at the portage or a rest on the ski track. Mix up a batch of this instant hot chocolate and you will probably have enough to last the winter.

Mix – 10 2/3 cups of powdered milk
2 pounds of Nestles Quick
1 Pound of Pream or CoffeeMate
2 Cups of powdered sugar

Put four tablespoons of this mixture into a cup of hot water.

B.B.



MEMBERSHIP APPLICATION FORM

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

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) Single [ ] Family [ ] Supportive [ ] Contributing [ ] Life [ ]

Chapter Affiliation – 1. Brigade du Canots Du Nord 2. Cascaders 3. Marathon 4. 3M 5. Hiawatha

CLASSIFICATION OF MEMBERSHIPS – Single $8 – Family $10 – Supporting $25 –Contributing $50 Life Membership $100.

Name _____
(Last name first)

Address _____

City and State _____

Zip Code _____ **Telephone No.** _____
(Our publications will not reach you without zip code)

MAILING DATA

Name _____
Address _____
City & State _____
Zip Code _____
Telephone _____

THE EDITOR SAYS –

In this issue we welcome several new regular contributors.

Dyke Williams will be writing on an almost monthly basis discussing things of interest and concern to those of us who enjoy doing things outside using equipment we've made ourselves. Besides being president of Country Ways, Dyke is a hard and soft water sailor, sail boat builder, restorer of old canoes, and fond of cross-country skiing.

Our new Conservation Director, Brian Patterson, shares my enthusiasm for canoe building so we've spent a few hours on the phone. He'll be bringing a fresh look at MCA conservation efforts.

Bob Brown's name is not new to HUT readers, however, in his capacity as Building Director he'll be helping us all build better canoes. He'll also continue to share his special knowledge of dams and locks.

Barb Babcock, new secretary for the MCA will be sharing her favorite recipes in "Cooking Out With Barb".



THE PRESIDENTS SPACE

I will be writing a monthly column for the next year. In the future I will discuss current topics important to the MCA. For now, let me introduce myself.

I would be classified as a BWCA cruiser with fifteen years experience. My MCA membership spans six years and I am a charter member of the North Brigade. I have built Guide and Explorer canoes for five years. Somewhere in there I worked on a "Thirty Footer."

The past two years I have held the treasurer's position. The title, Chancellor of the Exchequer is flashier, but they wouldn't let me change it.

My goals as President are simple, but important: 1) increase membership by twenty-five percent, which should be less difficult with the new builders book being completed in January, 1978; 2) increase membership involvement in current activities; and 3) develop more social events.

Please contact me anytime for assistance or information. I know who can help, if I can't.

T. B.

Wilderness Camping

canoe Magazine

This is a special offer just for Minnesota Canoe Association members. Because we are the third largest canoe association in the world, because many of our members are widely respected, imitated, and envied for their abilities in the sport, and because your tireless Executive Secretary asked for them, the two best magazines covering our interests have offered special subscription rates to our membership.

The offers are:

Eight issues of CANOE for $5.95

Six issues of WILDERNESS CAMPING for $4.50

These rates are good for new or renewal subscriptions Send your check, payable to THE MINNESOTA CANOE ASSOCIATION, to:

MCA
P.O. Box 14177
University Station
Minneapolis, MN 55414

Please include on a separate card your complete address, including zip code.



CALENDAR OF EVENTS

DECEMBER 8, THURSDAY

Voyageur Chapter Christmas Party at the home of Don & Joyce Busch, 876 Delaware Ave., St. Paul. Please call Joyce at 222-5760 if you plan to attend.

January Activity Meeting: Wednesday January 18 at 7:30 at Van Cleve Park Activity Building. Slides on Pigeon River Trips.

CONSERVATION

by Brian Patterson

Conservation is not the main purpose of the MCA, but a solid program can pay off in satisfaction, improved canoeing, and good publicity for our association. I believe that we have two main obstacles facing us: lack of adequate participation by our members on behalf of the MCA, and lack of clearly defined goals. I am presenting a few of my ideas for your reactions, and I solicit further suggestions from interested members.

A. We should propose and work on a project for the benefit of canoeing in the Twin Cities area. Creation or improvement of a launching area or a clean-up project are possibilities. I need project suggestions, and a person to help plan the project finally selected. I also need suggestions of sources of funds for such a project.

B. The Minnesota DNR encourages and values citizen participation in its workings. We should make an effort to know what they are thinking and doing at all times, and be ready to express our own ideas. I need the cooperation of our members with contacts in the DNR to maintain active communication.

C. Many canoeable waters are controlled by county or local governments, or by private owners. If anyone knows of areas where access to waters could be improved, or where facilities are needed, please bring these areas to my attention so we can contact the proper agency. In some cases, public access exists but is not well known. With the cooperation of just a few of our members, I could make the introduction of a new launching area a regular feature of HUT.

D. We should continue to watch the efforts of conservation groups, and give them our support when warranted. This support could be financial, cooperative publicity in HUT, or simply the encouragement of direct involvement by our members as individuals.

These are only suggestions, words on paper to be read by a few people. They mean very little without action, action from many concerned people. If you would like to add your name to the list of people who will help me during the next year, please call me. If you have related ideas, or comments on my suggestions that you haven't been able to act on yourself, please let me know. With a little effort, we can do a lot of good.





HULL SPEED

by Bob Brown

What is hull speed? This is the maximum speed that a displacement hull can travel thru the water. This speed is directly related to waterline length.

An 18 footer for an example can travel at 5.7 MPH while a 12 foot boat can only go 4.68. Why?

Any displacement hull makes a bow and stern wave. These waves increase in height as the speed increases. When the waves build to the right height they link together into a set of waves. This set of waves can be forced thru the water at a predetermined speed directly related to the distance from crest to crest.

A displacement boat becomes trapped between it's bow and stern waves. In order to go faster much more power is required in order to break free of the stern wave and plane.

When a boat begins to plane the bow rises and the bow wave moves back on the hull, the boat is continually trying to climb over it's bow wave. No amount of additional power can make a hull clear this wave although the wave can be moved thru the water at quite high speeds.

The power requirements for a planing hull multiply rapidly as speed increases thereby limiting the speed of a man powered boat to very slightly above hull speed.

How fast can a canoe travel? Racers will reach speeds around 7.5 MPH. This is the same speed that traps a 30 foot sail boat.

These hull speeds are related to waterline length not overall length. Ever wonder why the vertical stem and stern on a racing canoe?

On a kayak with a 12 foot overall length it is not uncommon to see a full third of this length above the water. What is the hull speed of a 8 foot hull– that's easy, 8 x 1.35 = 3.8 MPH. Now you know why these little craft always seem to be flitting about on top of the water.

For me with my 18 foot Explorer, 5.7 suits me fine.

END OF THE SEASON

by Allan Button
Reprinted from March 1969 "HUT"

Looking out through the snow it seemed more like a sleigh ride than a canoe trip. After a busy season of competition, building and moving to a new house I wasn't going to let a little snow deter me from taking one cruise, just for fun, before winter closed up the waterways. One thing or another delayed the cruise until long after the leaves had fallen. The deer hunting season was here and starting from St. Paul at 4:30 a.m. to "beat the traffic" and get an early start put me right in the middle of the rush hour of hunters going up for one last try on the last day of the season. The further north we went the more it snowed and finally, as the last deer hunters were left behind and I crossed over the St. Croix at Danbury there were five inches of the slippery stuff on a deserted highway. Leaving the bicycle at the bridge for the return trip, I slipped and skidded another twenty seven miles east on Highway 77 to the bridge over the Namekagon. By daybreak the canoe was loaded with two changes of clothes in waterproof plastic bags, a hearty lunch of stew, extra paddles, matches, and a first aid kit. These were put in the bow, since I hadn't been able to find anyone else crazy enough to come along on this trip.

The river and the scenery were beautiful, like a photograph of a rural scene taken with black and white film. The smallest branches had a one-inch frosting of soft snow and even the many coniferous trees in the area which would usually add color to the scene were completely buried under impossible looking mountains of white. The river and tree trunks provided a stark black contrast to the snow. The whole forest was almost frighteningly still.

A lone bald eagle observed my approach as long as he dared, then soared off to a safer tree, still in sight but farther down the river. The snow continued to fall, first in big soft flakes and then more slowly in small needly crystals; finally as the weather warmed, it turned to a misty rain, with a little hail to relieve the silence now and then.

The canoe knifed along at a brisk pace through this peaceful scene for two reasons. Even with rubber gloves, the only way to keep hands warm in that weather is to exercise them vigorously. They go quite cold if I relaxed too much while enjoying the scenery. Too, the daylight would last only nine hours; with a one-hour stop for lunch that left some forty miles to be covered in the remaining eight hours. The distance was covered by dark—barely.



COLOR CRUISE – OCT. 1, 1977

by Chuck Alberg

After weeks of rain and overcast skies, the clouds disipated and the sun came out to shine on the MCA Color Cruise.

The water was high and fast, even the wind was at our backs. If the temperature had been warmer, it would have been too warm, if it had been any cooler it would have been uncomfortable. It was PERFECT!

With our cars shuttled, about twenty canoes, (ranging from kayaks to the thirty foot Voyager canoe) pushed off at Interstate Park. One hour later we were at Osceola, where we enjoyed a long, leisurly lunch complimented by talk and admiring the many canoes.

From Oseola the trip was highlighted by many short races, all of which were won by the Voyagers crew of six hardy paddlers. Several decisions were disputed however.

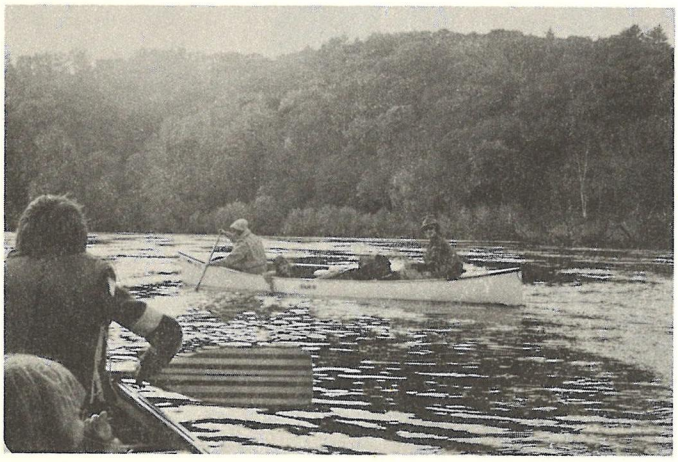


Photo by Bob Brown



Photo by Bob Brown

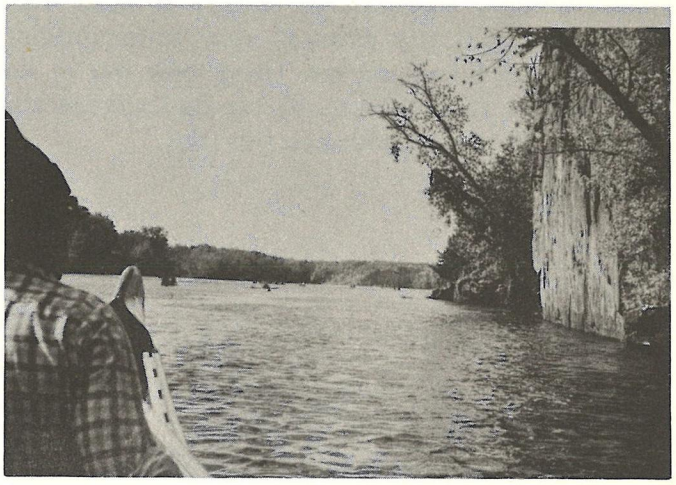


Photo by Chuck Alberg

On a side trip in one of the many backwaters along the St. Croix, the Voyagers successfully managed to maneuver their magnificent five foot wide hull, through a channel of water three feet wide and only inches deep. Was it Lew Miller's skill as a sternsman or was it just blind luck?

Refreshments were served by the Voyagers to any canoe who dared to venture close enough to get it. We were on our best behavior – we only rammed one canoe.

Mother Nature co-operated fully with the MCA and gave us the best of her colors to make our Color Cruise as beautiful as it was enjoyable to all those present.

The total time for our cruise to O'Brien State Park was about four hours – Distance fourteen miles.

BUILDERS CONTEST OCT. 1, 1977

by Chuck Alberg

Following the Color Cruise, forty-one people assembled to judge the twelve entries in the MCA Canoe Building Contest.

Although all the entries were first place material, only one in each class could emerge as a first place winner.

In the Wood Strip Cruising Class there were eight entries. First place was won by Paul Sandanger of South Minneapolis.

Paul's canoe was a highly polished redwood and spruce hull with a walnut figure of a dove set into each side of the bow. The caned seats and thwarts laminated of redwood, spruce and walnut also added to the beauty of his canoe.

Tied for second and third place were Steve Zapf of St. Cloud and Ardel Gorman of Austin.

Fourteen year old Steve built his canoe of redwood with pine accent strips. His seats were caned and the carrying yoke had padded blocks covered with black vinyl.

Ardels canoe of redwood and spruce was enhanced with walnut decks. The seats were made of nylon cord woven to the frame.

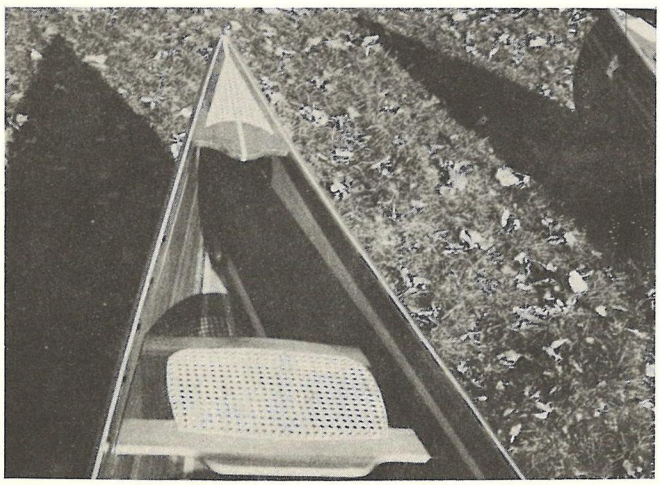


Photo by Lew Miller



Photo by Chuck Alberg

Larry Johns of Roseville set a new MCA record by winning first place awards in three different classes. Larry's entries won first in the Long Distance Racing Class, Fiberglass Hull Cruising Canoe Class, and the Decked White Water Canoe and Kayak Class. Because of no more entries there were no second or third place winners in these classes.

In the New Design Class, James Kerfoot of River Falls, Wisconsin had the only entry. His canoe, a one man, twelve foot, twenty-five pound canoe, appeared to move along very well on the Color Cruise.

There were no entries in the Restored Classic Class.

A silver cup will be awarded to the first place winner of classes of six or more canoes, all other winners will receive certificates.

Now it's back to the drawing boards for all those who have been bitten by the "Canoe Building Bug", to get a new canoe ready for next year.

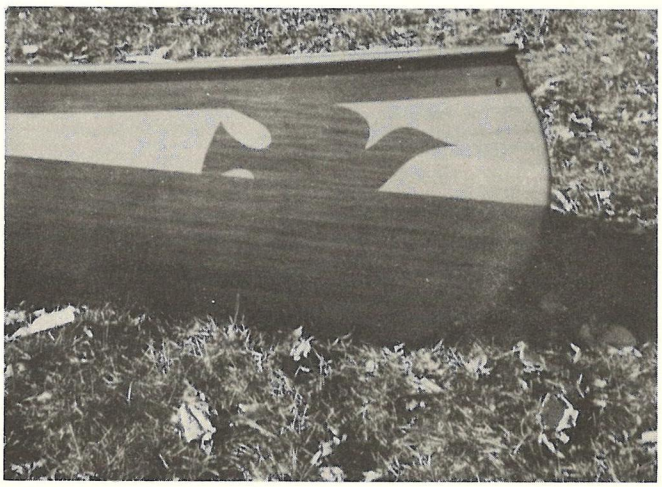


Photo by Lew Miller

THE CASE FOR PEOPLE POWER

by Dyke Williams

Twenty years from now, most of us will work at a moderately specialized job (at home, connected to the firm by phone and computer terminal) four or five hours a day. Another four or five hours will go into raising, growing, storing, making and repairing most of the things we consume. When I made my first vest I figured that if the zipper went up and down and it kept me warm then it was perfect. My first big kit was an iceboat. It isn't quite as fast as the factory/technology boats available, but I built mine to be rugged and last awhile and it's still in one piece after six years.

If I could give all of our kids just one thing, it would be opportunities to demythologise the cult of the expert. It's not hard to get the feeling in life that it's all being done TO you. Yet if our kids learn (by doing) how to write something and get it printed, to sing and play their OWN music, to repair their own gear, to take themselves cross country skiing—then they will know something about "coping".

And coping is the name of the game. It's being able to apply vast amounts of common sense and modicum of specific information to the solving of a problem. The alternative is "survival", which always implies "how-to-wait-for-help AFTER you have allowed the situation to get out of control—basically a defeatist approach. Knowing how to cope prevents almost all survival situations, and greatly improves one's ability to survive if it comes to that. More on this later.

Sound radical? Not meant to . . . I'm simply bucking for all of us—especially our kids—to do many things for OURSELVES. Moreover, that means learning to do enjoyable things that require very little in the way of equipment or conventional comforts. I like to see folks get out on snowshoes and cross country skis specifically because then they are dependent on their own energy and abilities and NOT on artificial, outside or mechanical aids. I hope to see the revival of afternoon trips by ski, snowshoe, bike, sailboat or canoe to friends houses—you know, real honest-to-gosh "visits"!

Many of the fine old ways are now worth a second look—they might be really fun for us today. I hope to see more skatesails on the lakes each winter. They've certainly grown in numbers and fans since we've lived here. I hope to see more families tapping their maple trees each early spring. It's fun to do (in an otherwise awkward season): you can make fantastic syrup right on your stove and it proves to the kids (if you let them be involved) that not EVERY—THING comes from a factory.

Sailing is great because YOU have to put up with how the wind wants it to be—a very good, leveling experience (like driving a VW van over the Rockies—you go at ITS speed). Boats bring folks together, all working on one project—a nice way to see your friends. Canoe trips are one of my favorite ideas, because when it rains everyone gets wet (even daddy)

All of these learnings by experience (the jargonese is "experiential education") help set the stage for making other, close-to-home decisions. We have, right now, the opportunity to grow, make, fix and do our own. We have new pioneer days ahead, when we'll be called upon to act, consume and replenish WISELY. There is a certain amount of PRIDE involved, and that's usually a warming thing all by itself. Maybe it will be said of us in 20 years that we are at a balance, that we are going in peace.

A Passion for Craftsmanship

Our maritime heritage finds roots in the arts of the boatwright. His eloquent blending of form and function inspires our present and future.

As artisans, young and old, emerge to carry on these traditions, WOODENBOAT provides the assistance, inspiration, humor and consolation in the pages of the most handsome and contemporary magazine in the field. Ranging the coast of the world's continents in search of the finest material, we've covered subjects from building a traditional dory to finishing a Venetian gondola; from constructing an 1812 Baltimore Clipper to understanding the future of cold-molded racing craft; from traditional iceboats of the Hudson River to lateen-rigged Feluccas of San Francisco Bay. In short, we share knowledge, skills, and a reverence for things natural, and we'd like to share them with you. Subscriptions are $12 for six issues U.S., $13 Canadian, (1 year) and sample copies are available at $3.00 each.

WOODENBOAT brings to our coasts what the first boatwrights brought: A sense of tradition and a passion for craftsmanhip. Subcribe today and see for yourself. WOODENBOAT, P.O. Box 78-ECFX, Brooklin, Maine 04616.

WoodenBoat

INCIDENT ON THE BAPTISM

by Greg Breining

Henry Kinnucan doesn't approach things timidly. From where I am standing at the top of Two-Step Falls on the Baptism River, he appears to be a locomotive, his arms and shoulders working like pistons and push rods, driving his tiny lightweight sneakboat forward. Kinnucan doesn't paddle. He climbs through the water hand over hand.

Two-Step is a misnomer: there are three steps. But the three-foot ledge in the middle is dwarfed by the sheer 10-foot waterfalls at the head and tail of the rapids. Two days ago, when we first ran the river, Two-Step was difficult. Today, with higher water, it makes sweat come to your brow.

Kinnucan hits the side curler that marks entry to the first falls. But the wave, more powerful now, hits back, driving him a yard to the left, where he dives over a small ledge. The bow of his kayak breaks. His boat twists sideways and slides to the lip of the waterfall. Another wave or rock now catches him amidships. His boat twists again and plunges straight down the face of the falls, slicing deep into the frothy hole at the bottom of the drop. I count three. Kinnucan and his boat are still underwater.

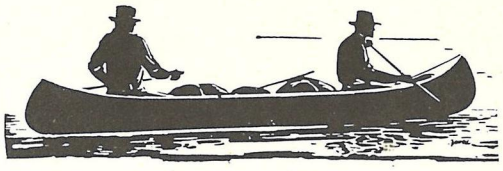
The boat surfaces 20 feet downstream. Kinnucan is in the midst of a roll. The bow barely pokes above the surface. The stern is filled with water. Kinnucan, only his head and shoulders showing, paddles hard for an eddy as he tumbles over the small ledge. He bails out and swims for shallow water. The boat slides over the second big falls and drifts into the rapids beyond.

Freak occurances have plagued us during our two trips down the Baptism that week. The river is difficult, but except for Kinnucan's mishap, many incidents occured in surprising places.

Our first day on the river, Jim Rada runs the left channel of the small drop below Confinement Canyon where his boat is firmly pinned until he climbs out and removes it by hand.

Entering the hole below House Rock Drop, Rada is again stuck, hemmed in by the rocks on each end of the hole. He swims again.

At Two-Step Falls, John Wexler elects to portage the first falls and run the second. He sets his boat on an outcrop next to the river and climbs in. Rocking forward, he slides into the hole at the bottom of the three-foot ledge, nearly flipping. We wait for him below the second big falls. Letting out a yell that might attract packs of wolves from 10 miles away, Wexler plunges over the second falls, flipping while doing a popup in the hole.



After Two-Step, the Baptism runs through class II rapids and then comes the Cascades. The Cascades is sneaky. The rapids gradually gets tougher and the canyon walls more pronounced until the river narrows to half a boat length and you plunge into a monstrous hole and, if you're lucky enough to come out of the hole, over a 40-foot waterfall that splits around a big rock.

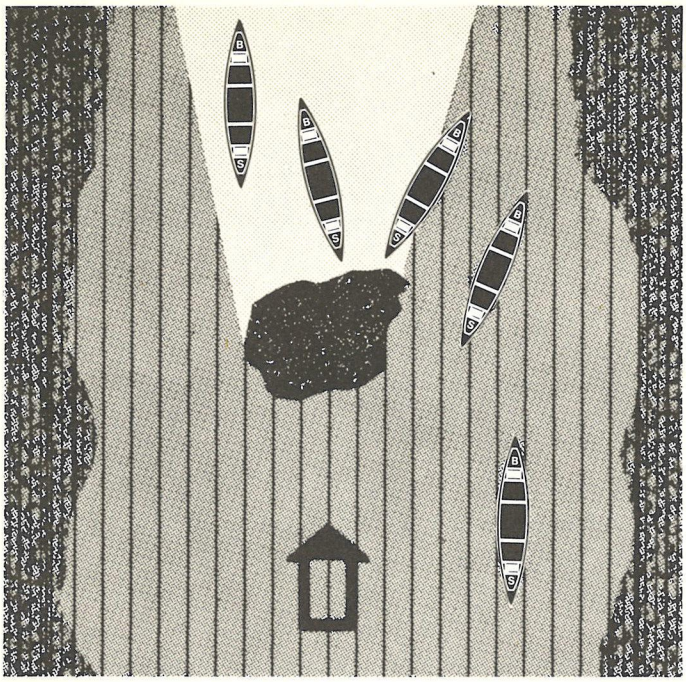
Jim Pedginski is approaching the Cascades where the rapids get tougher and the canyon walls steeper. Suddenly he loses control of his kayak. As his boat flies uncontrolled through the pounding water and crashes into the canyon, Pedginski's leg is crushed by the rugged igneous rock that confines the river. His boat sails over the waterfall. . . . .

(Such description is deceiving. Actually, Pedginski was portaging the Cascades along a sloping ledge when he fell. His boat slipped into the river and went over the Cascades. Pedginski suffered a broken kneecap. He asked me to write it to make it sound like there was some excitement in his life.)

We splint Pedginski's leg with slabs of wood and gray tape. Carefully organizing our rescue, Tom Aluni Rada and I race down the river to call the rescue squad. We run Hole in the Rock and Bridge Steps blind. I get stuck in a hole below Bridge Steps. Extracting myself, I find I can't roll because I have slipped out of my boat. Only my knees are hanging onto the cockpit rim. Upside-down, I climb back into the boat. Rocks are hitting my helmet. Suddenly they stop hitting me and are sitting stationary by my face. I bail out and leave my boat where it is pinned against several boulders.

In town, we call the rescue squad. Sheriff's cars begin arriving. An ambulance pulls up. The Silver Bay rescue squad comes in a 30-year-old pickup truck with a boat tied to the top. This is the biggest thing that has happened on the Baptism River since a woman fell over 80-foot High Falls and broke her arm. Men run into the woods to find Pedginski. Bent over a stretcher, sweating, we haul him out an hour later. They take him away in the ambulance.

Watching the ambulance pull away, I wonder: does Pedginski realize he has left his brand-new $6,500 van the the hands of maniacs?





Using eddies

Eddies are nature's gift to the canoeist. They provide excellent places to rest or to bail water from a half-swamped canoe. Eddy turns are the quickest way to stop in swift current. Although eddy turns require skill that comes only with practice, that practice may prevent a crisis if you're running difficult water.

There are two ways to enter an eddy. The easiest is to back ferry into the eddy after passing the obstacle that creates the eddy. Begin backing into the eddy as soon as you've passed the rock, or you'll find yourself hopelessly far downstream. Leave the eddy by paddling out its downstream end.

The second method, the eddy turn, is quicker and flashier. Drive diagonally across the eddy line (the boundary between the eddy and the downstream current), nearly shaving the rock or ledge that causes the eddy. The bowman (paddling on the inside of the turn) pulls the canoe into the eddy with strong draw strokes. The sternman (paddling on the outside of the turn) uses a series of draws or sweeps to bring his end of the canoe around. The gentle upstream current of the eddy coupled with the strong downstream current will snap the canoe into the eddy facing upstream. Just as a cyclist must lean his bicycle on a sharp bend, both canoeists must lean heavily to the *inside* of the turn to avoid being flipped by the centrifugal force of the turn.

To leave the eddy, the canoeists paddle upstream at an angle until they cross the eddy line. The bowman then pulls the bow downstream with draw strokes while the sternman sweeps or draws on the upstream side. Again, the current will quicken the turn and the paddlers must lean to the inside of the turn. It is also possible to forward ferry out of an eddy and across the river or into another eddy.

Paddlers, of course, should plan eddy turns in advance and paddle on the appropriate sides.

BOOK REVIEW — A GATHERING OF WATERS

It took longer than expected to get "A Gathering of Waters" printed, but the wait was worthwhile. The Minnesota Department of Natural Resources new guide to the state's rivers is an absolutely beautiful book both for its pictures and its text. One of the authors, Greg Breining, is an active river runner, a member of the MCA and its Cascaders Chapter – his love for fast water shows.

The book begins with general information on canoeing, teaches a good basic lesson about such things as chutes, eddies, souse holes and other features of a river, then handles the rivers. The illustrations and text above are from the early pages of the book.

Minnesota Rivers are the real stars of the book and they are handled fully, carefully, and with tenderness. Everything a canoeist really needs to know is given and if that canoe person is also "hooked" the fish facts are there too. I've never seen better river maps anywhere. The photos, many in color, are very well done and do take the place of many words. And the brief historical background puts the reader in touch with loggers, trappers, and early river rats.

It's a great book. Buy two. Give one away.

L.M.

LETTERS FROM THE MEMBERS"

Dear Lew:

I challenge you to publish this letter in an upcoming issue of HUT!

I have been a member of MCA for the past several years. I joined the organization, as most people do, to get information about canoeing. The primary source of information is HUT! Although I have not seen it published, it is my guess that the MCA membership count has decreased in the past two or three years, roughly paralleling the lack of quality that we continue to see in HUT!

With an annual membership of $8 and only six issues of the magazine appearing each year, this works out to $1.33 per issue. This makes it an expensive magazine. The September issue only contained 12 pages including the cover so that's over $.10 per page. There was only one major article in the magazine. If you compare this issue to an issue three, four or five years earlier, you will see we are going downhill.

We need a magazine with more articles that are of interest to our membership. This can be accomplished if the officers and directors of the MCA SPEND SOME MONEY.

About three years ago the MCA published it's financial statements and at that time had over $10, 000.00 inassets, most of which was cash. Although I have never seen a financial statement since, it is my guess we are still hoarding a large amount of money. I did not join the MCA to start a savings plan.

Let's pay an editor about $500 a year to put together a quality magazine. Let's pay for articles when they appear. The amount for each article could be $25, $50 or even more depending on length. Assuming we do have a large amount of savings, it should not take long for us to re-establish a first rate publication. Our membership will then begin to grow and we can easily pay for the additional expense the quality magazine requires. It's possible we could even produce the magazine without a deficit.

I request that you publish three items of information that the MCA membership deserves to know:

1. Indicate the number of members we have had in each of the past five years.
2. Publish our financial statements for the past three years or at least tell us how much cash is available.
3. If you can't sink money into the magazine, then publish a reason why.

I realize I'm doing a lot of complaining and personally I have not made a very significant contribution to the organization. I have a lot of respect and very much appreciate the work done by the officers, members of the board and all of the other volunteers. Regardless of their personal efforts, as I see the MCA, if we don't get the publication in order we are in trouble. Spend the money that I believe we have and the organization can again start to fulfill it's important objectives.

Sincerely,

Rick Gustafson
10009 Oxborough Road
Bloomington, MN 55437

Dear Rick,

Thanks for the letter. You are speaking about the same problems that brought the Board to create the Executive Secretary spot. I can't answer your financial and membership questions yet, but will next month. Your observation that a regular, interesting HUT is vital to our membership is correct. However, we had to learn that the hard way.

As Executive Secretary, I promise that HUT will be regular and will improve. The Board will be considering the question of pay for articles at their November meeting — I agree that some payment would improve the chances of putting out a good HUT.

Keep writing Rick — maybe we can pay you for a major three page article soon!

L.M.

Dear HUT Editor,

I, having served as head of the Blue Earth River's Canoe Club for 35 years, the Mankato figure skating club for 10 and Skihaven ski area since 1938 have often wondered how anyone could take on a job for "free" such as the membership and HUT editor positions of the Minnesota Canoe Association.

Really a load! It deserves more than a "thank you" — if one gets that much. So I say yes to the questionaire, by golly, and I will gladly contribute my share as compensation to those of the Association for the good work past, present and future.

Harvey L. Anderson
"Who once saved $15,000.00 by buying a canoe! Others can do likewise."

Dear Harvey,

Thanks for the support. Many MCA members felt the same way and the Board has selected an Executive Secretary. Sometime you'll need to tell us how to save fifteen thousand!

L.M.

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.

FOR SALE–

MCA Resin and Fiberglass cloth
Polyester resin with catalyst . $7.75 per gallon
4 oz. cloth, 50" wide. . . . . $1.60 per yard
7½ oz. cloth, 50" wide . . . . . $1.70 per yard
7½ oz. cloth, 60" wide . . . . . $2.00 per yard

Rules for purchase: Call ahead and schedule pick-up time. Payment by check or money order to Minnesota Canoe Association. Bring a valid membership card.

DEPOTS

Bob Brown	432–7557	Apple Valley
Don Busch	222–5760	St. Paul South
Walt Jones	488–4570	St. Paul North
Betty Ketter	561–2208	North Minneapolis

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

FOR SALE Mad River Explorer canoe, ROYALEX, 16 ft. with solid maple old town yoke, extra thwart, knee pads glued in, cane seats, ash gunnels, the works. A super white water boat . . very maneuverable. Excellent condition $400 firm. . . . . .Cliff Jacobson–437-7497

FOR RENT Molds. Call Al 488-9621, Larry 533-6734, Bob 331-5284, George 825-0711 or Bob 331-5634

FOR SALE – The MCA has epoxy ($13.00 per gal.) and 66" Nylon (1.65 per yd.) for sale. Call Larry Johns 633-6734 and remember your membership card.

FOR SALE – 17 foot explorer model canoe of redwood. Caned seats. Built by shop classes at Minnetonka High School. Proceeds from sale go to equipment fund. $350.00. Call Jerry Cox 474-5965 ex. 77.

NOW AVAILABLE:

BILL KLETT'S SIGHTSEEING GUIDE TO CENTRAL MINNESOTA
2nd edition, 58 pages

98 cities and places, including
Twin Cities and Duluth; map;photos

1.50 each from author
$1.25 to MCA Members

Bill Klett
Box 387
St. Joseph, Minnesota 56374

MINNESOTA

Discovered by the Voyagers–
CANOE IT YOURSELF.
SAWYER–WINONA–JENSEN
CADORETTE–CLEMENT–SAWYER–
BENT–Quik-N-Easy, Omega, Seda

Ch. 19-22
"Canoe Lady"



CANOEING

Canoes, Paddles, Accessories, Sales & Rentals.

Send me a card telling about your canoe trip, where you went, time, water level, put in and take out, and if someone in the area helped you (cost, name, address, phone). In return I will have the card on file, so when you call the next year to ask for the name etc. I will have it for you and our river rat friends.

Betty L. Ketter – 101–79th Ave. N. Mpls, MN 55444.

Send for free catalog

MINNESOTA CANOE ASSOCIATION
HUT AD RATES

1" 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

Your ad will reach over 1500 avid outdoor type people who ski, fish, canoe, hunt and sail. Over half of this number live in the Metro Minneapolis and St. Paul area, another fourth throughout Wisconsin and Minnesota, and the rest all over the nation. Let HUT help you sell your product or service.



Call of the wild!

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-1 U.S.C.A. JENSEN
17' – We-no-nah
18' – JENSEN U.S.C.A. standard
18½ – 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

THE BWCA NEEDS YOUR HELP NOW!

We are disappointed that Congressional action on complete wilderness protection for the BWCA has been so slow, but we expect a great victory in 1978!

Project Environment, the lobbying arm of the Sierra Club, has dedicated an immense amount of volunteer and professional time and effort to the passage of such legislation, but we must intensify our efforts now. At this critical time we must reach out for financial help to save the canoe country.

Please send a gift today. It will be an investment in Minnesota Wilderness for future generations.

You can count me in as a supporter of Project Environment!

☐ Enclosed is my contribution of:
☐ $10 ☐ $25 ☐ $50 ☐ $75

Other $_____

_____
Name

_____
Address

_____
City/State/Zip

_____
Telephone

MINNESOTA CANOE ASSOCIATION
P.O. Box 14177
University Station, Minneapolis, MN 55414
Executive Secretary: Lew Miller
Phone 612-784-7667

Bulk Rate
U.S. POSTAGE
PAID
Permit No. 615
Minneapolis, Minn.

TO:
The most indispensable
person in our Association –
A MEMBER

1977–1978 BOARD OF DIRECTORS – MINNESOTA CANOE ASSOCIATION, INC.

PRESIDENT
Tom Babcook
633-9323
2516 Snelling Curve
Roseville, MN 55113

VICE PRESIDENT
Dan Busch
222-5760
876 Delaware Ave.
St. Paul, MN 55107

SECRETARY
Barb Babcook
633-9323
2516 Snelling Curve
Roseville, MN 55113

TREASURER
Darrell Foss
432-1566
13652 Ferris Ave.
Apple Valley, MN

CONSERVATION
Brian Patterson
521-4804
5000 Hampton Road
Golden Valley, MN 55422

CRUISING
Roger Geis
784-4612
520 Dover St. N.E.
Fridley, MN 55432

BUILDING
Bob Brown
432-7557
12936 Galaxie Ave.
Apple Valley, MN 55124

LEGAL
Frank Mabley
699-3619
2159 Juliet Ave.
St. Paul, MN

EDUCATION & SAFETY
Wayne Kurth
457-4288
2045 Christensen
West St. Paul, MN

LIASON
Jan Kronholm
335-1911
115 Bedford S.E.
Minneapolis, MN 55414

VOYAGEUR
Jim Jahnke
699-8053
1804 Sargent Ave.
St. Paul, MN 55105

MARATHON
Chris Berne
929-5714
5057 Ewing Ave. S
Mpls., MN 55410

CASCADERS
John J. Wexler
721-3806
3012 South 14th Avenue
Minneapolis, MN 55407