HUT! MINNESOTA CANOE ASSOCIATION

AUGUST 1979

Calendar of Events

July

28 Sat., 12:00 noon: Glenwood Waterama Canoe Race and Social Gathering (2 hours). Call Betty Ketter, 561-2208.

28-29 Sat.-Sun., 9:00 a.m.: Scenic Namekagon River near Danbury, Wisconsin. Drive east from Danbury about 19 miles on Highway 77, to the Namekagon bridge. Go one more mile to Burien Road, turn right, go to the end of Burien to the Old Howell Bridge Campground. Arrive Saturday by 9:00, or camp there Friday night. Call Walt Jones for details (488-4570).

29 Sunday: Wascott Cross Country Run and Canoe Marathon; Men's, Mixed, Women's Doubles; Cash Prizes. (Near Minong on U.S. 53 in Wisc.) For information: Wilderness Way, Box 176, Wascott, WI 54890 (phone (715) 466-2635).

28-29 Peshtigo River Race. Peshtigo Jaycees, P.O. Box 1, Peshtigo 54157.

August

2 Thurs., 7:00 p.m., Minneapolis Public Library, 300 Nicollet Mall, Room 310, Downtown Minneapolis, refreshments will be served: Mr. Steve Thorne, Deputy Commissioner of Natural Resources (DNR) will present DNR position on the suit recently initiated against the U.S. Dept. of Agriculture. The purpose of this suit is to demonstrate whether the state or the federal government has sovereignty over the state surface waters in the BWCA.

Early Aug. Ausable River Marathon—16 hours, nonstop. Grayling to Oscoda, Michigan, $4,000.

4-5 Saturday: Old-Timers' Cruise. Call Larry Johns (633-6734).

4-5 Midwest Slalom Championship & Junior Masters Nationals at Wausau. Contact Bob Schuetzler (331-5284).

5-10 Open Canoe School: Wolf River Lodge, Inc., Steed's, White Lake, WI 54491, (715) 822-2182.

8 MCA Board Meeting, HUT! assembly, and nominations for elections. Brian Patterson's, 500 Hampton Road, Golden Valley (521-4804).

10-12 Fri.-Sun.: Grand Portage Rendezvous: Join the Voyageur Chapter to canoe on Lake Superior in the Voyageur canoes; watch the Indians dancing in full costume at the pow-wow. Call John Wheeler (633-6500).

13 Cascaders Board Meeting. Jim Romach's place (771-0694).

14 Tuesday: Cascader Newsletter Meeting at Jess and Maggie Fauchier's. Fun begins at 7:00 p.m. Note meeting is on Tuesday, because Jess and Maggie's 10th anniversary is on Wednesday. Congrats, Jess and Maggie.

About 17th Minnesota State Fair Canoe Building Contest. Call Bob Brown (432-7557) or Roger Geis (784-4612).

16-18 Thurs.-Sat.: The Pas, Manitoba, Canoe Race. Three days, $3000. Call Karl Ketter (636-8116).

18-19 Wisconsin River Race. Fritz Hansen, 10922 58th Road, Union Grove 53182.

19-24 Open Canoe School (see Aug. 5-10 above).

25-26 Cascader General Meeting on Vermillion River. Paddle it and find out why they call it the Vermillion. Contact Dave or Bev Blinde (823-3362) for details.

25-26 Saturday: Minnesota River Conservation Cruise (see article inside).

24-26 Fri.-Sun.: Mt. Laurier, Quebec, International Classic de Canot de la Tiviere, $8,000 purse, three days.

September

1-3 Sat.-Mon.: Shawinigan, Quebec, International Classic de Canot de la St. Mauricie, $20,000 purse, three days.

8-9 Sat.-Sun.: St. Croix Slalom, Bob Schuetzler (331-5284).

12 MCA Board Meeting, John Wexler's, 2923 South 16th Avenue, Minneapolis (722-7069).

15-16 Clinic and boat tryout at Taylor's Falls. Call Bob Schuetzler (331-5284).

29 Saturday: Basic Canoeing Instruction. Bring your own boat. Showboat Landing, University of Minnesota. Call Jim Shinners (291-6789).

29-30 Last Ditch Slalom. Call Bob Obst or Bob Schuetzler (331-5284).

October

27 Saturday: Annual Banquet. Cruisers, Racers, Duffers, Wilderness Lovers—plan ahead now! More information in September HUT!



WANTED BY THE MCA BUILDING DIRECTOR FOR 1979-1980

ATTENTION ALL BOAT BUILDERS

The fourth annual Minnesota State Fair Canoe Builders Contest will be held at the Creative Activities Exhibit Building on the State Fairgrounds. The judging will be held at 7:00 p.m. on Friday, August 17.

REGISTRATION METHODS:

1. In person at the Exhibit Building on August 14, 15 from 10 a.m. to 7 p.m. and Thurs., Aug. 16 until 12 noon.
2. By mail or telephone to:
   Roger Geis, 520 Dover Street Northeast, Minneapolis, MN 55432 (Phone 784-4612)
   (Only through Tues., August 14th.)

Registration Information Needed:

1. Name, Address, Zip Code, Telephone Number
2. Lot No.
3. Boat Description (kind, size, material, etc.)

Register In:

1. Lot No. 583 Wood Strip Open Canoe
2. Lot No. 583A Any other type of boat and material

THERE IS NO ENTRY FEE REQUIRED.

All canoes entered must be received by time of judging. The top four canoes in each class are to remain on display for the duration of the Fair. All others are to be removed as soon as possible after the judging is completed.

1978-79 BOARD OF DIRECTORS
MINNESOTA CANOE ASSOCIATION

Executive Committee

President	Karl Ketter 636-8116	1957 Lake Roseville, 55113
Vice President	Walt Jones 488-4570	832 W. Idaho Ave. St. Paul, 55117
Secretary	Dan Busch 222-5760	876 Delaware St. Paul, 55107
Treasurer	Darrel Foss 432-1566	13652 Ferris Ave. Apple Valley, 55124
Membership	Terry Scully 425-0238	10868 100th Place N. Maple Grove, 55369
Publications	Joe Conrad (715) 425-2818	420 East Spring River Falls, WI 54022
Legal (3 Year)	--	--

Activity Committee

Cruising	Brian Patterson 521-4804	5000 Hampton Rd. Golden Valley, 55422
Building	--	--
Conservation	John Wexler 722-7069	2923 S. 16th Ave. Minneapolis, 55407
Education & Safety	Jim Shinners 291-6789	429 Grand Ave., #1 St. Paul, 55102
Program & News	--	--
Volunteers (3 Year)	--	--

Chapter Committee

Liason (3 Year)	Jan Kronholm 645-1263	364 Cretin Ave. St. Paul, 55104
Cascaders	Larry Johns 633-6734	2936 N. Simpson Roseville, 55113
Long Distance Racers	Chris Berne 929-5714	5057 Ewing Ave. S. Minneapolis, 55410
Voyageurs	John Wheeler 633-6500	2690 Huron St. Roseville, 55113
Desert (Austin)	Ardell Gorman (507) 433-7465	810 10th Ave. S.W. Austin, 55912
3M	Keith Coad 733-9399	6958 N. 10th St., #204 Oakdale, 55119
Hiawatha	--	--
Minnesota Valley	Bob Brown 432-7557	12936 Galaxie Ave. Apple Valley, 55124

Vacancies filled by vote of the Board of Directors. If interested call Karl Ketter (612) 636-8116. Except where noted, all addresses above are in Minnesota.

President's Message

WHY THE MCA?

The mission of the MCA was formalized when the group incorporated as a not-for-profit recreational and educational organization in the mid '60s. The mission of the MCA remains today:

ARTICLE I. NAME. The name of the corporation shall be "Minnesota Canoe Association, Inc."

ARTICLE II. PURPOSES. The purposes for which the corporation is organized are to unite in common organization those persons who are interested in all phases of recreational canoeing, professional and amateur canoeing racing, canoe camping, and related activities; to formulate and maintain standards for the guidance of members and others interested in canoeing; to exchange information about canoes, canoe equipment, rivers, lakes and other waterways, campsites, and other matters of common interest to members; to promote and encourage conservation of wilderness, waterways, and campsites and such other matters as will maintain and improve conditions for canoeing; and to do any and all lawful acts and things and to engage in any and all lawful activities which may be necessary, useful, suitable, desirable, or proper for the furtherance, accomplishment, fostering, or attainment of any or all of the purposes for which the corporation is organized, and to aid or assist other organizations whose activities are such as to further, accomplish, foster or attain any of such purposes.

The objectives of our group will change and grow as Minnesota's canoeing changes and grows. Today, the objectives of the MCA can be summarized as:

- To publish the monthly news of canoeing and kayaking done in Minnesota and elsewhere by Minnesotans.
- To be a voice that the public and government can hear concerning clean and free-flowing waters.
- To supply equipment, materials and services to member paddlers that commercial outlets ignore or can't supply.
- To make available to interested people the numerous and various types of paddling experiences.
- To promote and coordinate the growth of competitive events in order to develop and improve all phases of canoeing and kayaking.
- To share with the novice the knowledge and expertise we had to learn the hard way.

Presently the Board of Directors focuses its attention on just a few areas. We feel it is necessary for the center of this association to develop and promote those areas that will augment the activities of the chapters.

Publications is the most expensive of all MCA operations, with an annual budget between six and eight thousand dollars. Each chapter may use HUT! to reach their own members. The Building of canoes by the MCA is famous throughout North America. The MCA promotes this area with instruction manuals, distribution of building supplies, developing new canoe designs, building contests, and demonstrations. The MCA feels it necessary that an Educational program be developed that will spread the knowledge and techniques that make canoeing enjoyable and rewarding. Each year the Board plans a schedule of canoe trips and Cruises to help make our activity available to both the newcomers and the devotees. Finally, the Board stresses the necessity of combined efforts in Conservation and legislative issues.

These five areas are large and demanding. The Board feels that MCA presence in them is necessary as outside agencies either do not provide such services or need the assistance of our organization. The Board will continue to work in these areas as long as we have members who enjoy canoeing. It is the hope of the Board that local and special interest chapters such as Racing, Whitewater, Voyageurs, or regional groups such as Austin or 3M will supply the members that will allow the MCA to continue. The future of the MCA lies in the strength of numerous active chapters banded together to "encourage and promote all aspects of canoeing in Minnesota".

TRADING POST
Free ads to MCA members



(Your MCA members ad for small used items run free here. Send to the MCA mailbox. Keep it brief.)

Wanted: Used Old Town wood canoe, good to excellent condition. Call Jon C. Burns at (612) 871-8951.

Ad: Canoe supplies for strip canoes. Bill Knutson and Associates—Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka or redwood.

For Sale: Unfinished 17 foot guide model wood strip canoe. Glassed on inside and outside, redwood and sitka spruce. Best offer. Call Don Henry, 571-1116.

MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $9.25 per gallon. Four ounce cloth, 50" wide, is $1.60 per yard; 7½ ounce cloth, 60" wide, is $2.50 per yard. Rules for purchase: Call ahead and schedule pick-up time. Payment by check or money order to Minnesota Canoe Association. No cash. Bring a valid membership card.

Depots:

Dan Busch	222-5760	South St. Paul
Betty Ketter	561-2208	North Minneapolis
Chris Berne, Berne Scale Co.	544-2422	West Suburbs, South Minneapolis

Note: Our depot volunteers are paid a small rent to cover the storage of MCA materials. In no way does it compensate for the time they put in. Treat them with great courtesy. The MCA makes a small profit on these sales to help provide you with many other small services and help keep dues low.

*

For Sale: Cascaders building supplies: 2" ethafoam @ $2.00/ft.; neoprene, nylon one side, 40" width, @ $5.00/ft.; ¼" shock cord @ $0.15/ft.; neoprene cement with applicator brush @ $2.00/8 oz. can; Yakima footbraces (adjustable) @ $10.00/pr.; instruction for spray skirts, etc., and spray skirt forms available for loan. Call Dan Murphy at 331-8245. Available to current Cascaders members only.

News from our Chapters

Mississippi Mud

NEWS OF LONG DISTANCE RACING

NEWS FLASH

Quick, jump into your car and drive to Glenwood for the race on the 28th of July. Lots of prizes, canoes, and waves. This is the most loyal race in Minnesota. Your participation makes it possible.

Racer's News and Notes

Stuart Bastian, new and successful bowman for Steve Peterson, has been accepted to the U.S. Naval Academy. Looks like the Navy knows a good stroke when they see one—they pay better and less yelling!

Tuesday nights in July have seen six rookie teams on the Mississippi near the University. Karl is training some good talent there.

Peg Bohanon, retired racer, will be married the weekend of The Pas race. Maybe Chris will get her back onto the water.

Looks like the Grand Rapids race will be in August to coincide with the Timber Producers' Conference.

What's new for the Shawinigan Quebec 46th International Canoe Race? Well, they have a new president, Romain Gauthier, who has been looking after the Classic since 1977. Their new permanent general manager is Rejean Drouin, a former president (1974 and 1975) and former secretary (1972 and 1973). Their new office is situated at 2383 St. Marc in Shawinigan, and the phone number is 539-5146. There will be no more portage in Trois Rivieres, and there may be a little increase in the cash prizes—we never know.

Greg Dubois has had stomach surgery and will miss Quebec. Al is still looking for a partner near Pine Bend to paddle with until his sons are ready.

Kenn Ketter is now living in Milwaukee and working at Family Hospital. Seems his health has suffered since he quit canoeing. Had a look at his new hospital as a patient. Get well soon, Kenn.

Rumor has it that Robin Baker is training for Quebec! Is that a comeback after ten years? He'll be ready. Robin spent the spring running. He finished Grandma's Marathon in Duluth in 3 hours 14 minutes. Congratulations. Dave Arensen also ran the Saturday race and then pulled Karl up the river in the Jensen Handicap on Sunday. They make those Grand Rapids kids tougher every year.

Most promising new rookie this season is John Robillard, age 17, of Fridley.

Crow River LSD*

Kaptain Ketter led the Second Annual North Fork Crow River Expedition on April 21st and 22nd. Various combinations of two-day paddlers Karl Ketter, Tom Ploszay, Rich Hendricks, Mike Bohanon and Chris Berne, and one-day paddlers Tim Dunnigan, Brian Belisle, Warren Thundstrom, Jim Pomroy, plus C-1'er Jeff Howe braved high water, short cuts through heavily wooded terrain and soggy Fig Newtons, emerging from the weekend as seasoned, though scarred, veterans. The 70 miles from Paynesville to T.H. 25 were covered in 17 hours. Highlights included finding Rich and Mike (alias Flip and Flop) sitting up in a tree in the middle of the river while their canoe continued the journey without them, Jeff's "discovery of a new river" while taking a short(?)cut, and Karl and Tom's wily tricks to finish ahead of the pack both days. Special thanks to Ruth Thundstrom for a sterling job as bridge runner.

*Long, Slow Distance

Second Annual Mississippi River Canoe Classic

Saturday, June 23, 1979

			TEAMS	SPONSORS
1st	$200	2:48:13	Steve Peterson & Stuart Bastian	Ketter Canoeing
2nd	$150	2:52:14	Eugene Jensen & John Glen	Ketter Canoeing
3rd	$110	2:52:24	Mike Bohanon & Rich Hendricks	Hidde Angle Paddles
4th	$90	2:52:35	Dan Hassel & George Arimond	Berne Scale Co.
5th	$80	2:52:51	Karl N. Ketter & Tom Ploszay	Midwestern Fiberglass Co.
6th	$70	2:57:24	Tom Olson & Gary Neddermeyer	Straight Rivers Canoes
7th	$60	2:57:38	Buzz Peterson & Al DuBois	Buzz and Steve Peterson
8th	$50	2:59:23	Chris Berne & Warren Thundstrom	Jeff Howe
9th	$40	2:59:33	Jim Hagen & John Fleming	Tom Olson
10	$30	3:02:44	Maren Smith & Allen Rudquist	B&B Decorating, Anoka
11	$20	3:04:27	Jeff Howe & Jim Pomroy	Jack's of Minnesota, Anoka
12	$20	3:05:10	Larry Kriesel & Craig Caron	St. Cloud Outlet Store, Anoka
13	$20	3:19:11	Mike Cichanowski, C-1	Orange Coast Canoes, Buzz Amble
14	$20	3:20:35	Jeanne & Tim Block	Bastian & Mattson Cement Const.
15	$20	3:28:37	Pam Hassel & Randi Gullingsrud	Ketter Canoeing

Good water level and weather made for a very competitive race. Interesting to racers was the four minute lead by Steve and Stuart and the high places taken by graduates of Karl's rookie school. Betty and the paddlers want to thank those who donated prize money. Next year's emphasis will be to get those two paddlers out of the motorboat and into canoes where they belong. Everyone seemed pleased with the event except the fishermen near the finish. See you all next year!

Jensen Handicap
June 24, 1979

1st	39:53	Al Rudquist & Stuart Bastian
2nd	40:34	Steve Peterson & John Robillard
3rd	41:06	Mike Bohanon & Warren Thundstrom
4th	41:39	Robin Baker & Jeff Howe
5th	41:55	Gary Neddermeyer & Rich Hendricks
6th	42:05	Gene Jensen & Mark Uchanski
7th	43:03	Karl N. Ketter & Dave Arensen
8th	43:12	Tom Ploszay & Randi Gullingsrud
9th	43:48	Buzz Peterson & Bruce Cornelius
10th	43:51	George Arimond & Larry Johns
11th	44:09	Maren Smith & John Glen
12th	44:16	Mike Cichanowski & Glen Henry
13th	47:05	Kenn Ketter & John Flemming
14th	47:11	Dan Hassel & Michelle Wilson

MCA caps and marathon patches were given to all the paddlers this year. Well balanced teams appeared and made this the closest overall handicap since the first one in 1961. The only weak teams seemed to be the last two. Kenn Ketter came out of retirement to handicap John Flemming, and in a first time ever, Dan Hassel came in last in spite of the style of Michelle Wilson who learned her canoeing from John Glen.

Flin Flon Gold Rush Canoe Derby 1979

Minnesota's younger paddlers invaded Manitoba and served notice on international competitors. Stuart and Steve stunned Ron and Paul and Luc and Ron by winning all three days and the first day's sprint. Jim Hagen and Al Rudquist, two of Robin Baker's boys from Grand Rapids, worked for a fourth place finish with strong running and a very smooth stroke. Rich Hendricks and Mike Bohanon finished fifth in spite of getting lost running down a road. Tom Ploszay and Karl Ketter finished seventh. It took two days for them to get their feet moving, but they showed promise with fast starts and a fourth place finish the third day.

Our paddlers want to thank Mrs. Anderson, Mel Pearson (formerly a Fighting Saint), Norm Crerar, and all those sponsors who made Flin Flon feel like home.

Labatts and race officials are working hard to improve the race and raise the prizes. This is a good race for both established teams to touch up their portaging skills and for new teams to "feel" international competition.

(Times and complete finish list when available.)

FLAMBEAU CRUISERS WILL HAVE COMPANY

Participants in the August 4 Old Timer's Cruise on the Flambeau will have ringside seats for the FlambeauRama Canoe Race. The cruisers, who will start their trip at noon, will be followed two hours later by several classes of racers. Other classes will start at Holt's Landing. The cruisers will end their trip at the Agenda Landing while the racers will continue on to Park Falls. Anyone desiring race or cruise information can call Larry Johns at 633-6734.



RAPID REVIEW

Lifetime Membership

The Cascaders voted at the May General Meeting to offer a lifetime membership for $50.00. Calvin Phillips, known as "Mr. Lifetime Canoeist" from Nashville, Tennessee, originally inquired about the availability of such a membership and is a lifetime member of the Minnesota Canoe Association.

World Championships in Wildwater and Slalom

by Pat Fahey

The World Championships in Wildwater and Slalom decked boats were held on this continent for the first time since international competition began, 32 years ago. And for the first time also, Americans won a lot of gold—nine gold medals for individual and team events, and both gold trophies for overall points in slalom and wildwater. The site of the wildwater races was at Desbiens, Quebec, Canada, and the slalom races at Jonquiere, Quebec, Canada. U.S. women took first place in their kayak team wildwater run, and U.S. men took second in the C-1 wildwater team run—losing first by 3/10 of a second! John Butler from Minnesota competed in this class, but missed out on a team spot by one second. He says he'll try again in 1981. In slalom, U.S. women took medals in both individual and team runs, and the "D.C. boys" swept C-1 slalom with 1st, 2nd, 3rd, and 5th places, and of course gold on their team run. It was a happy U.S. team at the closing party and propelled the U.S. prestige up there with the Germans and French who have done so well for years. All in all, it may lead to a promising bid for decked boats in the Olympics in L.A. in 1984.

WAUSAU COURSE

Further word on Wausau: This last weekend the Army Reserve brought two Cats into the river bed, and we totally changed the course of the river. The length of the course has been increased to run from the sluice gate to the main river, and one new drop plus 5 wing dams have been added. Also the major drop has been smoothed, creating less of a boat breaker. Come and try it out at the Wausau Slalom, August 4 and 5. Last date for registration, July 29. Late fee till August 3. Contact George Steed, Wolf River Lodge, White Lake, Wisconsin, 54491 or Bob Schuetzler at 331-5284.

EDITORIAL -- BEGINNER CRUISES

This year the Cascaders have been blessed with lots of people willing to help out the beginners. First we had the pool sessions. Next were the two river clinics on the Apple River. Since then there have been numerous river cruises oriented towardsbeginners. For each of the designated beginners cruises the trip leaders have attempted to contact all known club member beginners. In case you don't know, that is a major job. On the average, these people get a ten percent response rate. The biggest response was six beginners on the Kettle cruise. The smallest was the Bois Brule trip with only the cruise leader and wife on the river. Naturally some of the leaders have gotten discouraged. Theeditors hope that people do not lose interest in beginners. First, at least five of the new people are paddling regularly, and probably some others too. Secondly, those people who are paddling have stated that our assistance has been important to their prograss. See the note by Jim and Wendy in this issue. Both Jim Hatch and Craig Miller have specifically told me that the coaching has been very important in their improvement. We agree.

BOARD MEMBERS

PRESIDENT -	Wendy Nutter	429-0513
SEC'Y/TREAS -	Jim Romach	771-0694
SAFETY/EDUC -	Mary Reinhart	483-8777
CRUISING -	Dave & Bev Blinde	823-3362
RACING -	Bob Schuetzler	331-5284
NEWSLETTER -	Jess & Maggie Fauchier	537-4907
PUBLICITY -	John Wexler	722-7069
MCA LIAISON -	Larry Johns	633-6734

Desert - Austin

Ardell and Yvonne Gordon report the First Annual Fourth of July Canoe Races were a success. The Desert Chapter teamed with the Austin Park and Recreation Department to sponsor nine classes for all age groups at East Side Lake. Power boat use was banned for the event. Trophies for first and ribbons for second and third were awarded. The entire event helped promote canoeing and the club.

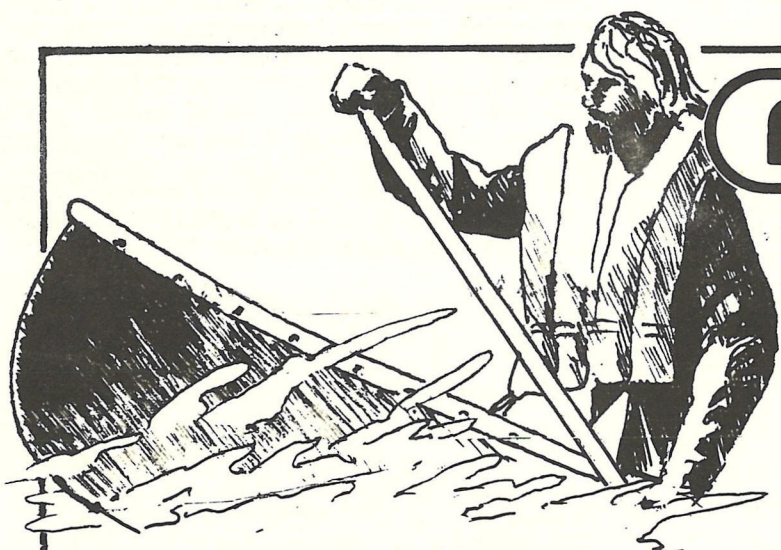
Hiawatha

Larry Kriesel recently has completed an effective racing class of four sessions. He is planning another for August.

The chapter is planning to reorganize soon. A mailing will be sent to current and prospective participants. The focal point will be racing.

3M Canoe Club

The 3M Canoe Club has had three good trips this year, one on the Brule, one on the Cannon, and one on the Kettle. Individual members have been at least as far afield as Montana, and one of our newest members used our facility to build a strip canoe during the late winter. It's been to the Boundary Waters already. We hope to have several more good trips this year, but on a spontaneous basis. That brings up a question: Have any of the readers been on the Kickapoo in Southwestern Wisconsin? Call Keith Coad at 733-9399 (735-6869) with the answer or if you'd like more information about the 3M Chapter or its activities.



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Sat. — 10-6
Sun. — 12-5

Midwest Mountaineering

Conservation

TETTEGOUCH STATE PARK PASSES

Tettegouch, the Algonquin word for retreat, is the name of a piece of property that was purchased by the Minnesota Department of Natural Resources (DNR) to form a new state park or essentially expand Baptism River State Park on the north shore of Lake Superior. The land is being sold by John DeLaittre, a former President of Farmers & Mechanics Savings Bank. The Nature Conservancy held an option on this land until DNR was able to secure $890,000 from the State Legislature to purchase the land. Also included in this purchase is 600 acres of Lake County tax forfeited land. There are four spring lakes within this park located high above Lake Superior, and it has everything from waterfalls and steep slopes to bays and 200-year-old white pines. There was some public opposition to this park from Lake County residents who were worried about losing their tax base, but an agreement will be worked out as mandated by the State Legislature to sell an equal amount of other state lands in order to get land back on the county tax rolls.

MINNESOTA RIVER WILD & SCENIC CRUISE

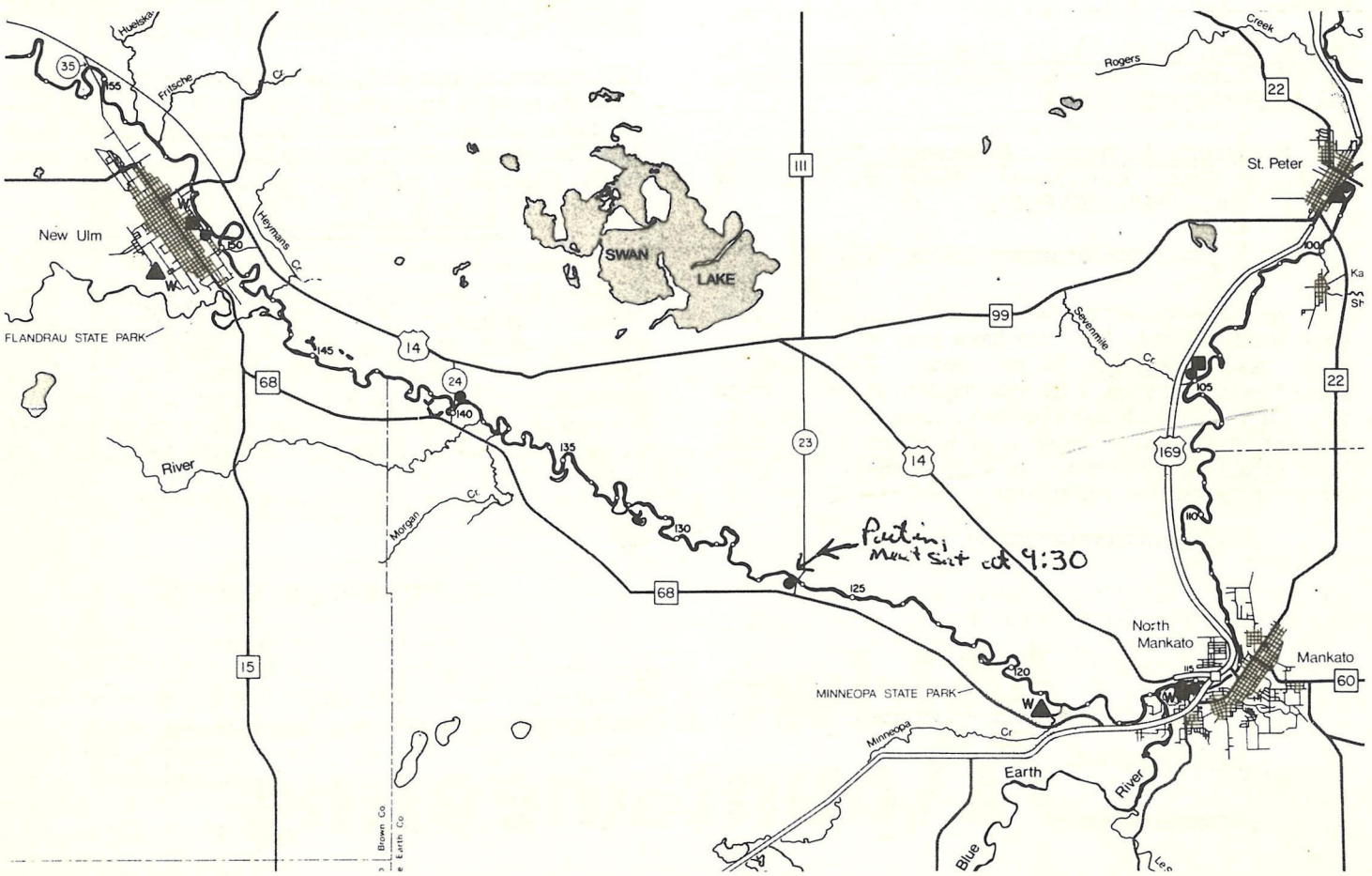
by John Wexler

Ellen Herman and Jim Weseloh, Wild & Scenic River planners for the Minnesota River, have volunteered to lead an MCA conservation river cruise down the Minnesota River from New Ulm to Mankato. According to Ellen, the purpose of this trip is to familiarize MCA boaters with the Wild & Scenic Rivers Act and the upcoming hearings which will be held on the Wild & Scenic River plan that she is now putting together. Ellen will essentially discuss the river as we paddle down it, and she will be very much interested in our questions, comments and/or suggestions on the plan.

Bring your canoes and paddles on Saturday, August 25, at 9:30 to the County Highway 23 bridge and boat access where the road crosses the Minnesota River just 14 miles west-northwest of Mankato. At the Highway 23 bridge, we will arrange our shuttle of people, canoes and cars. After we have decided whose cars will be left at the Highway 23 bridge/access, which will also be our takeout for the evening, we will all head to the put-in (unknown as of now) somewhere in New Ulm. On Friday and Saturday nights, we will be camped at Minneopa State Park which is west of Mankato. The second day's cruise will be from the Highway 23 bridge to Mankato.

I understand that there are waterfowl, pheasant, deer, beavers (those industrious little critters), mink, and plenty of songbirds and shorebirds. Walleyes, northern pike and small mouth bass have also been known to abound in the stream. So bring your cameras and fishing lines, a friend, and join Ellen and Jim on this old Minnesota River highway!

If you are interested in going, contact Ellen at (612) 296-4780 or me at 722-7069 or write to my attention to the Minnesota Canoe Association. If you read about this two days or even two hours before the trip and you can't get a hold of us, just meet us at the Highway 23 bridge.



THE BWCA WILDERNESS STORY

The Environmental Conservation Library (ECOL) at the Downtown Minneapolis Public Library located at 300 Nicollet Mall has sent us selections of books, periodicals, environmental impact statements, assessments, plans, pamphlets, studies, reports and legislation about the Boundary Waters Canoe Wilderness. During the next 12 issues of Hut, we will publish these selections for your benefit. This month: BWCA books.

BWCA Books

Historical Sketches of the Quetico-Superior, compiled by J. Wesley White. United States Forest Service, 1967-72. (Includes a lengthy bibliography on the history of the area.) (fF552.W47 10 vols. ECOL)

Listening Point, by Sigurd F. Olson. Knopf, 1970. (QH102.038 ECOL)

North Country: The Scenery and Wildlife of the Quetico-Superior, by Mark A. Fisher. Packsack Press, Winton, MN. (F552.F58 ECOL)

A Paddler's Guide to the Boundary Waters Canoe Area, by Michael E. Duncanson. Fisher, 1976. (GV776. M62B682 ECOL)

Portage Into the Past by Canoe Along the Minnesota-Ontario Boundary Waters, by J. Arnold Bolz. University of Minnesota Press, 1960. (F552.B6 ECOL)

Quetico-Superior Country: Wilderness Highway to Wilderness Recreation, by Bruce M. Littlejohn. Reprinted from Canadian Geographic Journal, 1965. Quetico Foundation and Minnesota Historical Society. (F552.L5 ECOL)

Saving Quetico-Superior, A Land Set Apart, by R. Newell Searle. Minnesota Historical Society Press, 1977. (QH77.Q48S4 ECOL)

The Voyageur's Highway: Minnesota's Border Lake Land, by Grace Lee Nute. Minnesota Historical Society, 1941. (F606.N97 ECOL)

Hey you, non-member. What'ja doing paging through your buddy's Hut? You can have your very own—one each month—for only $5 per year. The Board of Directors has set up a $5 subscription membership to get Hut to those of you who live a long way from us or are active in another club or chapter or just want to keep in touch. Come'on, give your buddy his Hut back, but first cut out the application form on the back.

Do you know anything about canoes, canoeing, etc.? Honorariums may be available for canoeing or canoe-related programs. Contact John Wexler for more information at 722-7069.

Terry Scully's Honda 350 goes faster than John Wexler's SNARK. But Wexler's SNARK goes twice as far with the same amount of gas.

IMPROVEMENTS NEEDED ON DNR RIVER LEVEL INFORMATION

by Dick Van Wagner

For several years the DNR has operated a system that provides water level information for the general public on about 20 Minnesota rivers. The quality and reliability of this information varies as much as the levels of the rivers themselves.

When the information system was inaugurated, it was operated by DNR's Rivers Section. This section is staffed with people who know rivers, and frequently who paddle rivers. In short, it used to be that one talked with someone who knew what he or she was talking about.

No longer is this the case. For the past two years, river level information has been available through DNR's general information phone (and recently the general information phone in Parks & Recreation). On July 11th I called this number (296-4776) and was informed that river level information was two weeks old. Even when up-to-date information is available, it is at best sketchy. Six weeks ago I called to ask for a reading on the State Highway 23 bridge above the Kettle's Banning Rapids. No gauge reading was available but I was told that it was "medium canoeing."

These are not isolated instances. Others have reported similar problems. Frequently, there is no information at all for a particular stretch or for an entire river.

The problem is at least twofold. One, both novice and experienced canoeists realize we are getting spotty or poor data—and turn elsewhere for information. Second, what could be a component in the statewide promotion of river use has become a proverbial lead canoe.

The system, if run well, has much to offer canoeists. Changes need to be made to achieve maximum credibility and useability. To effect this, MCA members should call Paul Hanson, DNR Citizen Participation Coordinator, at 296-6157 or 1-800-652-9747.

Looking for a list of canoe trips? How about 1000 rivers in 50 states? Canoe Trails Directory by James Mahens, 1979, $5.95, is published by Dolphin Books, Double Day & Co., Inc., Garden City, NY. The book includes an effort to rate river difficulties to help trip planning. The author recommends that other detailed sources be used once a river has been selected for a trip. No maps are included, which is good as most books do not have the capability to publish accurate, large up-to-date maps.

GASOLINE INFORMATION

The Tourism Division of the Economic Development Agency, along with the State Energy Agency and the Department of Transportation, have a toll-free telephone number, 1-800-652-9747, that you can call any time for major travel information and the availability of gasoline. During the day in the Twin Cities area, you can call 296-5029. Call these telephone numbers prior to your trip—not when you're out of gas on Sunday.

"I AM PADDLING, DAMN'T!"

by Kathy Brandl

He put it in our blood at Christmas.

We were celebrating together; holiday trimmings, vintage wine, warm conversation and friendly taunting. Long off the rivers, hearts tired of snow, our spirits lusted for the challenge. April—WHITEWATER on the Montreal!

That gave Greg three months to whet our appetites. Colored words and uplifting and swooping hand gestures accompanied Greg's description of the river: white horses and fast current, high canyon walls and spectacular waterfalls. ("White horses," named by Sigurd Olson in his book, The Lonely Land, are rapids or rising and falling silver spouts that challenge and excite the canoeing enthusiast.)

Jim and I listened with eager eyes. I longed to smell the soft spring colors and to feel the warm yellow on my back.

While the winter temperatures slowly warmed, Jim and Greg goaded my fervor. At last, the awaited phone call, "Get ready for the Montreal."

So it was that on the third weekend of April Jim and I, and Jane, convinced by our enthusiasm, drove to Ironwood, Michigan, our rendezvous point with Greg. We arrived at the Upper Peninsula town late, Greg minutes later. We confirmed plans over a late dinner. Greg laid out detailed road maps and plotted overland routing, access to the Montreal and campsite possibilities. I opened Whitewater; Quietwater to the map and description of the river. Greg, veteran of the Montreal, further described the six miles we would paddle. His body quivered with excitement. Jim, Jane and I, lacking Greg's finesse and experience on whitewater, nervously glanced at each other.

We finished supper and drove farther north and further into the night. We found our campsite, turned in. The car lights reflected white and green off the walls of birch and pine. We laid our sleeping bags on a soft bank overlooking frozen Lake Superior. The northern horizon displayed its magical curtains of light, appearing and disappearing. The delicate fingers of birch branches were the only barrier between us and the stars. Singing voices of the hidden night animals filled the surrounding forest. Their songs changed with the hours of the night.

We had hardly closed our eyes before the sun woke us. From west to east the sky's dark Prussian blue faded, its lightest shade surrendered to a salmon orange, to a glowing, wavering cinder orange. The colored ellipse broke away from its tangent with the blanket of ice. In a few hours we would be on the river.

We arrived at the river access late in the morning. A long, narrow stairway, owned by a power company, dropped down a steep wall into the canyon. As we descended the stairs, a crescendo of thundering water intensified. At the bottom, a bridge crossed the river. From this vantage we could see the source of the ceaseless thunder, three white tongues of gushing water violently falling into a common pool, spitting and misting. Crumbling, jagged walls and thin, tall pines framed our view. This was the beginning of our six miles with the Montreal.

"Let's get the canoes!"

We climbed the breathtaking stairs, unloaded the canoes, secured the inner tubes, struggled into our wetsuits and lifejackets, laughed at each other, and packed a few candy bars, rope and extra paddles. Everything was ready; spirits, nervous and excited. Greg assured us that although the river was more difficult than Jane or I had been on before, we were experienced enough; but, if fright should shake us by the shoulders, we could pull out and pride would not be lost. I appreciated his words, but if they could do it, I could do it!

Greg and I slid our canoe down the stairs but Jim knew there was a better way. He let his canoe pull him down the steep, snowy bank.

We put in just below the falls. The strong, swift current grabbed our canoe; we let it sweep us through the first set of rapids. I concentrated on my paddling technique; it was my first time in the stern. I forgot that I was nervous. We quickly pivoted into an eddy. I was triumphant, my eyes glared with thrill and my grin gloated with delight. I felt indestructible. I was ready for anything, fearless, daring—I had lost my senses.

For a time we coursed with the river, hopping eddies, scouting the river, and playing with its rapids. My inexperience in the stern burdened Greg. He taught me some stern technique. We practiced ferrying and pulling into and embarking from eddies.

We approached the first challenge, a ledge. The horses were big and white. Greg called the shots. The ledge grabbed the canoe with a sudden jerk, my knees jumped forward and hit the ribbings. A moment of frozen pain. The ledge held us tight. Greg yelled back, voice stronger than the current, "PADDLE!" The ice broke, I regained control and quickly put my paddle into motion, and then, insulted (Greg should have assumed that I was in control), I screamed, "I AM PADDLING, DAMN'T!" The current bucked the canoe and we slid over the ledge backwards. I paddled with all my might, unsure of the correct moves. Greg was drawing with madness. The canoe straightened, I looked ahead. A streak of fear electrified my nerve. My jaw dropped, my wide eyes looked down into a hole that I believed was as deep as I am high. We skirted around it, thanks to the bowman. We took in a lot of water. We pulled to shore, emptied the canoe and looked at what we had gone through. Just then, Jim and Jane, bouncing like a horse saddled for the first time, hit the hole, filled up, shot out and paddled their submerged canoe to shore. I, still unnerved by the hole and feeling a bit humiliated, listened to my teacher explain what we should have done. I questioned the hole's depth, exclaiming that it did surprise me. Greg answered that it might be a couple feet deep. My impression of the drop to hell was the magnitude of a Derby stallion; while Greg's, only a pony.

With a slightly wounded spirit and tender knees, I carefully positioned myself back in the canoe, braced myself, and we were off. Jim and Jane followed.

We continued riding the river, more eddy hopping and scouting. Ahead, an island. Greg remembered the left channel was more difficult. We took it. Jim and Jane decided to channel the island on the right.

We went first. The current swiftly drew us through the narrow channel and around the small island. Greg, outstretched, grabbed hard the eddy behind the island and I swept the water's surface; we pivoted into the pool between the two currents. There was an eddy behind us, very strong. It pulled at our canoe, it was difficult holding our position. We let go, swung into the current's path and grabbed an eddy on the right bank to wait for Jim and Jane.

They swiftly glided through the right channel and shot out into the unexpected eddy. The second eddy, behind, pivoted their canoe. Jim decided to switch positions from front to back. He stood—wrong move. The river spilled them. Panic, everything happened quickly. A close-by eddy pulled them to the left bank. Safe. Rescue was not necessary, but we ferried the river and offered assistance to our friends.

They were cold. Greg described the remaining miles, not too difficult with the exception of one small stretch. There would be another ledge, but we could avoid it.

We launched and left the site that had claimed some pride and some confidence. Almost immediately we rounded a bend and were taken by surprise by the wild horses. Greg and I hit a rock, slid off and coursed through the rapids. We pulled to the bank and watched the river ambush Jim and Jane. They took in some water and pulled to the opposite bank. "Honest to God, that's the last!" Greg yelled. But it was not. He hiked ahead to scout the cautioned difficult stretch. He returned and reported the strategy. Stick to the right and stay clear of the ledge.

Greg looked at me questioningly. Anything you can do, I can do was written on my face. To the left. The course was longer than Greg had remembered and more technical than what we had already paddled. CRACK! We stuck to the ledge, the current dammed against our side. Greg leaned far downriver, I followed suit, ignoring my impulse to lean upriver. I don't remember how, but we recovered without filling up. Perhaps the luck of the Irish bowman. We pulled to shore and waited for Jim and Jane. Greg exclaimed that we did deserve to tip and cautiously explained my mistakes. I wasn't offended. I am a serious student.

I looked back for our companions. There they were, stuck to the ledge, water boiling on both sides of their canoe, and Jim—standing. They had followed our path. Jim sat down, his shifting weight jerked the canoe from the rock table and the fast water thrust them forward. They were free. In seconds they pulled along side our canoe. Greg apologized. He had not remembered the length nor difficulty of this last stretch. The apology was not necessary, but nonetheless, we forgave him.

We paddled through the remaining stretch of boulder-bed; soon it was over. Silence. The river widened, the echoing symphony of rushing water, the imprisoning canyon walls and the charging white horses were gone. The placid current gently carried us to the end of our six miles.

There was less than a mile of river left, a dam and a series of waterfalls. We hiked to the Montreal's end to watch the last of its theatrics. The river again dropped violently. The sound of a stampede echoed through the canyon. We walked along the edge of the canyon walls and stood among the cedars and pines. Their exposed roots, knarled and twined, clung fast to the cliff's needle-cushioned bank. The sun was low. It lit the trees and bright green gleamed against the shaded canyon. We watched the drama climax as the river gushed over a high wall and crashed to the bottom. Mist rose above the canyon and caught the sun's brilliance.

The river meandered one more time and then disappeared into Superior.

It humbled me.



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Issue

Program volunteers needed. Please call:
Maxine Pence, 223 Cedar, Apartment 21,
Minneapolis, MN 55454 (Phone 333-4894)

Maxine Pence, a former resident of Brainerd, Minn., has volunteered to organize the MCA Banquet. Maxine is a songwriter/performer. Maxine says she would appreciate any constructive advice or assistance that you can give her with the banquet program. If the club presidents would send names of any musicians, speakers, and entertainers, plus any award recipients, it would be most helpful. Thank you for your cooperation.

USCA NATIONAL CANOE AND KAYAK MARATHON CHAMPIONSHIPS

Wisconsin River, August 18-19, 1979

Would you like to compete in the national races this year? A golden opportunity to participate awaits you this August, because the USCA National Marathon Championships are being held in Muscoda, Wisconsin, a short distance from the Twin Cities.

This year heralds some new changes in the USCA competition rules. Professional racers may now enter and win USCA National Championships.

Don't let this discourage all you amateur paddlers to end your season prematurely. You're probably asking yourself, "Why should I, a beginning amateur paddler, have to compete with professional racers?" Well, it's nothing to worry over, since few professionals, if any, will ever enter the USCA national race. Actually, this rule is much to your advantage, being an MCA paddler. Why? Because, having paddled with the MCA, you have rubbed shoulders and been in touch with the nation's finest amateur and professional paddlers. These people are always willing to paddle with you and teach you the finer points of paddling.

About the Race

The long races (21 miles) start at Bob's Riverside Camp in Spring Green, Wisconsin. The short races (15 miles) will start at the Otter Creek Landing, south of the town of Lone Rock. All races proceed downstream—there are no upstream portions.

All races finish at Riverside Park in Muscoda. Boat inspection, registration and USCA Information Booth will also be at Riverside Park for two days prior to the race. Shuttle service for practice runs will be provided.

Schedule of Events

Saturday		Sunday	
C-2 Men's Cruising	21 mi.	C-2 Jr. Aluminum	15½ mi.
C-2 Master Cruising	21 mi.	C-2 Mixed Cruising	21 mi.
C-2 Junior Cruising	21 mi.	C-2 Men's Alum.	21 mi.
C-2 Women's Cruis.	15½ mi.	C-1 Men's	21 mi.
K-1 Men's	15½ mi.	K-1 Women Olym.	15½ mi.
K-1 Women's	15½ mi.	K-1 Men Olympic	21 mi.
C-2 Standard	15½ mi.	C-4 War	1 mi.

Awards following both days. Several inexpensive campsites are available on or near the river. For entry forms, write to:

Julius Ward
215 North Fifth
Muscoda, Wisconsin 53575

If you have ever wanted to race in the Nationals, this is the year to go. This is the closest they have ever been to the Metropolitan Area. If you want more information or encouragement concerning the race, campsites, lodging or river, please contact:

Tom Ploszay, USCA Delegate
545-3508 or 925-4822

Offside Lean

by Karl N. Ketter

Once the turn is accomplished by sliding the stern around rather than drawing the bow directly over (see June issue of HUT!, "Turn Canoe After It Has Proper Trim"), it is possible to control the sliding and the turn by the amount of lean. The keel or stem point of the canoe interferes with the swing of the stern. By leaning the canoe just an inch or two, the water more easily passes under the canoe. and the stern swings easily to change direction of the canoe and complete the turn.

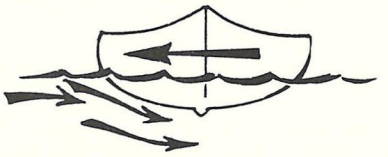


Figure 1. *No lean.* Swing of stern is impeded by water catching the keel and point of canoe.

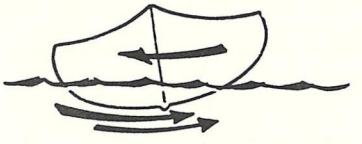
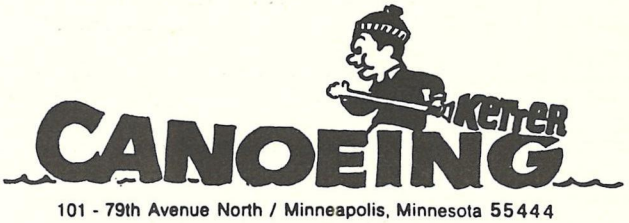


Figure 2. *Offside lean.* An offside lean of an inch or two allows the water to pass keel and stem.

The lean, of course, is in the direction opposite to the turn. A left turn requires that the right gunnel be dipped an inch or two.

This little procedure takes practice. It is well worth all the time it takes to master and perfect the *offside lean.* Its major use is to improve and smooth our sharp turns and to help counteract those stubborn, arm-stretching sidewinds. Many of the races in Michigan require a large amount of turning to navigate the small twisting streams. In this type of race, *some of the better teams can make corners entirely by leaning.* It is possible to make a very tight, smooth corner to the right with the bowman on the left side and sternman on the right – think about it.



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If you are a member of one of the MCA Chapters please circle your affiliation below.

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