HUT!

MINNESOTA CANOE ASSOCIATION INC

1981 SEPTEMBER

Newsletter of the Minnesota Canoe Association Inc.

Calendar of Events

SEPT

2
Wednesday

Monthly Directors' Meeting
Walt Jones
832 West Idaho
St. Paul, MN 55117
7:30 p.m.
Members welcome

2
Wednesday

Hiking the Border Route Trail
Here's a newly completed trail on the border between Minnesota and Canada, ready to be hiked. Contact REI Co-op for more information, 884-4315.

9
Wednesday

Canoe and Kayak Demo
The east shore of Lake Nokomis (just south of the little beach). Here's your chance to try out a variety of canoes and kayaks, along with their respective instruction on use. For more information, call REI Co-op, 884-4315.
7:00 p.m.

10
Thursday

Whitewater Enthusiasts
Everyone is welcome to attend this first meeting of the new whitewater chapter at Terry Lemke's place, 5 Barton Avenue SE, Minneapolis. Bring your ideas; for more information, call 331-2798.
7:00 p.m.

12
Saturday

Great American Race
A 100-kilometer, 3-part race (see article inside).
Contact: The Great American Race
1312 S. Tyrol Trail
Golden Valley, MN 55416

12-18
Sat-Fri

Isle Royale Backpacking Trek
Experience a week of peace and quiet on one of the most beautiful National Parks in the United States and help celebrate its 50th anniversary. Contact Tim Kneeland or Valerie Sprink at 871-7332.

13
Sunday

RCMP/Bike Rally
Rally Challenge Minnesota Paddlers. A large number of classes for all types of paddlers, big or small. Contact Fairwheel Bike and Camping for pre-registration at 2548 Nicollet Avenue, Minneapolis, 872-4456.

16
Wednesday

Acid Rain and Minnesota Lakes
MCA Monthly Program
Friends of the BWCA Wilderness
3255 Hennepin Ave. S.
Minneapolis
7:30 p.m.

17-20
Thurs-Sun

Pre-Season Cross Country Ski & Winter Clothing Sale
This is the 8th annual State Fairground ski sale. Contact Four Seasons Equipment for more information, 861-3838.

28
Monday

Pre-Trip, 1st Training Session
for BWCA Canoe Trek. Stresses safe, comfortable, and ethically sound wilderness travel. See October 10-16 calendar listing for more information about trip.
7-10 p.m.

30
Wednesday

Buyer's Guide to Sleeping Bags
Presented by staff of REI. Covers everything you need to know about bags, their uses, and various construction and fills.
REI Co-op, 884-4315
710 West 98th Street
7:00 p.m.

Sept/Oct
?

Beginning Canoeing Fall Class
For those people interested in mastering the basics of canoeing in a short course. MCA membership required. See article inside. A must for all beginners, and a help to any level paddler.

Where are my Building Plans?

If you are among the many people who have ordered building plans but have not received them, hang in there! The new printing of the building manuals is complete and has arrived (finally). You should be receiving your manual and plans soon. Apologies are in order for the long delay. If you do not receive your materials by September 8 or if you no longer have need of the plans, call Lee Hunt (Building Director) at 724-6442 or Chris Berne at 929-5714/544-2422 for a refund.

CALENDAR OF EVENTS (cont.)

? — Bicycle Security Workshop
How to foil a bike thief. Time and date to be announced. Usually late September or early October. Call Fairwheel Bike and Camping for more information, 872-4456.

? — 3-C Weekend on the Kickapoo River
A great way to spend a weekend. See article inside.

OCT

4 Sunday — St. Croix Color Cruise
This is going to be held one week later this year so that we can catch the area at its best. There will be additional information given later on this cruise. For information, call John Wheeler at 633-6500.

5 Monday — Pre-Trip, 2nd Session
for BWCA Wilderness Canoe Trek. See October 10-16 calendar listing for more information about trip.
7-10 p.m.

10-16 Sat-Fri — BWCA Wilderness Canoe Trek
Spend a week canoeing in the BWCA in groups no larger than 10 persons. Half of the group will meander southwesterly from the Gunflint Trail on Seagull Lake to the take-out on the Frenburg Road near Ely; the other half will reverse the route. Food and pre-trip training provided. Contact Tim Kneeland or Valerie Sprink at 871-7332, or write American Lung Association of Hennepin County, 1829 Portland Avenue, Minneapolis, MN 55404, for complete information package.

14-21 — Outdoor Survival Workshop IC0287
Course covers how you can be physically and mentally capable of handling nearly any survival circumstance possible. Two meetings plus overnight field trip with Tim Kneeland, 871-7332. Extension class, U of M, 101 Wesbrook Hall, 77 Pleasant Street SE, Minneapolis, MN 55455.

21 Wednesday — MCA Annual Meeting
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
Brooklyn Center, MN
All members are encouraged to attend this meeting and cast their vote for the 1981-82 Directors.

23-25 Fri-Sun — Tri-State 300 Bicycle Challenge
Challenge your body, mind, bike, and soul as you peddle 100 miles a day through Minnesota, Wisconsin, and Iowa. Contact Tim Kneeland or Valerie Sprink at 871-7332.

Attend the Annual Meeting!

NOV

7 Saturday — MCA Annual Banquet
Make plans now to attend this festive event.

MCA MONTHLY PROGRAM

Acid Rain and Minnesota Lakes - The Friends of the Boundary Waters Wilderness will be putting on a program in their office (Room 125, 3255 Hennepin Avenue South) dealing with acidic precipitation, its effects on lakes, water quality, vegetation, and air quality. This problem is not localized to the Midwest, or even the United States. Canada is beginning to feel this threat, which originates mostly in the U.S.

"Acid Rain—The Choice Is Ours," an excellent slide show which describes the problem and offers solutions, will be presented.

John Kopp, Conservation Director, is the manager for this program.

Hut! Staff

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Send articles to:

Mike or Sharon Gilman
810 South Sixth Street, Apt. 1
Hopkins, Minnesota 55343

DEADLINE FOR EACH ISSUE

Articles should be submitted to the Editor no later than the 12th day of the month preceding publication.

HUT is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940s as they won four Aquatennial canoe races. It was adopted as the title of the MCA magazine because it symbolizes the teamwork and coordination necessary for effective canoeing.

Corrections to the August HUT!

Under "Trip Reports," the St. Croix Benefit Cruise article incorrectly spelled Jim and Verna Robinson's last name. Jim, Verna, and daughters Anna and Alex recently accompanied us on the Upper Iowa cruise (see article). Jim is becoming infamous for leading a spring cruise on the Crow River. Watch for his article to appear this winter.

Get out and VOTE on Oct. 21

Annual Meeting (Notice) October 21 — Watch for your notice and proxy to show up in the mail.

As a regular member of the MCA, you are both invited and encouraged to attend this special yearly meeting. Each member can exercise his right to vote and/or run for office. Nominations will be accepted both in advance and at the time of the meeting. Proxy votes may be sent in with or to a member that you delegate to cast your vote.

All positions on the Board of Directors are open to any member wishing to take an active part in running the organization. Your involvement in the club is what it takes to make the club a strong voice for Minnesota's canoeists. So lend a hand, for whatever the deed, when your Directors or fellow members ask you to help out.

Let's see a big turnout for this year's Annual Meeting.

A VICE REPORT

by Venice Barsness, Vice President

Conservation is taking a beating this year in the form of spending cuts both from Congress and the state legislatures. The cuts are deep, in some cases cutting out whole programs, and in others making the programs useless.

At a meeting of a House subcommittee, Assistant Agriculture Secretary John Crowell, Jr. told the committee, "I don't think we necessarily should leave oil or other resources for future generations." He called for Congress to stop the public land base from being continuously eroded by wilderness set-asides, and then went on to say that having one percent of Oregon's timber in wilderness areas could be too much because it is high value timber. He repeatedly termed wilderness a single use on which other multiple uses can't occur, for the land can't be used for other productive purposes.

It would appear that wilderness use alone is not worthwhile to some people in the new administration.

Prior to 1966, a great deal of work by many groups interested in clean water worked hard to get the Water Resources Planning Act, which set up the Great Lakes Basin Commission and other river basin commissions, as well as the U.S. Water Resources Council. It looks now like there is no money in the federal budget for these programs. Some work may continue to be done on a state level, but state money is also very short this year.

In Minnesota, the DNR took some cuts in budget, and just what effect this will have are not yet clear to the public.

No one is going to just give this lost money back to conservation at the state or federal level. It can only be funded as a result of a great many hours of work on the part of those of us who love the outdoors and are willing to give of our time to work for more conservation funding from Congress and the state legislatures.

It's not going to be easy; it will take a lot of work, but it can be done!

Annual Banquet

1981 ANNUAL BANQUET - NOVEMBER 7

Here's your chance to come and join in on a festive event with other MCA members. Your new and old directors of the MCA invite you to attend this social evening of dining and canoe talk. After the dinner, awards and prizes will be given by MCA members and member clubs. The evening will be complete with guest speakers.

The banquet will be held at Bursch's, 17 Eighth Avenue South, Hopkins (see map). Cocktails will begin at 6:00 p.m., and dinner will be served at 7:00. The dinner will cost $10.50 per person (tax and gratuity included), and it will be served buffet style with three choices of meat: barbecued ribs, french fried jumbo shrimp, and broasted chicken.

Entrees include salad and relish trays, baked potatoes, rolls and butter, and beverages (milk, coffee, tea, and soda).

RESERVATION FORM

Name(s) _____

Address _____

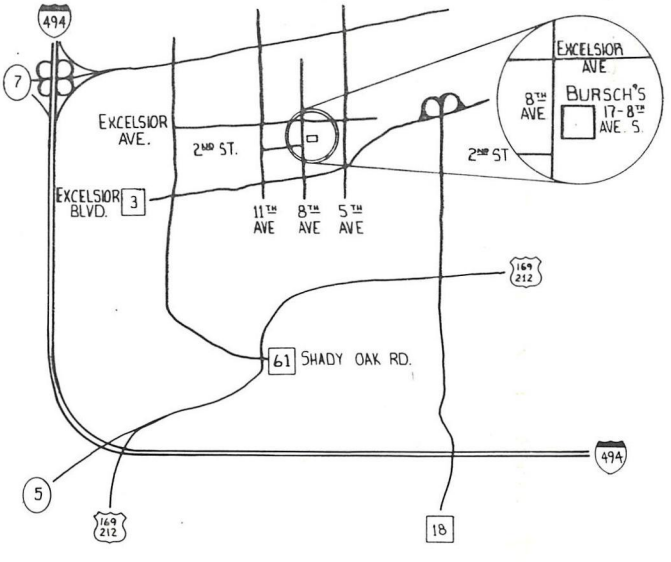
City/State/Zip Code _____

Area Code and Phone Number _____

Number of Reservations Having Buffet Dinner ____

Send this Reservation Form plus a check for $10.50 per dinner (made out to the Minnesota Canoe Association Inc.) to:

Penny Mielke
1880 E Shore Dr
St. Paul, Minnesota 55109
or
Joyce VandeVyver
2608 W 60th St
Mpls. Minnesota 55410



CONSERVATION

by John Kopp, Conservation Chairman

As I stated in last month's column, I will be discussing the National Clean Air Act. But first, a report on the Minnesota APC-1 hearings.

On July 29, the Minnesota Pollution Control Agency held an evening hearing on the state air quality standards. I attended the hearing along with Penny Mielke, John Wexler, and Chris Berne. We offered testimony expressing concern that acid rain could cause damage to northern Minnesota's lakes and urged the state not to relax the ambient air standards. About 150 citizens from across the state were in attendance, and all asked that Minnesota not relax its current ambient air standards.

The battle doesn't stop in Minnesota, however. This year, the National Clean Air Act (CAA) is due for renewal. The current Reagan Administration is proposing to amend the act to make it less effective in providing a clean environment. Among the proposals are:

relax drastically the 1981 auto standards for carbon monoxide and nitrogen oxides;

shift nearly all major responsibility for clean air programs from the federal government to the states, leaving the federal government with no mandatory and little discretionary authority to intervene if states fail to act;

repeal the program designed to clean up regions that do not meet air quality standards by eliminating deadlines, sanctions, and prescribed control measures;

remove the protection against degradation of most clean air regions across the country and even sharply curtail the protection of national parks;

repeal the requirement for putting sulphur removal controls on new coal-fired power plants;

and worsen the acid rain problem by relaxing power plant emission standards, and repealing secondary protection standards.

All this is happening at a time when northern Minnesota is already beginning to suffer the effects of acid rain.

It is important that you write your congressmen and senators stating that you oppose any amendments which will weaken the Clean Air Act and that it should be made more strict to deal with the acid rain problem. Write to:

House

The Honorable _____
House of Representatives
Washington, D.C. 20515

Senate

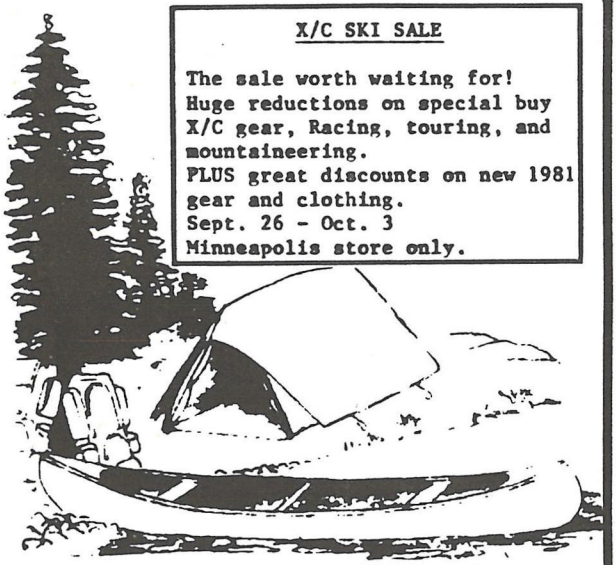
The Honorable _____
United States Senate
Washington, D.C. 20510

Al Watson of the Friends of the Boundary Waters Wilderness will talk about acid rain and its effects on the northern lakes at the September program. This will be held at the office of the Friends of the BWCA Wilderness at 3255 Hennepin Avenue South, September 16 at 7:30 p.m. I urge you all to attend what will be an interesting and informative program.

Midwest Mountaineering
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The sale worth waiting for!
Huge reductions on special buy X/C gear, Racing, touring, and mountaineering.
PLUS great discounts on new 1981 gear and clothing.
Sept. 26 - Oct. 3
Minneapolis store only.



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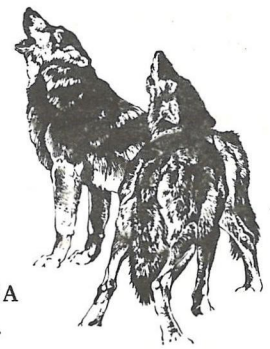
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CANOES • XC SKIS • CLIMBING GEAR

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midwest mountaineering

DNR News



DNR ACQUIRES SHAKOPEE-CHASKA RAIL RIGHT-OF-WAY FOR TRAIL

The acquisition of 4.5 miles of abandoned Milwaukee Railroad right-of-way between Shakopee and Chaska for recreational trail purposes was announced this week by the Department of Natural Resources.

Don Carlson, special assistant to the Commissioner of Natural Resources and director of the Trails and Waterways Unit, said the trail segment will become part of the Minnesota Valley Corridor Trail.

Cost of the right-of-way was $48,000.

Carlson said crews will be working on the railbed this summer and fall removing debris in order to allow limited snowmobiling and cross country skiing this winter.

Additional work will be required to make the right-of-way useable for bicyclists. Carlson said this will require a master plan and legislative funding.

Expedition

EXPEDITION UPDATE

by Mike Gilman

Tinga Maria, Peru—Mike Vande Vyver and the rest of the expedition team (Roy Johnston, Jim Seward, Vern Christensen) arrived in Lima, Peru on Saturday morning, August 1. The flight out of Miami was delayed when they changed an engine on the plane, and another two days were spent in Lima trying to arrange road transportation over the Andes to Tinga Maria. They finally ended up buying plane fare instead and met with Fred Guerra, who gave them a tour of Lima which Mike described as "a couple of very wild nights." (I figured they wouldn't run into those types of nights until they were deep into the jungles.) All the equipment came through okay, an important part of the trip.

Mike's letter was being written 100 feet from their put-in, where they were boiling water for a meal. The fruit is reported to be great; pineapples are grown locally and sold by the natives for 50¢ each. Beer cost about $1 per liter.

It seems like the government keeps a close watch on the team and knows basically every move they make. Morale was low while waiting for transportation to Tinga Maria but improved once things were under way. The area was described as "a paradise of wildlife," and they were all anxious to put in on Tuesday, August 4. They were staying at the Exploration Lodge, at $10 per night, with a fiesta planned before they left.

Mike said he had a look at some of the roads, and they were the worst he's ever seen.

More to come as news leaks out.

UPCOMING CRUISE

3-C WEEKEND — Canoeing, Camping, and Colorama on the Kickapoo River

by Penny Mielke

It's Steuben time on the Kickapoo once again. The date: probably the last weekend in September. This cruise begins at Steuben, Wisconsin; take-out is Wauzeka—roughly 15 miles. There are no rapids, but the current moves right along, and there are downed trees to consider on occasion. A good draw is helpful on this trip—makes it easier.

Friday evening:
Registration at the Steuben Community Hall Camp.

Saturday:
6 a.m. to 7:30 a.m. - Breakfast
8 a.m. - Launch at the Steuben Landing
Noon - Hot lunch at Plumb Creek Landing
1 p.m. - Continue to Wauzeka
Approx. 4 p.m. - Shuttle service back to Steuben
6 p.m. - Evening meal (it's DELICIOUS) followed by a VERY informal program

Sunday:
A nice, leisurely trip back home. The countryside is picturesque, and the drive along the Mississippi is always dream-like.

There is a registration fee: $12 per adult, and $5 each for children under 12 years of age. After two children, the registration is $4 each. This will be Steuben's 15th Annual 3-C Weekend. If interested, call Penny Mielke at either 776-1935 or 227-7784, and she will see that you receive a registration form. It's really a neat way to spend a weekend. You'll meet lots of interesting canoeists from Wisconsin, Illinois, and, of course, Minnesota. Hope to see you.

MINNESOTA TOPS IN BOAT OWNERSHIP

Minnesota leads the nation in the percentage of its citizens who own boats, the Department of Natural Resources said today.

Figures recently released by the U.S. Coast Guard also show that Minnesota is second among all states in the total number of boats licensed.

The Coast Guard report says that in Minnesota there is one boat for every seven persons. This is the second year in a row that the state has been in second place in total boat registrations.

Minnesota has 6.8 percent of all boats registered in the nation, but was responsible for only 2.6 percent of the country's total boating fatalities during 1980.

The top six states last year in the total number of boats registered were:

Michigan — 617,723
Minnesota — 580,393
California — 553,608
Texas — 546,538
Florida — 497,891
Wisconsin — 422,325



DNR SEEKS HYDROPOWER PERMIT FOR KETTLE RIVER DAM

The Department of Natural Resources has applied for a preliminary permit to license the Kettle River dam in Banning State Park near Sandstone as a hydropower facility.

The preliminary premit from the Federal Energy Regulator Commission does not authorize construction, but gives the applicant priority for site licensing while determining the engineering, economic, and environmental feasibility of a project.

DNR officials said a complete study of the site is being made by the U of M's St. Anthony Falls Hydraulic Laboratory. The Legislative Commission on Minnesota Resources has provided funds for the study and preparation of plans and specifications.

The Laboratory is also preparing hydropower feasibility studies at existing dam sites located at Granite Falls, St. Cloud, Byllesby (Cannon River), Lanesboro (South Branch Root River), Anoka (Rum River), Fishhook River, and Thief River Falls.

Preliminary permit applications for hydropower development have been filed with the federal government for the following existing dams: St. Cloud, Coon Rapids, Rapidan Dam (Blue Earth River near Mankato), Byllesby Dam, Orwell Dam (Ottertail River), and Lock & Dams #2, #5, #5A, and #7 (Mississippi River). These applications have been submitted by cities, utilities, and private developers.

TAXING RACING CANOES TO RAISE FISH

by Chuck Holst

How would you like to pay an extra $10 to $30 on your next We-no-nah or Sawyer canoe in order to help support sport fishing in America? That would be the effect of a bill before Congress to expand the Dingell-Johnson Fish Restoration Act of 1950. The Dingell-Johnson Act was designed to aid the states in improving fisheries management, purchasing and improving fishing accesses, and in other ways enhancing the sport fishing environment by providing matching federal funds to the states.

Funding for this program is provided by an indirect tax on the fishermen who benefit from it. This takes the form of a 10% federal sales tax on sport fishing equipment and accessories such as rods, reels, lures, creels, tackle boxes, and so forth. The tax is imposed on the manufacturer or importer, so the typical sportsman is rarely aware of it, but you can bet your bentshaft he pays it in the end. Not unjustly, either, for it is a good program. In fact, the American League of Anglers is one of the Act's staunchest supporters.

However, the original act unaccountably left out some basic fishing equipment, such as fishhooks, and failed to provide for newer developments, such as electronic fish finders. So a new bill is before Congress to provide additional funds for the D-J program by taxing these neglected items. Unfortunately, along the way someone decided that canoes were just as much fishing accessories as rod belts and fishing chairs. Title II of the Fish Restoration Act of 1981 (H.R. 2250 and S. 546, also known as the Dingell-Johnson Expansion Act) would impose a 3% value-added tax on "boats not more than 25 feet in length except hydroplanes, kayaks, and sailboats." There is no mention of canoes as such, but they are not specifically exempted as kayaks are. I assume that decked canoes would also be taxed despite their resemblance to kayaks.

The unfairness of this bill is obvious. It assumes that canoes are used primarily, if not exclusively, for fishing, that they are nothing more than large, expensive fishing accessories. I am talking about Grummans, USCA cruisers, pro boats, Olympic racers, decked canoes, whitewater canoes, sailing canoes—anything called a canoe, whatever its form or function. The bill does not recognize canoeing as a sport in its own right.

MCA members who have their own canoes, however, own them because they enjoy paddling, or because canoes give them mobility in a way compatible with wilderness. Many fish, but of those who do, most do so infrequently, more as an afterthought than as a goal. I pack a camera and a light meter on my BWCA trips in the same way many people pack fishing equipment, but I would never seriously think of my canoe as a photographic accessory.

The MCA is a special group; other canoeists fish more. But even among the general public, canoes are used more for general recreation than for fishing. A look at the St. Croix River or the Minneapolis lakes on a summer weekend should be enough to convince anyone of that fact. Most fishermen prefer fishing boats to canoes (except for special places such as the BWCA). If a fishing resort furnishes both fishing boats and canoes to its guests, you can be sure the latter will be used only for paddling around.

There is another side to the argument, of course. According to Canoe magazine and the Minneapolis Tribune's Ron Schara, many fishermen feel that non-fishing boaters have been getting a free ride for the last 30 years. The gist of the argument is that non-fishing boaters, including canoeists, have been using fishermen-funded access sites and facilities without in any way contributing themselves.

This seems reasonable until you start looking closely at the facts. A call to the Minnesota DNR's Division of Fish and Wildlife informed me that : 1) the bulk of the D-J funds received by Minnesota goes to fish management, so only a small amount is spent on access sites; and 2) access sites are chosen primarily on the basis of fishing potential—other recreational considerations are ignored. (I hope to have more precise information in the next issue of HUT!.) Obviously, only a very small part of our contribution as canoeists would benefit us in any way.

Also, all the fishing accesses I have seen are designed for trailer access, except on rivers like the Brule that are not navigable by fishing boats. Canoes do not require ramps any more than kayaks do. Yet boats that do require ramps—hydroplanes and sailboats—are specifically exempted from the proposed tax (though their trailers are not). So the access argument fails on its logic. If use of fishing accesses were a significant concern, all trailerable boats would be taxed. Plainly, this is not a concern of the bill; by its internal logic, canoes are to be taxed only because they can be used as fishing platforms.

My basic point is that (to quote Canoe magazine) "fishermen fish; paddlers paddle." Those paddlers who fish have already paid their dues; the rest of us should not have to. The canoe is a form of transportation, not a fishing accessory. It makes just as little sense to tax canoes as fishing accessories as it would to tax snowshoes as ice fishing accessories. (By the way, ice augers and ice houses are included in the bill.)

If you agree with me that canoes should be exempted from the Fish Restoration Act of 1981, you can help by writing your congressman and senators:

House
The Honorable _____
House of Representatives
Washington, D.C. 20515

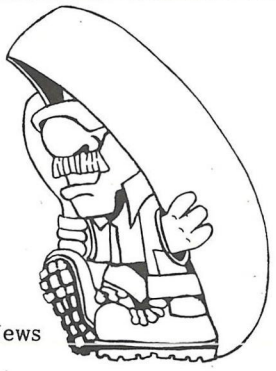
Senate
The Honorable _____
United States Senate
Washington, D.C. 20510

Briefly express your opposition to H.R. 2250 and S. 546 in their present forms, stating that: 1) canoes are not fishing equipment and therefore should be exempt from any tax that supports sport fishing, and 2) only equipment specifically designed for fishing should be taxed, not multi-purpose forms of transportation. Be as concise as possible. Be sure also to send a copy of your letter to Rep. John Breaux, Chairman, Subcommittee on Fisheries and Wildlife Conservation and the Environment, H2-544 House Annex II, Washington, D.C. 20515. Rep. Breaux introduced the bill.

Cont. on Pg. 15

KEITER CANOEING
101 - 79th Avenue North / Minneapolis, Minnesota 55444

The Duluth Traveler



Twin Ports Chapter News

President - Chris Clay, 120 Greenwood Lane, Duluth, MN 55803 (218) 728-3416
Treasurer - Rick Luck, 18 W. Owatonna, Duluth, MN 55803 (218) 724-7992
Cruise Coordinator - Susan Marsh, 27 Fifth Street, Cloquet, MN (218) 879-7738

by Chris Clay

Our standing joke has literally come true whereby if summer falls on a weekend, people usually have a picnic. It's true that we've had our share of rainy days with enough fog to make people drive using the Braille method, but looking on the bright side of things, Duluth is a great place to be if you don't do well in warm weather. All things are considered when planning outings or events, and Nature seems to throw in something extra just to keep us on our toes. For instance, in July we had a moonlight paddle on the Cloquet River, hosted by Robert Grann of Cloquet River Canoe Rental, which turned out fine with no rain. Everyone had planned on a full moon that night, and that's what we had until the lunar eclipse developed. This month's quiz question concerns that teeny set of rapids at the end of the trip. How many canoes, having been given the same set of navigation instructions, ended up nailing the exact same rock?

The responses received so far about the July 18 canoe races have been favorable from participants, spectators, and sponsors, so plans have been launched for next year's races. Conditions were perfect for a race, with the exception of some rather thick fog at the starting area making necessary a motor boat to lead the pro boat race. Just before the start of the pro boat race, a fisherman motored up to the dock area and was quite startled to find himself looking down the barrel of a Civil War cannon manned by a Union Army gun crew. Word has it that he was still somewhat pale when he showed up later to inquire about what was going on. See the Mississippi Mud section for race results.

If anyone is interested in St. Croix River trips or BWCA trips in September or October, contact Cruise Coordinator Sue Marsh.

3M NEWS

by Paul Davies

Things have been pretty hectic here at 3M recently. Summer trips have covered most types of canoeing, with cruises such as a family day down the St. Croix, the Cannon, and weekends on the Namekagon and Class III Vermillion.

Tom Aluni and Jim Pedginski proved to be excellent instructors for our annual whitewater course. Combining theory with practice, they taught approximately 20 avid canoers how to handle rapids like Taylor's Falls. Graduation was the Kettle River from Blueberry Slide through Hell's Gate (spectators at Banning State Park mistook the school for the start of the lemming season!). We lost only one student throughout the course—appendicitis at Taylor's Falls.

Trips planned for the remainder of the season are a long September weekend in the Boundary Waters and a fall color cruise on the Rum River early in October. The latter will include a picnic and maybe a party afterwards to celebrate the last trip of the year. Precise details and date will be finalized later this month. If interested in the above events, please give me a call at 735-6618.

From PUBLICATIONS

by Mike Gilman

It's been nine months now that we've been carrying this baby, and I'd have to say it's been somewhat a labor of love. This newsletter has been called our main lifeline with members throughout the state and with friends in other states. Many people have made comments about the improvements in appearance and material, but even though I've enjoyed writing some of these articles, I think it's the input from the rest of you that counts. I love all aspects of canoeing, so if each of you would cooperate and send in a little write-up as soon as you think about it (trip reports, stories, or editorials), I'd have more time to get out on the water. As the weather turns toward fall temps and autumn colors, I'd enjoy hearing about your outings. Those of you who belong to our out-state clubs can always write about your local activities and meetings. We need to keep an open line of communication between all canoeists, and this newsletter can be that channel.

So remember to write, and give me a break.

MORE TIME FOR TRAINING

by Ken Esperson

I went to the city of Rockford at about 9:00 a.m. on July 18 hoping to view the end results of "The Great American Race." To my dismay, I found that this triathlon had been cancelled. I did meet two runners running into wayside park on the northeast side of Rockford. I introduced myself to Jeff Janacek from Coon Rapids and Phyllis Kahn of Minneapolis. I found out then that the event had been cancelled on Thursday because of a sealcoat job on the route.

I talked to them about the 15K run and found out it was not too hilly and road surface is good. Looks like some of us can make it with more training. All of us who hesitated can now enter this triathlon on the rescheduled date of September 12 at 8:30 a.m. It should also be cooler then. I talked to Jerry Kassanchuk about the date and starting times. Jerry said that if you don't pre-register by mail, registrations will be taken on the day of the race starting at 7:30 a.m. at the wayside.

This event will make a lot of people take notice of this picturesque farming community on the Crow River. Keep it up, Jerry.

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President - Steve Peterson, 612-753-2921
MCA Director - Chris Berne, 612-929-5714
News Coordinator - Jim Pomroy, 612-636-9879
Race Schedule - Warren Thunstrom, 612-780-2866
Rookie Racers - Karl Ketter, 612-636-8116

2ND ANNUAL SKI HUT CANOE CLASSIC

30 Miles - July 18, 1981 - Duluth

	Time	$	Points
Todd Johnson/Dan Hassel	4:47:00	100	30
Rich Hendricks/ Mike Bohanon	4:47:07	80	29
Ken Boettcher/Dave Sipe	4:50:28	50	28
Clint Waddell/Karl Ketter	4:55:19	40	27
Walt Hirschey/ John Hirschey	5:01:07	40	26
Jim Hagen/Maren Hagen	5:01:08	40	25
Eric Markwardt/Doug Lake	5:22:45	30	24
Steve Carlson/Don Carlson	5:31:59	30	23
Jim Wheeler/Dave Spencer	5:42:45	30	22
Chris Clay/John Wexler	6:29:51	30	21

See Twin Ports Chapter News for notes about the race.

GRAND RAPIDS RACE RESULTS

It was a page from the past to be racing the clear waters of the upper Mississippi River and eating Brenda's famous fried bread dough. An exceptional number of tough teams stirred up the wild rice. The first 10 teams finished within nine minutes in 2½-hour race with mere seconds separating several positions. Steve and Dave finished strong in a close race to edge out Todd and Dan. Flip and Flop were in good form as they performed an intricate "remove the weeds from the bow" maneuver to the satisfaction of all the teams behind them. Many teams and families stayed overnight to vacation a day in the tall timber. Special thanks for the courtesy of the Bakers, Ambles, and Hassels and the Tall Timbers Days organization for their support of this good event.

	Time	$	Points
Dave Sipe/Steve Peterson	2:20:21	150	30
Todd Johnson/Dan Hassel	2:20:48	100	29
Gene Jensen/John Glenn	2:23:47	75	28
Buzz Peterson/Stu Bastian	2:23:54	50	27
Willie Morris/ Mike Chickanowski	2:23:55	25	26
Al Rudquist/Maren Hagen	2:24:01	20	25
Ken Boettcher/ Gary Neddermeyer	2:27:13	20	24
Buck Broten/Al DuBois	2:27:25	20	23
Rich Hendricks/ Mike Bohanon	2:27:59	20	22
Clint Waddell/Karl Ketter	2:29:55	20	21
Chris Berne/ Warren Thunstrom	2:35:18	--	20
Duayne Wincell/ Scott Ankeny	2:35:35	--	19
Don Carlson/Mark Fulton	2:44:05	--	18
Rod Walsh/Joe Za	2:50:52	--	17
Ron Huss/Keith Canny	2:52:02	--	16

FLIN FLON TROUT FESTIVAL

This year's Gold Rush Canoe Derby in Flin Flon, Manitoba was held June 29-30 and July 1. Fourteen teams paddled the 3-day course that was specifically designed for spectator appeal (it certainly wasn't planned with the racers in mind!), and officials were very pleased with the turnout. Four and a half teams from Minnesota made the 1000-mile trip to compete for the Labatt's Trophy. This was the first time women competed, three of them no less.

The first day consisted of 11½ laps around Ross Lake beneath the towering (850 feet) smokestack of the smelting plant. That's a lot of left-hand buoy turns! Stu Bastian and Al Rudquist won the first heat by nine seconds over Ron Williams and Solomon Carriere. The race committee approximated this lap to be an hour shorter than it actually was, and several teams suffered when their food and water ran out too soon.

The second day started at Baker's Narrows and included five portages totalling three miles. No wonder Flin Flon has the reputation of making you tough! Ron and Solomon ran away with it on this day despite a "run in" with an airplane.

With their big lead, Ron and Solomon played it conservatively on the final Tour du Phantom Lake (four laps). Staying with the lead pack until the last few minutes, they finally pulled away to claim their prize. The great weather and slight breeze (imagine full covers not being necessary at Flin Flon!) held off until the post-race picnic at Mel Pearson's. When the rains finally came, ten teams packed up and made the mad dash to Minneapolis for the First Bank Classic.

Flin Flon Results

Ron Williams/Solomon Carriere	10:09:10
Stu Bastian/Al Rudquist	10:12:00
Ev Crozier/Tim Triebold	10:15:41
Rich Hendricks/Mike Bohanon	10:25:42
Mike Johnson/Jack Mefford	10:29:41
Dave Kruger/Errol Schluter	10:32:17
Steve McKay/Dale McAuley	10:33:35
Bob Jarvis/Rick Hall	10:40:50
Daren Wride/Dan Turner	10:42:52
Todd Johnson/John Glenn	10:53:04
Chris Berne/Warren Thunstrom	11:04:51
Kevin Dumas/Michael Lander	11:15:12
Renee Merz/Cliff Carriere	11:34:31
Maren Hagen/Beth Schluter	11:46:33

Remember to attend the RACER'S ANNUAL MEETING

1981 MCA RACING CANOE POINT SYSTEM CHAMPIONS

50 people participated in two or more events. Ten of these racers were from Michigan and Wisconsin. 128 different people raced in seven different races. Total prize money for the circuit was $17,560, with the majority of the money going to paddlers from outside Minnesota. Once again, a rookie collected more points than all others. More of the masters were active this season, as two major races and the old favorite race at Grand Rapids were held. Only the top three paddlers could not have improved their positions by attending more events. Awards will be made at the MCA Annual Banquet.

	Points
Dave Sipe (Rookie Trophy)	224
Todd Johnson (Intermediate Trophy)	202
Ken Boettcher	187
Mike Bohanon (Master Trophy)	173
Rich Hendricks	171
Gary Neddermeyer	170
Karl Ketter	159
Gene Jensen	150
John Glenn	143
Clint Waddell	137
Dan Hassel	135
Warren Thunstrom (Expert Trophy)	135
Al Rudquist	134
Stuart Bastian	131
Buck Broten	127
Duayne Wincell	126
Steve Peterson	125
Walt Hirschey	125
Chris Berne	119
Buzz Peterson	110
Maren Hagen	106
Jim Pomroy	104
Scott Ankeny	100
John Hirschey	98
Jim Wheeler	96
Bonnie Peterson	95
John Mundahl	89
Al DuBois	89
Jim Hagen	84
Mike Chickanowski	71
Larry Kriesel	70
Doug Lake (Junior Trophy)	69
Eric Markwardt (Junior Trophy)	69
Chris Clay	67
Jeff Howe	64
Bill Geronimous	50
JoAnn Dohlene	49
Larry Johns	49
Dave Spencer	44
Craig Caron	42
John Wexler	41
Don Carlson	41
Kevin Toll	41
Jerry Kassenchuck	41
Ron Huss	41
Rod Welsch	36

AGENDA FOR FALL 1981 MCA RACERS MEETING

The main annual meeting for racers will be held on Saturday, November 7, 1981 in Minneapolis. Later that evening, all will join the festivities at the MCA Annual Awards Banquet where we'll honor our point system winners and state champions with presentations of the silver bowls. A warm-up will be held at Betty's house at 11:00 to 1:00 for those who need a late season training run.

Several meetings and planning sessions will precede this event. Please help us decide what canoe racing should look like next season. Contact Karl (612-636-8116) or Chris (612-544-2422 or 929-5714) for information or to add items to this agenda.

1. Membership and financial report.
2. Reports from regional racing groups: SMCA, Duluth, Grand Rapids.
3. Election of new officers.
4. Begin sanctioning of 1982 racing canoe events. Discuss maximum number of events for the point system, minimum amount of financial support, amount of services to be offered by this group. There are reasonable chances for events at Mankato, Princeton, Little Falls, Duluth, Grand Rapids, and Minneapolis.
5. Select date and organizer for 21st Annual Jensen Handicap.
6. Schedule 1982 Minnesota Women's Canoe Championship.
7. Schedule 1982 Minnesota Mixed Couples Canoe Championship.
8. Schedule 1982 Minnesota Solo Canoe Championship.
9. Discuss need for a 1982 Minnesota Junior Canoe Championship.

   (Items 6, 7, 8, and 9 require discussion on dates, locations, canoe specs, sponsor support, racer membership requirements, travel expenses, and organizational support.)
10. Discuss goals and staff for 1982 newsletter, Mississippi Mud.
11. Rookie racer report and schedule for 1982 presentation of new Rookie Racers Manual.
12. Discuss plans for group training runs and long, slow days.
13. Presentation of draft of Race Runners Manual to assist organizers of all canoe races in Minnesota.
14. Discuss the type and nature of awards to be presented to deserving racers. Categories may include builders award, bright idea, most improved, most original predicament, most congenial partner, racer's best friend, etc.
15. Other items of business as necessary.

BEGINNING CANOEING

The July graduates of MCA's Beginning Canoeing class are already plying the rivers and lakes of North America. They possess more skill and knowledge than 90% of all other canoers, and more than all power boaters combined. If MCA members want to master the basics in a short, practical course, they should call Karl Ketter, 636-8116, or Chris Berne, 929-5714/544-2422. A class will be scheduled for late September or October as soon as 10 make reservations.

July Graduates:

Bill & Polly Jose
Matt & Joy Peterson - Old Town
Dan & Jo Duffy - Alumacraft 17'
Yvon & Chirsten Johnson
Greg & Marilyn Soper - MCA Guide
Robert Scholer & Darrell Rodenz - Smith woodstrip

— TRIATHLON —

THE GREAT AMERICAN RACE, Saturday, September 12. A 100-kilometer, continuous, 3-part race (triathlon) consisting of 15 kilometers of running, 15 kilometers of canoeing (solo), and 70 kilometers of bicycling. Individual and team classes (the good teams will probably be made up of four person specializing in each segment: one runner, two canoers, one biker), men and women under and over 40. No restrictions on equipment. T-shirts and a lot of satisfaction for all finishers. For entry form, send a stamped, self-addressed envelope to The Great American Race, 1312 S. Tyrol Trail, Golden Valley, Minnesota 55416, or call Jerry Kassanchuck at 541-9810 for more information.

WANTED! 1981-82 Directors

PUTTING A ROOF OVER
A LOVE AFFAIR WITH CANOES

(From MACLEANS' July 30, 1979, via WVWA SPLASHES, December 1979/January 1980)

The tourist from Louisiana was staring, understandable behavior in a museum, but this was a stare of recognition, of understanding. His eyes were fixed on one vessel in the largest and finest collection of canoes in the world, the treasures of the Kanawa International Museum near Dorset, Ontario. The mental connection made, he piped up, "I know where there's a Canadian canoe." It turned out that he owned a beautiful wooden craft, made near Peterborough, Ontario, decades ago. Kirk Wipper, president of the museum, offered a trade, the deal was made, and his huge collection of boats was once again expanded.

It seems appropriate during the tremendous flurry of interest in canoeing Canadians have generated in the past several years that the ancestors of the new plastic models are being collected and restored. Canadians who worry about historical treasures draining away to the United States may take comfort that Kanawa (Carib for canoe) has a network of sharp-eyed antiquarians locating valuable canoes across the United States—in garages, museums, even at the bottoms of rivers—and is bringing them back to Canada. However, the museum is one of those Canadian works that exist under a blanket of modesty, the sort of place where American visitors say, "If they had that down in the States, they'd get so many people..." The relative anonymity is understandable, given the lack of publicity (there has never been an official opening) and its out-of-the-way location.

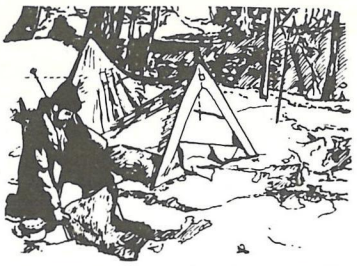
But what the museum lacks in fanfare it makes up for in dedication. The main force behind Kanawa comes from Wipper, a powerful and remarkably fit man who has spent most of his 55 years paddling, studying and collecting canoes from around the world. The University of Toronto professor created Kanawa 22 years ago after being struck by the enormous appeal that old canoes hold for many people. And in a quiet way perhaps fitting for canoes, the museum has become a smashing success. It's now home for about 600 canoes, kayaks, dugouts and various other paddle-powered craft on display in a pair of impressive log buildings set in a dense pine forest.

Wipper's love of canoes extends back to his childhood, when his parents were pioneers in northern Minnesota. Today he pursues canoes for the museum with a mix of detective work and business sense. He once negotiated for nearly two years with the Museum of the American Indian in New York City over the purchase of 44 canoes. Kanawa paid $125,000 for the lot, which included many Canadian canoes that had been bought in the 1920s and '30s by American collectors. He is currently negotiating with the San Diego Museum of Man for a group of four canoes, including a Hawaiian dugout, an outrigger from the Philippines, a dugout found off California by a tuna boat in 1974 and a bark canoe that the museum cannot identify—but Wipper can. Working from photographs, he concludes, "It's a Canadian canoe—Chipewyan, Athabascan or Slave Indian. You can tell from the high stern. It's a canoe that was used on big water, probably Lake Athabasca or Great Slave Lake." Antique canoes are by no means cheap. One 40-foot dugout with a spectacular figurehead, carved by Nootka Indians in British Columbia, is worth more than $20,000. Another, a Yarok canoe from Southern California, cost $10,000.

After years in boathouses and garages, many of the canoes the Kanawa buys have been nibbled by time, weather, bugs and birds. It is Rick Nash, an expert in restoring canoes, who has the job of erasing the years of damage. Nash moved to Canada from New Hampshire, where he worked with an American canoe expert, Henri Vaillaincourt. Vaillaincourt has devoted his live to preserving the bark canoe. He makes them with the tools and material the Indians used, lashing them together with the split roots of spruce and white pine—never using a screw, a nail or a rivet. Vaillaincourt trained Nash, and there are some (including Wipper) who say that Nash has surpassed Vaillaincourt.

Ottawa writer Ken Roberts, who is preparing a history of the canoe in North America, has been traveling the continent in search of information, and he says there's no collection anywhere that comes even close to Kanawa's. "We don't have the cathedrals of Europe, or the art of Italy, or the ancient treasures of Egypt, but we do have an aboriginal and historical collection of watercraft that is unmatched in the world," says Roberts. "Let us preserve what is important to our history." Luckily for Canadians, that job is well under way.

CLIFF'S CORNER



by Cliff Jacobson

Last issue you read my response to a "poison pen" letter I received from an "anonymous" person. As your HUT! Editor pointed out, I later learned the letter was a gag perpetrated by my good friend Kent Swanson—however, not before I'd vented my aggression with sword-tipped typewriter. Shortly thereafter Karl Ketter called to express concern that some folks might be offended by my response. He also rightly suggested that I lay out straight some basic differences (suitabilities) between open canoes. Okay, Karl, here goes!

First, apologies to anyone who took the letter and retort too seriously. After the smoke cleared we all had a good laugh and figured you might enjoy the same.

Let's begin with a basic assumption—you want to buy one canoe that will best meet your paddling needs. Unfortunately, that's asking a lot from a single craft, for no one canoe will do everything well. And the farther away you get from the non-intimidating, reliable, but basically "un-fun to paddle" 17-foot Grumman, the more you're apt to realize that you need a shedful of canoes, one for each paddling purpose.

The important thing is to realize that form follows function. You can't expect a sleek racer to negotiate a whitewater slalom course or a Royalex Blue Hole to win a flat water race. If you're a purist, you'll demand the best from your equipment. You won't compromise by using a boat that's less than the best for the purpose you have in mind. In short, you'll own two canoes, or three, or more. (I have four, which isn't nearly enough.)

Let's define some "use categories"; these are my definitions.

CRUISING: Spooning around Lake of the Isles, running the Croix, Cannon, and Rum. Maybe a 3-day stint in the BWCA. Cruising is fun, so you want a boat that spells F - U - N when you paddle it. My choice? Maybe a Jensen Cruiser, Sawyer Cruiser, or Outrage, Mad River Northwoods, Lincoln 5.8, or MCA strip Explorer. Sure, you can cruise in a plastic bleach jug canoe if you like, and it'll still be fun. But no way can you compare that fun to what you'll experience in a sweet, skinny cruiser.

FLAT WATER RACING: The idea is to run the fastest canoe downstream in the shortest possible time. Canoes are designed for sheer helacious speed. These "pro boats," which measure but 27 inches at the 3-inch water line, are constantly refined to keep them competitive. Many folks consider them too squirrely for general cruising, but they're not bad after you've been in them for a few minutes. They're great for a day's fun and acceptable transport for a weekend campout in predictable waters. But they're not wholesome all-around boats. They're racers, pure and simple.

WILDERNESS CRUISING: A week or so in the BWCA with maybe 150 lbs. of camping gear. Small lakes, infrequent small rapids, and lots of portages. Occasionally a wind blows up on a mid-sized lake and pushes rollers to two feet or so. Most any canoe will do here, even a flat-out racing hull, although you'll learn to dislike square stems because of the damage they incur on rocks and the weeds they catch. The pro boat and pure cruising canoe can be used with success here by experienced paddlers, but they're out of their element. Try loading any skittish, straight-stemmed, zero rocker hull while straddling two rocks with a 60-lb. Duluth pack on your back and you'll get the idea. And watch out when the wind blows. Neither of these canoes will run dry in 2-foot rollers when loaded, even in the hands of experts. Racers cover their canoes when there's rough water ahead, but such treatment is overkill and a hassle in the BWCA. Most likely you'll occasionally be either wet or windbound when your friends in larger canoes are simply enjoying the day.

Boats? I'd pick a We-no-nah Jensen WW II or Sundowner, Mad River TW Special, 18½ Alumacraft, or maybe one of the new Beavers. The idea is lightweight (under 65 lbs.), ease of paddling when moderately loaded, and enough initial stability to allow you to confidently cast a lure into a beckoning weed bed without fear of upsetting.

SERIOUS WILDERNESS CRUISING (remote trips): No experimenting here. You're going to northern Canada where the small lakes look like oceans and the "little rapids" are similar to the Dells at Taylors Falls at high water. Figure on walking 50 or 100 miles to the nearest road or rail line, and you get the idea. What works for WILDERNESS CRUISING will work in remote country if you're very careful! An upset in the sometimes near freezing waters may prove fatal, so you want the biggest, dryest running canoe you can find. That means boats like the Old Town Tripper, Sawyer Charger, We-no-nah Jensen White Water, Mad River Voyageur, and 16½-foot Explorer (short in length, but big in volume).

Some argue for use of USCA spec cruisers with fabric covers. These long, skinny canoes can be used safely if covered, but only by teams of experts who understand their limitations and realize that discretion is often the better part of valor.

WHITEWATER: International Class II or greater is generally considered "whitewater" (the Dells at Taylors Falls usually rates II, as does Hells Gate on the Kettle when the MCA runs open boat classes in June). Open canoes designed for SERIOUS WILDERNESS CRUISING can safely handle Class III water when loaded for an expedition while WILDERNESS CRUISING boats will work in Class II similarly loaded. But if whitewater is your thing, if you like to "play" in rapids, you'll get a boat designed for it. Maybe a Blue Hole 16, an Old Town Tripper, Shoe Heel Grumman, or one of the fancier, partially decked boats like the Seda Explorer or Easy Rider. None of these canoes is fast; they're too portly for that. But they climb over the big ones. They run dry. And that's the name of the game.

Okay, that's the layout. Still confused? Then send $1.25 to CANOE MAGAZINE for a copy of the 1981 Buyer's Guide. It contains a wealth of specific information on how to get the most for your money in a canoe.

So you see, what works for me may not be best for you. I put a lot of miles on an Old Town Ranger, a slow but determined and eminently seaworthy craft. And I paddle a Sawyer Charger in the BWCA and northern Ontario. Admittedly some overkill, but not with wife, two kids, dog, and gear aboard. My favorite canoe? A 15½-foot woodstrip solo model designed by Bob Brown, Darrel Foss, and me. Its midsection measures just 3 and 27. Look for it in Old Town's spring '82 catalog.

CONTINUING ADVENTURES

A MERRY TIME ON THE LITTLEFORK - Part 3

by Good Ol' Nels

This branch of the river is sometimes called the Rice River and sometimes called the south branch of the Littlefork, but, whatever, we had about 32 miles or so on it before we would join the east to west branch coming from the town of Cook. Sometimes you can blow out great distances in a hurry in a canoe, and sometimes not; this was one of those times. I was a little agitated not to reach the Cook branch this day, but such is life. It doesn't pay to be a canoeman if you can't be flexible!

We went to camp early--two minutes before official sunset. Doyle found a fairly level and spacious spot in a dried up "forest glade." I always loved those places when they were filled with snow melt water in the spring and now, glory be!, I get to camp there. The tents are up swiftly, the fire space is neatly and securely done, and Doyle has a fine fire in mere seconds. Tom finds a great thick log and like a magnificent carpenter has it raised and supported strongly to comfortable sitting height. There is ample firewood of all sizes. The grate was put in place, and soon very large sirloins were sizzling nicely. Large cans of sliced Irish potatoes, one for each of us, were spaced around the fire in the coals. Soon the magnificents were being enjoyed along with the three cans of ample, tasty potatoes, and those large cans of Australian beer were being cracked open. The "Tooheys," "K G Tooth Lager," and "Fosters," as well as good old 16 oz. Schmidt Draft went down smoothly with this well deserved Viking type banquet! I have a moderate inflammation of my trusty right elbow which is being treated regularly with Indocin. It feels sorta okay part of the time on the river, but its toughest task is lifting and holding those big cans of Australian beer! Luckily, it is a diminishing strain.

It is getting later into this super evening and soon time for a needed sleep. Tom says he want to just sorta float into bed. I am securing things as Tom says about a full sentence from his sleeping bag. In about an eight count, he is snoring contentedly and is fast asleep.

We are refreshed at breakfast and each consume four eggs and a large sausage as well as sizzling bacon, etc. We are soon on the river with a decidely neater and lighter load. I always believe in ballast for the early part of a trip, and it might as well be something you can consume. Last year on the Red River it was huge grapefruit, honey, and large apples, etc. You sort of get a training effect, and the canoe feels tawny and swift at the end. We meet a tree jam, but carry stuff around okay. We may be a little stronger today. After another tree jam or two we come to a change of scenery. Decidely pastoral! Grazing Guernsey and Brown Swiss cows, and mallard ducks swimming on the river. Beautiful scene after beautiful scene. Wild plum blossoms and meadows and hillsides full of yellow flowers. Dandelions. Yes, but in this case, we will consider them as fine flowers and quite pleasing to the eye.

Soon by one of the farms we see a fox on the crest of the river bank not far from the cows. We kind of think it is a strange dog at first, but it proves to be a fox. A short while later, a medium size mixed dog of mostly yellow Lab took a strong interest in us and continued to follow us along the bank with real determination. He swam out three or four times trying to join us, but always started behind and, of course, failed. Determined, he would gather himself up and run ever faster to keep up. Soon he met a pal who was a Malamute sort and together they took up the chase. They were pretty fair and kept at this for miles and miles. But they were both sort of dumb and real pikers compared to the ultra-magnificent dog that accompanied Tom and me into Fargo last year.

That great Yellow Labrador really took up the chase! We were really flying the canoe and that great dog treated us to one of the greatest physical feats we had ever seen. He made a loud ruckus as he busted through the brush and made several false starts as he tried to swim out to us. The TW Special canoe is an olive color, and we must have looked like his master and his favorite duck hunting friends. Well, after an hour and considerable miles this dog never let up. He got smarter and would run a block or more ahead and then swim out. We were a little nervous about this great dog nearly upsetting us in his great desire to join us. I patted him and urged him to go home after each of his great swims, three or four at least.

We stepped up our paddling pace even faster and the stretches and bends went by in mere seconds. This great dog, which Tom named "Fido the Wonder Dog," would swim to shore and crash along the bank ever onward. We would regularly hear his whimpers as his paws struck something sharp. Finally, after a length of time, this great dog met an attractive female dog, and he got distracted enough so we got well out of sight. His memory is still very fresh today and will be always.

As to the present, we came upon a low, impassable bridge that was used to aid construction. Both dogs caught up to us as we took a lunch break. The Lab overcame his shyness and was soon eagerly devouring every morsel we gave him. He even jumped in my canoe as I left. Such joyous times!

We met some returning fishermen who came ahead of us by canoe. They had some fish and were quite friendly like the others we had met recently. They said we would reach the Cook branch in a mile and a half. Then we should look out for some rapids and falls. One we might run carefully on the right side, but the other would be taking our life in our own hands. Tom was behind me in the TW and I was still in the Quetico Cruiser alone when Tom threw a food packet to Doyle on shore. The throw was off line, but I was able to deftly swing a paddle and deflect it directly into Doyle's hands. A humble skill that would be put to use in an important way the next day. At very close to noon Sunday of Day 2, we did join the Cook branch with a joyous salute with "Yukon Jack." Soon we came to rapids and cataracts that we ran quite smoothly. One must have been the falls, and Tom, now in the Alumacraft canoe, hung up briefly on the ledge. He made a couple of other neat maneuvers and was quite pleased with himself. Indeed, when we had our turn in the aluminum canoe, we took a keen pride in whatever major rapid we had soloed.

We came to a beautiful place that was guarded by what was for us at the time a fearsome rapid. We scouted carefully the nice area where Flint Creek came in. Cozy fishing cottages and friendly people who gave us water for our big canteen. (Yes--you heard right, I said water!) This was kind of a cascading thing, and Tom and I were quite conservative at this place. Doyle would have run this with some abandon and was slightly annoyed at us. We did line this one and maybe I would to this day with the same water level. I was pleased that this decision and this improved lining skill in this swift place was programmed into our mental computers as

we would come upon more difficult places in the near future.

As we talked to the friendly people there after the lining, they mentioned that most everyone runs it! We were quite humbled, but that is good for us. Actually, we or most anyone could have most likely blundered through it. The middle ledge and souse water was probably not much of a problem, but we really didn't like the way the final water rushed through several big buried boulders. You would get some nasty hull bounces from rock and surely some quite nasty lurches as well. Lower water would have shown a more defined and positive channel through it, and higher water would have smoothed much of it out.

The weather, I should mention, was perfect throughout. Warm, low humidity, and clear blue sky. Also virtually bug-free. We paddled without our shirts and were getting well tanned and at times sort of fried, as Tom would say. The water level was adequate, I had felt all along, but had to admit that it was really gloriously more than adequate. The current was much better than what it was in the slow marsh and willow woods area. We were very pleased.

Soon we came to Hannanen's Falls, surely one of the grandest downstream views of a falls I have ever seen. After landing, I paddled upstream again to get a picture of that vast green opening with the little green house on the hill. The portage was just a block or so and quite pleasant. The falls were nice enough from below, but that exquisite view from above with that vast green opening and all the yellow flowers and blossoms was breathtaking.

A ruddy-faced Irish fisherman was fishing below the falls with his two sons, and they were having a grand time. They had some varieties of fish, but mostly red horse. The father said he had a way of frying them and that they tasted pretty good. We were warned of a fairly significant rapid hidden just around the corner. We scouted it and decided it was a blow through. It went well. Tom in the Alumacraft was pleased with his handling of the next series of rapids, and Doyle and I worked quite smoothly. The rapids were more dangerous for Tom and me when we were alone in the Alumacraft because we drew more water and got hung up more because we weighed nearly 100 lbs. more than Doyle.

We came to a falls-type place that generally isn't run, I don't think. I adjusted the heavy bow gear rearward so Doyle's bow would be light and would carry well over the toughest middle ledge and souse hole. I had relearned an important lesson on a big rapid a short while earlier when I was doing the solo work. A good racer would never let his craft get out of perfect trim, but sometimes we would live with less than perfection for a while before adjusting. I went along down this big rapid after Tom and Doyle had made one of the craftiest maneuvers of the trip. They desperately clawed their way around and split between two rocks to save their day.

I charged down this rapid, which had a very uncertain outrun. My bow was quite low—what a bummer! I hit a rock about mid-way, spun around, and was quite content to paddle backward for a while. I caught another rock, spun around, and was then held sideways amidships by a big stopper rock. Doyle's ultra-big duffle bag from the French Postal Service to China was written in French and Chinese. It was big, full, and heavy. I kept real cool, though, watched that upstream gunwhale closely and was calmly thinking things out and trying to figure the best way to jump out and not be swept away. I needed to keep in touch with the canoe, keep its gunnels level, and try to figure the best way to wrestly it off the rock. Tom saw my plight and had stayed close by in the other canoe for security. We did have the "Harco Rescue Bag" along, too, with its 50 feet of line for that type of rescue. Tom, bless him, started walking up toward me with great difficulty due to the swift, knee-high water there. I noticed a current headed straight toward him, so I tossed in my trusty spare Old Town 6" ash paddle, which is ideal to use for a tripod or crutch or whatever to lean on while walking swift water. Tom fielded it cleanly like a good shortstop, and made good progress toward me. He arrived at my bow and calmly told me what he was going to do and where he was going to guide me. Just like Samson, he lifted up that whole heavy bow and a lot more and got me neatly off that rock. Actually, the whole area was so full of rocks and watery confusion that he had to guide me back several yards to final freedom. I thanked him sincerely and expressed appreciation several times that evening.

Okay, as to now, we had carefully adjusted the trim to a floating bow and Doyle was about to charge down this big waterfalls place after we had scouted most of it. There was a horseshoe shaped ledge with plenty of big waves, and it was sort of scary. It was very swift at the top, and you had to carefully avoid three boobytrap rocks at and near the start. Doyle started down with aplomb, but I could tell by the lilt in his voice that he was really trying to fool his mind that he was going to be okay. (We must not send both canoes through together because one might get hung up and be torpedoed by the other!)

He hit it pretty close to right and blew out below in sort of an uncertain and out of sight place. Tom and I in the TW wished that we had watched his outrun more closely. I was in the bow, and I've seldom rehearsed the position of those lineup rocks and the fluffiest part of that horseshoe ever so much before. With some apprehension, we hit the top part clean and got the horseshoe right on the money. We really thought we were home free. We thought the outrun was off to the right and out of sight below because of sort of a cliff on the right side. We thought that Doyle had gone there. We were wrong!

That outrun was well guarded by about six big rocks that stuck out of the water and were the size of garbage cans. And there were only inches between them! We bore down hard and just a foot from the middle rock when I was able to flick that narrow trim TW bow and drill it in the center of the 4" space between the rocks. We came to a very smooth and non-lurching stop. Tom's very effective back paddling eased us in so nicely. We had very little time or space to react and couldn't have gone out the right side for several reasons. As we sat there calmly with the rush aroudn us, we could see a path off to the left that was more sensible. We were so intent in going in our chosen direction that we just didn't read the water to our left. Doyle was in a soul-satisfied mood, but we told him to holler next time, damn it!

It was now heading toward dark, and we were getting pretty close to Fisher's Rapids (they are starting to name them now) and we don't want to do that one in the dark! I soon scout up a nice camp place on the left bank, and it has a very rare harbor that holds two canoes. Camp is soon made, tents and all, and Tom has found his fine sitting log for us. Doyle quickly has his real good fire, the grate is set, three big 2½-lb. cans of chili are soon cooking in a big pot. A bottle of green taco sauce is tossed into the chile, and we are munching taco chips and picante sauce. It takes ample beer to cool the fire in our mouth and stomach.

Cont. on Pg. 15

TEST THAT "WATERPROOF" BAG
IF YOU VALUE THAT CAMERA

by Ham Kurtz

(Taken from the June 1971 issue of HUT!)

Ever get water in your canoe? Ever swamp? Ever sink? Ever ruin a camera? A watch? Something valuable?

Interested in a waterproof bag? Some place to put small valuables to protect them from brief (several days perhaps) immersion?

Here are two suggestions which might help you. One is a specific suggestion for a small bag that has proved its value. The other suggestion is a set of ways to check a bag for effectiveness before it is put into use.

First, there are many types of containers that can be used to protect small valuables. Some are commercially available, and others are surplus military items. One that I favor is a bag made for gas masks that works beautifully. This surplus item was purchased at Harris Warehouse and Canvas Sales in southeast Minneapolis for a dollar or two. (Editor's Note: The price has gone up to two to four dollars.) The bag closes easily, is of rubber-lined cloth heavy enough to cushion items inside, and includes straps and metal snaps that make it easy to carry or secure to the canoe. M y bag, along with two other bags from the same source, came through without a drop of water when they took a dunking with a smashed canoe in northern Canada. However, these bags were checked before the dunking, which is the second topic.

Here are some ways to test a bag thought to be watertight. First, look the bag over carefully for rips, punctures or worn spots. Look closely at any patches. Next, if the bag is not made of clear materials, open it fully and look inside, maybe even stick your head into it if it is large enough, while facing toward a bright light source. Pinholes or worn spots will be seen easily with this test. Third, close the bag as tightly as it would be in normal use and then attempt to squeeze air out. If the bag tends to collapse, the closure is not secure enough or there are leaks you didn't catch on the visual check. If the bag is holding up through these tests, it probably is okay, but there is a final test possible. Ask for a receipt when you buy it so that it can be returned if it fails the last test.

Take it home and test this way. Place the bag in the refrigerator along with a heavy object, such as a brick, and then fill a large container, such as a bathtub, with warm water. Remove the chilled bag and close it with the cold weight and cold air inside. Immerse the bag in the warm water. As the bag is warmed by the water, the air inside will heat and expand. This creates pressure in the bag and forces air out through any small leak. Soon after immersion, a series of bubbles will show you these leaks. Remember, this same situation works in reverse when you have the bag in the canoe. That is, usually the bag and its contents are at air temperature while water temperature is usually cooler. Thus, when you capsize, the bag is chilled, the air inside contracts to form a vacuum, and water is literally drawn into the bag through any leak, no matter how small. Therefore, the bag can be filled by a small pinhole leak through this drawing action.

If your bag stands up to all of these tests, it should give you good service.

Camp Cookery

HELPFUL HINTS FOR CANOE CAMP COOKS

1. Keep your fire small. Wood that is thicker than your wrist or smaller than two fingers is probably the wrong size.

2. Wait until the fire burns down a bit before starting to cook. Coals are a much more constant heat source than a flickering flame.

3. Soap the sides and bottoms of your pots well if cooking on an open fire. Any soap will work, but liquid detergents work best when applied as a thin film. Use the biodegradable variety and wash dishes a considerable distance away from the lake, river, or any drainage area.

4. Use a small stove if you would rather avoid cooking with an open fire. Cooking pots will not get as dirty, but a stove needs fuel. Sometimes a necessity in restricted areas because of dry conditions or lack of wood.

5. Keep meals simple at first. One or two dishes cooking at a time will keep you busy enough. One-pot dinners can provide a wide variety of meals, and they cut down on cooking time.

6. Keep gloves, bandana, and pot lifter handy at all times. Have an area cleared where a pot can be set off the fire but be safe from being spilled.

7. Warm aluminum plates near the fire. Also, keep hot food and drink near the fire to keep them hot.

8. Carry some spices. Lightweight and non-bulky, onion flakes and freeze-dried bell peppers add zest to dull meals. Garlic powder, sage, oregano, cinnamon, nutmeg, and vanilla are just a few of the many spices that can add excitement to bland foods.

9. Always have hot water on the fire. It should be the first thing you prepare and the last thing you dispose of. On cool days, it will hit the spot in a warm-up drink or an appetizer while the meal is underway.

10. Purify or boil drinking water for 10 to 15 minutes unless you're sure it's safe. To avoid problems, treat all water.

11. If cooking on a stove, be sure to fill the tank with fuel each time before you begin. The cooking area should be on as flat a surface as possible and out of the wind.

12. Remember that when you took on this job, the duties did not include gathering wood or washing dishes.

13. When camping with your spouse, give the person who normally does the cooking at home a break so they grow to enjoy canoe camping even more.

14. Finally, Woodchuck Rule #1 states, "He who complaineth about the food soon finds himself wearing the apron."

TRADING POST

Free personal ads to MCA members

For Sale: Sawyer Charger (Kevlar) 18½ feet, 64 lbs., in excellent condition. Retails for $1,440 plus shipping; asking $900. Paddles and vest available.

Wilderness Experience Solo Extreme Polarguard sleeping bag, rated to -15°; excellent condition; asking $90. Gerry Yosemite semi-rectangular tapered sleeping bag. Down filled, rated to 10°, $85.

One pair of solo pro double mountaineering boots in excellent condition. Size 10. Retail for $275, asking $125.

Call Chris Heck, 379-8116 home, 781-8593 to leave a message, or 631-2900 Wednesday and Thursday evenings and Saturday.

For Sale: Mendesta slalom kayak, needs work, $25. Spray skirt included. Call Tom at 484-5519 (days) or 482-2148 (evenings).

For Sale: Seda Cobra C-2, Kevlar construction, used only twice. Make offer. (218) 723-8376.

For Sale: Used German Klepper, 2 seater, 2 sails, stuffs in four canvas bags, blue top and flotation. Call weekends, 545-0907.

For Sale: Canoe sail with spars; Grummer outfit with sliding gunther rig; 65 sq. ft. of sail. Contact Bob Brown at 612-432-7557.

For Sale: Old Town Tripper, 17', mint condition. Contact Jim Bower, 253-1682.

MCA Patches For Sale

$2 each, unlimited supply. Orders may be sent to Venice Barsness, MCA Vice President, 500 East 15th Street, Minneapolis, MN 55404. Please enclose a check or money order made out to the Minnesota Canoe Association. Please do not send cash.

SPONSOR LISTINGS

Business owners, people in professional practices, and individuals listed in this section are lending support to the MCA and making their products and services known to the club members by using these Sponsor Listings. Contact Helen Olson if you would like to be listed.

Members are encouraged to patronize these sponsors.

.....

Strip Canoe Supplies
Bill Knudsen & Associates
488-1932

Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka spruce or redwood.

Cont. from Pg. 13

The fine fire dried our pants and socks pretty well. Tom really sacrificed his dryness for me that day, and I appreciated it. We all wore knee-high black rubber boots which have worked out very well for us on canoe trips of this type, but we all took a turn on getting water in a boot or boots, whether lining, or scouting, or something.

We all slept like babies, and everything was grand. The sky was full of stars and a full moon.

(Look for further adventures of Good Ol' Nels in your next HUT!)

Cont. from Pg. 6

You may also wish to contact Rep. Arlan Erdahl who co-sponsored the bill in the House. I have already heard from him, and he has promised to keep my concern in mind when discussing the bill with members of the committees with jurisdiction. However, the American League of Anglers, which supports the bill in its present form, is probably also making its opinions known, so extra letters would help to strengthen our position. According to Rep. Erdahl, hearings on the bill were held in July by Rep. Breaux's subcommittee, but so far no further action has been scheduled. You still have time to make a difference.

MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $10.25 per gallon. Four ounce cloth, 50 inches wide, is $2.30 per yard; 7-1/2 ounce cheesecloth, 60 inches wide, is $3.25 per yard. Rules for purchase: Call ahead and schedule pickup time. Payment by check or money order to Minnesota Canoe Association. No cash. Bring a valid membership card.

Depots:

Betty Ketter	561-2208	No. Minneapolis
Chris Berne	929-5714	So. Minneapolis
Berne Scale Co.	544-2422	West Suburbs

We are presently looking for someone to be a resin depot in the St. Paul area. If interested, call Chris Berne.

NEW RESIN DEPOT?

The MCA is looking for someone who would enjoy meeting some interesting people with a lot of fun canoeing tales to tell. We would like to be able to better serve people in St. Paul and/or the Burnsville/Eagan area by opening a new resin depot. No vast canoe building experience is required; just be able to answer a few basic questions. All that is needed is that you have a little extra storage space (heated in winter). You need not handle any messy material because all resin is canned and the cloth will be precut into lengths. Pickups are almost always by appointment, so you can set your own hours! If you think this is a way you can help out your Canoe Association as well as meet some friendly paddlers, call Chris Berne at 929-5714 (home) or 544-2422 (days).

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( ) 3M
( ) Desert (Austin)
( ) Twin Ports
( ) St. Cloud
( ) Southern Minnesota Canoe Association (Owatonna/Faribault)
( ) Long Distance Racers
( ) Canoe Brigade du Nord (Voyageurs)

Please send me a Woodstrip Canoe Building Manual and the following Woodstrip canoe plans at $5 each.

( ) Explorer and Guide plans
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( ) 18'6" 3 & 27 racer (Ketter)
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