HUT!

MINNESOTA CANOE ASSOCIATION INC.

1981

NOVEMBER

Newsletter of the Minnesota Canoe Association Inc.

Calendar of Events

NOVEMBER

3 Tuesday — Cross Country Waxing Clinic
Four Seasons Equipment
6443 Lyndale Avenue South
Minneapolis, MN
7:30 p.m.

4 Wednesday — Monthly Directors' Meeting
Chris Berne's
5057 Ewing Avenue South
Minneapolis, MN
All members welcome to attend. Call 929-5714 or 544-2422 for more information.
7:30 p.m.

4 Wednesday — Winter Camping Equip. & Technique
An evening at REI Co-Op in Bloomington.

5 Thursday — Cross Country Waxing Clinic
See above. 4 Seasons.

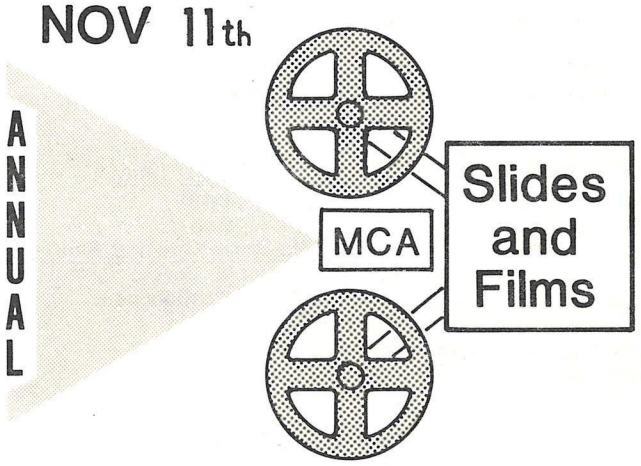
6-15 — Basic 10-Day Log Cabin Building Course
Contact Minnesota Trailbound
(612) 822-5955
3544½ Grand Avenue
Minneapolis, MN 55408

7 Saturday — Annual Meeting for Racers
Warmups will be held at Betty Ketter's house for those who need a late season training run. Contact Karl (612-636-8116) or Chris (612-544-2422 or 929-5714) for information or to add items to the agenda. See note inside.
11:00 a.m.

ANNUAL BANQUET

You all know it's coming up. You know there is plenty of good food, and the company is the best around. Awards will be presented and prizes given away. This is booked as a festive event, a social evening of dining and canoe talk. Here's a chance for you to meet the new and old Directors. And the recently returned South American Expedition team will be our guest speakers for the evening after the awards ceremony. Their story will cover the months of planning and testing up to the point of actually putting in at the whitewater of the Huallaga River as it tumbled down the east slope of the Andes. All this will be accompanied by some great photography (who were the Expedition's cameramen?).





MCA Monthly Program

FILM and SLIDE SHOW

Have you taken slides or made a home movie of any number of your canoe camping trips or day activities on the water? How would you like to put them in some sort of recognizable order and give a short narrative during the showing? We would like a good variety, so the more the merrier.

If you have a feel for the length of the showing, please offer that information when talking to the Directors in charge. Contact Helen Olson, 447-4904, or Venice Barsness, 332-3549.

Calendar of Events cont.

NOVEMBER

7 Saturday — MCA Annual Banquet
Bursch's
17 Eighth Avenue South
Hopkins, MN
6:00 Cocktails
7:00 Dinner

10 Tuesday — Cross Country Waxing Clinic
See above.

11 Wednesday — MCA Slide & Film Show
Everyone is invited to attend. Contact Helen Olson (447-4904) or Venice Barsness (332-3549). See article inside.
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
Brooklyn Center, MN

11 Wednesday — Cross Country Ascent, Mt. Logan
Put on by Art Burroughs. Slide show plus ski mountaineering in the Cascades and the Sierras.
REI Co-Op
Bloomington

12 Thursday — Cross Country Waxing Clinic
Four Seasons Equipment

14 Saturday — Ski waxing and base repair.
Swik clinics with ski movies at REI Co-Op, Bloomington.

17 Tuesday — Cross Country Waxing Clinic
Four Seasons Equipment

18 Wednesday — Cross Country Waxing
by Tom Chelstrom at REI Co-Op, Bloomington

19 Thursday — Cross Country Waxing Clinic
Four Seasons Equipment

20-22 — Snowshoeing & Cross Country Skiing
at Superior National Forest Base Camp.
Contact Minnesota Trailbound
(612) 822-5955
3544½ Grand Avenue
Minneapolis, MN 55408

21 Saturday — Ski waxing clinic by Swik
at REI Co-Op, Bloomington

24 Tuesday — Cross Country Waxing Clinic
Four Seasons Equipment

24 Tuesday — Seminar on Wilderness Photography
by Will Steger, photographer, Minnesota outfitter and expedition leader. Slides of his latest expedition will accompany a sharing of his knowledge of photography.
Upstairs Gallery of Coffee House Extempore (next door to Midwest Mountaineering)
313 Cedar Avenue South
Minneapolis, MN

DECEMBER

2 Wednesday — Monthly Directors' Meeting
Time and place to be announced.

DECEMBER

9 Wednesday — MCA Monthly Program
Amazon Expedition, Downriver
See the artifacts brought back from the jungles of the Amazon along with slides of the exciting trip. Time and place to be announced.

10 Thursday — Outdoor (Living) Survival Course
Designed to enhance your enjoyment of the outdoors. Teaches management of the human body and development of priorities for the necessities of life. For advance registration and fee information, call (612) 920-4122. 10 weeks, Thursday 7:00-10:00 p.m.
HTC Central
6300 Walker Street
St. Louis Park, MN 55416

11-13 — Snowshoeing, X-C Skiing & Dogsledding
at Superior National Forest Base Camp under full moon.
Contact Minnesota Trailbound
(612) 822-5955
3544½ Grand Avenue
Minneapolis, MN 55408

16 Wednesday — Map and Compass Course
Course will cover use of different types of compasses, reading special purpose maps, pinpointing location, determining headings, traveling safely and accurately. For advance registration and fee information, call (612) 920-4122. 3 weeks, Wednesday 7:00-10:00 p.m.
HTC Central
6300 Walker Street
St. Louis Park, MN 55416

Hut! Staff

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Send articles to:

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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.

Editorials & Letters

The following letter was sent to the Editor for publication in HUT! by an MCA member wishing to remain anonymous. His thoughts on canoe racing will be printed here, open to comments from all readers, but as Editor and Publisher, our policy will now be to print only letters that are signed.

To the Editor of HUT!:

Canoe racing is getting to be a very popular sport, and many people of all ages are loading up canoes and polishing their paddles for an upcoming race.

The challenge, setting, excitement, and friendship are what bring people out to paddle and sweat in hopes of winning a trophy or prize money and maybe to have their picture appear in the local paper.

But too much of a good thing could result in a rapid decline in popularity if racers continue to paddle in citizen-type races with an unfair advantage. This advantage is not in experience, style, or muscle but in equipment. Racing a professional racing canoe weighing 35-40 lbs. with wide, angle paddles against aluminum canoes weighing 75-80 lbs. and straight, narrow paddles is hardly a sport. Even when all the canoes meet the specifications for a particular standard canoe race, is an ultra-light Kevlar weighing about 40 lbs. fair against an aluminum weighing about 75 lbs.? Perhaps a minimum weight specification should be added for standard canoe races.

Citizens surrounding the area of the canoe race will eventually become frustrated and will not be willing to spend hundreds of dollars in canoe equipment for one or two races a year in their community. As a result, local citizen racers will become disinterested, and many community celebration races will be cancelled.

Canoe racers should encourage and support these community races by entering them, but without an equipment advantage. Most everyone can find an aluminum canoe if necessary. Perhaps not accepting prizes if an unfair advantage exists would show true sportsmanship.

Sincerely,

An MCA Member

To the Editor:

The October HUT! article by Kent Ford has one very fault paragraph (third from top, Page 11). Marathon canoes were not designed to paddle flatwater in a straight line. They have no keels, and do not have V bottoms. For author's information, long distance canoes are designed to move forward at a good speed with as little energy as possible, over and through the naturally occurring elements encountered in rivers and lakes, and maintain exact steering and trim control under the pressure of other nearby hulls. Hulls put to uses requiring more turning have rounder ends first and then rocker or rake to the extremes found in whitewater slalom. Boats requiring large load capacities will be larger volume and higher sided. But the theory remains valid--use as little energy as possible.

The entire article is faulty in its advice to new canoe buyers because he says to "determine the canoe's use before the search starts." Rather, the buyer should determine his intended use of the boat and then look for the hull design that allows him to accomplish his trip. Existing canoes are other people's efforts to accomplish their own goals. Few of the hundreds of canoes available are reasonable solutions to any canoer's goal other than floating.

Also, Royalex and ABX are not at all "bombproof" or "maintenance-free."

Karl Ketter

The MCA newsletter HUT! welcomes letters to the Editor but reserves the right to edit and condense them to fill the space available. All efforts will be made to run letters unchanged in their original form. Send all letters to: Minnesota Canoe Association, Inc., HUT! Editor, P.O. Box 14207, University Station, Minneapolis, Minnesota 55414.

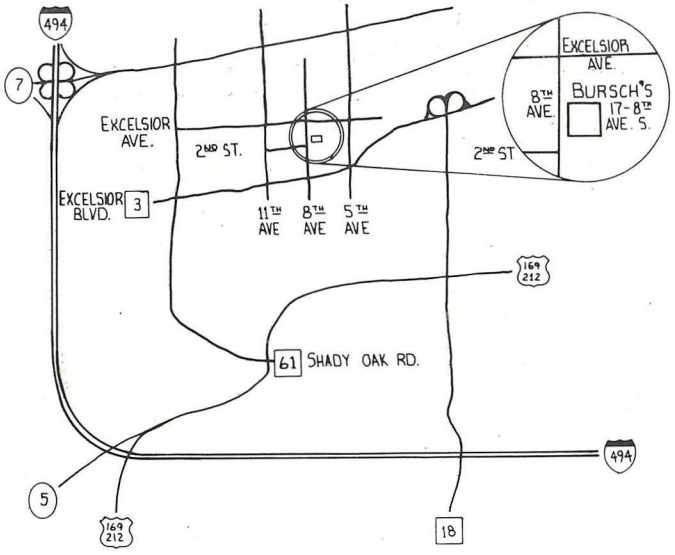
ANNUAL BANQUET

The Banquet will be held at Bursch's, 17 Eighth Avenue South, Hopkins, Minnesota, with cocktails beginning at 6:00 p.m. and dinner 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, tea, coffee, and soda).

If you haven't sent in your reservation form yet, do so now! A head count will be needed a few days before the banquet to make arrangements for the number of people attending.

* * *



A VICE REPORT

by Venice Barsness, Vice President

Is the MCA biased in favor of members living in Hennepin County? If you look at the locations of the MCA Monthly Programs for the past year, you may think so!

All the programs have been in Hennepin County.

As a member of the Executive Committee, I helped pick some of these locations along with the other committee members. The MCA does not pay for meeting space, but goes where space is available to us at no charge. Since most of us live in Hennepin County, we are most aware of what is available in this area. We would like to see these meetings move into other counties: Ramsey, Anoka, Wright, Carver, and others.

We need your help! Do you know of locations where we can have a public program from 7:00 to 10:00 without cost?

If you have a location in mind, please contact any officer, and we will contact the location for information. This can help us move our programs around the 7-county metro area, as well as holding several outstate programs in the coming year.

By the time you read this, the MCA will have had the Annual Meeting and election of new Directors. I am sure the new Directors will be just as interested as the old Directors in finding out about locations for programs.

Your help is needed. Please give us a call.

Citizen Canoe Races

A citizen's canoe race is a good way to test your canoe enthusiasm. It is not for the practicing racer who has honed his skills, designed or bought the ultimate canoe, and developed his body. A citizen's race is for the fun of it, but it is always competitive. The organizers have a difficult task to design and conduct an event that appeals to novices, cruisers, and families. He must still allow the competitive challenge that attracted all the participants to his event—they came to race, not float. That organizer can save many race-day headaches for himself, his committee and the contestants if he consults first with the racers who are represented by Mississippi Mud. These racers have seen hundreds of events. Their advice should be heeded. They can help all race organizers design an event that will better meet their goals.

The goals of citizen racing should be:

- to introduce and encourage canoeing in a local stream or lake;
- to help develop the canoing skills of local paddlers;
- to improve the quantity and quality of canoes available in the area;
- to have the event grow in popularity each year so that more people can enjoy this recreational activity in your area.

These goals are the organizers'; the participants' goals are slightly different. They wish to win, finish, or not be last, depending upon their own egos. This "enthusiasm" is often intense and encourages the paddler to seek all the advantages he can with a minimum of effort. (Few citizen racers train or run the course ahead of time.) Most citizen race controversies develop as the non-expert, non-training paddlers discuss differences in equipment. Each race has to solve this problem, and the solutions may vary from event to event, which leads to confusion and disagreements.

Citizen races that work well in Minnesota have used a very simple canoe specification to separate racing canoes from "regular" and racers from "average canoers." The maximum length of the canoe should be 17 feet, and the minimum width at the 3-inch water line should be 31 inches. This rule does two things. It discourages racing canoe paddlers from entering because these large, slower canoes are not as comfortable for the trained competitor as longer canoes that have been designed and built for speed.

Secondly, the canoes in this group are similar in performance, most commonly sold and rented in Minnesota, and no single canoe is far superior to the others. The organizer is trying to get as many of the local canoes as possible to enter. No other equipment restrictions will improve "fairness" or reduce competitive advantage. Regulations on paddle length or width, canoe construction materials, or hull weight do nothing to affect race outcomes and do a lot to discourage participation.

The more winners a citizen race has, the more paddlers return next year. Classes should be designed to distinguish between paddlers' abilities. In some cases, this is indicated by certain ages or sex, but it is not distinguished by equipment. The organizer should select (in order) the following classes, remembering that each class will cost $100:

1. Local and county residents or business groups
2. Men
3. Men—17 years and younger
4. Mixed couples
5. Women
6. Parent/child (17 years and younger)
7. Women—17 and younger
8. Mixed couples—17 and younger

The racing chapter is preparing a Race Runners Manual that in detail describes various ways to make Minnesota canoe events successful. Foremost in the new manual is the distinction between citizen and racing canoe events. The manual covers everything from primary planning, organization, promotion, and communications to past race activities. The manual is available at a nominal cost to all race organizers who wish to cooperate with the MCA.

The racing chapter tries to include as many citizen races as possible in the annual calendar of Minnesota races that is printed each spring in HUT!. Minnesota's long distance canoe racers remember what their first event was like. They wish to encourage and help citizen racers so that more people will understand, appreciate, and participate in a truly amazing sport.

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

Welcome New Members

October

Mike Biedscheid	Missoula, Montana
Kurt Boyer	B.C., Canada
Russ Guerin	Minneapolis
Geoffrey Haraway	Minneapolis
Clinton Hertle	Austin
John McCarthy	Minnetonka
Gregory Potthoff	Burnsville
James Rossow	Lakefield
Jim Shinners	St. Paul
Fred Spencer	Cloquet
Robert Walker	St. Paul
Lawrence Wheeler	Minneapolis

From PUBLICATIONS

Our new 1982 Board of Directors will be in office by this time, so I'd like to invite all of you to welcome the new directors to the business of decision making—all done with your best interests in mind. To help you recognize your newly elected officials, a photograph and short write-up of each will appear in the December issue of HUT!. Once you "know" who's who, there is no reason whatsoever to feel uncomfortable about approaching a Director (after all, they are human; they don't bite).

About our accompanying photos in the last issue, some people said it really helped or looked nice. I was glad to hear that. Those of you who are writing trip reports might consider adding a few photos (which will be returned) to enhance the story. Even a good photo with a caption would prove of interest!

DNR News

HUNTING REGULATIONS NOTED ON DNR TRAILS

Hunting is generally allowed on recreational trail corridors administered by the Department of Natural Resources; however, there are some exceptions, according to Donald M. Carlson, Special Assistant to the DNR Commissioner and director of the Trails and Waterways Unit.

For example, said Carlson, trails in state parks are generally closed to hunting because state parks are designated game refuges. Occasionally, state parks are open to deer hunting under special rules as listed in the Big Game Regulations. When a park is listed as open, the park manager should be contacted for details.

"State Corridor Trails" are usually open to hunting, Carlson said, subject to any local ordinances. Where hunting is allowed, it is regulated under a DNR rule which provides:

"No firearm or bow and arrow shall be discharged within the trail at any time, except for the purpose of lawful hunting during the period from Sept. 15 to March 30 only. No rifle, shotgun, with slug, or bow and arrow shall be discharged upon, over, or across the trail treadway (path) at any time." Where State Corridor Trails pass through other DNR management units, the rules applicable to hunting in the Unit prevail.

Carlson said trails in state forests are open to hunting except within state game refuges and near public camping areas.

He also urged hunters to become familiar with the Minnesota Trespass Law, which is printed in the synopsis of the hunting regulations and available from license agents and DNR offices.

Where State Corridor Trails cross private lands, said Carlson, hunting on the trail is generally allowed; however, the permission of the adjacent landowner is required if the hunter leaves the trail to go on private agricultural land or where the land is posted.

He cautioned that complaints from adjacent landowners about trespassing by hunters using a state trail could lead to the trail being closed to hunting.

Therefore, he said, hunters should observe the rules of good sportsmanship and respect the rights of landowners and other trail users.

He also emphasized that local ordinances regarding firearm use apply to state trails. The trails are open to non-motorized use only except where snowmobiles are allowed.

Carlson said the above information is only a summary of the laws and regulations relating to the use of trails by hunters and that more specific questions should be referred to local conservation officers.

Book Review

by George Larsen

(Taken from PADDLERS NEWS BULLETIN, August 1981)

Path of the Paddle by Bill Mason

This extraordinary guide to whitewater canoeing presents basic and advanced techniques in a lively, absorbing fashion with over 650 photographs and diagrams.

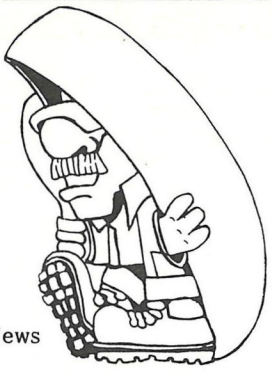
The paddle strokes are clearly illustrated in sequential series for solo and double paddling. Whitewater reading and whitewater maneuvering of an open canoe is extensively detailed in the clearest manner anyone could hope to see.

Handling wipeouts, recovering a pinned canoe, preventing damage to a swamped canoe, portaging and lining techniques, poling and snubbing, coping with wind, and avoiding tragedy are all presented in a complete and up-to-date manner.

Besides its outstanding instructional value, this volume is entertaining and an artistic delight. Fourteen color pages of spectacular river scenes are of the best professional quality.

Bill Mason, a Canadian, draws on over 40 years of experience paddling challenging whitewater. He has created the ultimate book on the art of whitewater canoeing for beginner to expert. The $25 price is a bargain! Published by Van Nostrand Reinhold, 135 West 50th Street, New York, New York 10020.

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 Mark Cline

Since I am about to embark upon a new career which necessitates my relocating to Minnesota's major metropolitan area south of Duluth, this column's usual author transferred his task to me while he still had a chance to. A few events of the last couple of months have yet to be covered, so this is a good opportunity to waste valuable ink.

The August picnic on Park Point was one of our more successful events of the season, with a surprisingly good turnout. Park Point residents must have wondered about the odd assortment of strange craft going by their homes; nearly every imaginable type of paddle-powered craft made an appearance.

The whitewater trip scheduled for the Wolf and Peshtigo Rivers was moved to the Kettle due to extremely low water levels in Wisconsin. Sue Marsh, Gary DeMars and I were the only members who made it. All three of us spent a good deal of time demonstrating how not to roll and how not to wet exit the new Perception Mirages club members had recently gotten. Sue probably made the weekend's most valuable discovery when she learned that her infamous air brace was not as effective in a solo craft as it is when there is a stern paddler in her canoe. Tragedy nearly marred the weekend when we witnessed a tuber receive a 45-second lesson in hydraulics while stuck in the top hole of Dragon's Tooth. Hopefully, he will spread word of his narrow escape to others attempting similar foolishness, and help keep tubers off the river.

The season's final event confirmed my old suspicion that the only more reliable method of causing rain than washing your car is to go paddling. Eleven of us embarked on the St. Croix Color Cruise, paddling into frequent rains and a ridiculous wind that was actually causing whitecaps on the river. Unfortunately, the wind made it nearly impossible for the slower craft to make any downriver progress, and only five people finished the second day. Overall, the trip was unanimously considered a success, with the possible exception of Dave Spencer's disappointment in the lack of creature comforts.

Unfortunately, I have to end on a tragic note. Bill Kielczewski, who many of us know from our kayak classes, was struck by polio while on a canoe trip with his family. Bill is apparently making some slow recovery from paralysis, but faces a long, very painful, and expensive recuperation. To help Bill, his wife, Audrey, and their family through this difficult experience, the Bill K. Fund has been founded and is sponsoring musical benefits on November 4 at St. Scholastica and November 13 at the Lakeside Legion Hall. If you would like to help out, contact Brooks Anderson or write the Bill K. Fund, c/o Energy Resource Center, Duluth Public Library, 520 West Superior Street, Duluth, Minnesota 55802.

CONTINUING ADVENTURES

A MERRY TIME ON THE LITTLEFORK - Part 4

by Good Ol' Nels

Breakfast was a fast hustle of gorp and coffee from a large pot that would aid by giving hot water to wash the chili pot and dishes, etc. It took me a while to wash the stuff, and I didn't hardly mess up the river or the land! We have always had good wilderness habits as to respect for the land and water, but I was especially careful after attending the good MCA program put on by Tim Kneeland. He does a real good and entertaining job of teaching minimum impact on the wilderness. We rinsed and flattened absolutely every can and hauled them all out in a combination gunny sack and plastic bag! We left no meaningful scars at the campsites we chose, even though we were generally in the middle of nowhere. We secured and poured water on and stirred our fire, etc.

We hit the river quite early and were anxious to really crack off some miles today to take the heart out of the final push on the next day. Doyle was in the Alumacraft and full of song, as usual. We soon came to Fisher's Rapids. Doyle was a half mile behind as Tom and I very carefully scouted this place. We were warned about this place and the rapid is sometimes named for the fellow who farms and does other business right next to the rapid. This fellow came down to talk to us as Doyle hovered close by and listened. He sort of hinted that we should portage or at least take a very serious appraisal of the situation.

He said, "See that rope floating and flicking up and down over on the other side of the river? Well, that is the remains of a canoe that crashed here yesterday. I managed to fasten a steel cable to the canoe and with my tractor pulled what I could out of the river. It's that black rock upstream. It seems obvious enough, but either they don't see it or they just ignore it. It catches them and turns them, and then the horseshoe drop wrecks the canoe. Still, you have to go very close to the rock to be lined up to hit the horseshoe drop perfectly. You can run it if you want to, but remember that my tractor don't run for nothing!"

Doyle was very annoyed by all this jabber and without a hike along the shore just charged right in. (Of the five remaining canoes of that group from the day before, they all pulled out before the rapid and ended their trip right there.) Anyway, Doyle was lined up pretty well and hit the horseshoe drop a little left of ideal. He grazed and tilted slightly but came out just fine amidst our congratulations. I was in the bow of the TW and I kept saying to Tom who has such sharp eyes, "Do you see that black rock? Do you see that black rock?" "Yes, yes!" he assuredly said. We tracked about a yard from the black rock and from careful mental rehearsing hit the drop right on the money. The farmer watched and might have said the

Cont. on Pg. 14

CLIFF'S CORNER



by Cliff Jacobson

Hey, guys and gals! I've got a bone to pick about all that matter-of-fact advice you've heard about "proper" paddle length. In the early days of the sport, the "right" paddle measured 'tween your eyes and nose—or maybe nose and top of head. Since then, we've learned a few things—like you don't stand in a canoe, you sit in it. And, of course, we all don't have the same length upper body structure.

Nevertheless, there was some basis for the recommendation—namely the big size of early canoes (Peterboroughs, Old Towns, Thompsons, Shell Lakes, and Grummans), all much larger than most recreational canoes today. You needed a long paddle (though not as long as commonly suggested) to reach the water from their 13-inch high seats.

Then in the 1960s a new breed of canoe appeared—the race-bred cruiser. These sleek, low-to-the-water hulls required an entirely different style of paddling due to their low mounted (eight inches or so) seats. Thus, the short, snappy stroke characteristics of the racers found their way into the ranks of everday, everywhere, middle-aged paddlers. Later the angle blade came along, which shortened the required length even more (for some reason the bent shaft lets you lop an inch or two off a comfortable straight paddle length).

The important rule for picking a paddle, then, is to tailor it to the canoe you paddle. (Some folks are never satisfied; I know some racers who have more money tied up in paddles than in canoes!) So if you paddle a low-slung Sawyer or Jensen cruiser, or another snappy boat of similar style, then by all means look at short paddles—those in the 50-53 inch category. But if your seats are strung higher than the customary eight or so inches, increase your paddle length accordingly—not on an inch-for-inch basis, but somewhat.

For a Grumman or Alumacraft, 54 inches is about right. But a big Old Town Tripper or Mad River Explorer requires more—55 or 56 inches just to clear the side and bury the blade. And if you paddle solo from a traditional high-sided canoe, you may want two paddles—a short one for straight line running (I use a 56 incher with my woodstrip solo canoe) and a longer one (I use a 60-inch model) when maneuvering in rock-strewn big whitewater. (Watch the big boys run their Blue Hole canoes solo through Class IV stuff sometime and you'll get the message that long paddles aren't dead.)

On the other hand, if you paddle a solo Jensen C-1, a paddle longer than 53 is probably insane. But, again, we're back to square one—a boat with a very low seating position.

Re-hash. I'm not advising you to buy a long paddle, a short one, or an angle blade. What I am suggesting is that there are different paddles for different boats and paddling styles. For example, if your thing is going straight ahead—in white or flat water—you'll get by fine with a short shaft even in the big canoes (within reason, of course). But if you sometimes kneel and use dynamic whitewater strokes—J's (no, that stroke isn't dead; it's darn good for whitewater and short, flat-out speed when paddling along. In fact, the fastest short distance solo canoes are still the skinny olympic boats, which are propelled with long paddles, J-stroke style, from a high kneeling position.), wide sweeps, prys, cross-draws, cross back strokes, etc., you'll want a paddle with enough length (maybe 55-60) to do the job. Again, the proper length depends on the "specific" boat you're paddling.

My best advice is to continue to use what you feel comfortable with. Don't change just because I or someone else is not comfortable with your methods. Canoeing is a sport, remember? And there's room for differences—and opinions—in any sport.

One more thing: Keep an open mind. Don't be afraid to try the other guy's (or gal's) way. If you always sit, try kneeling (in a canoe designed for it, of course); if you commonly kneel, try sitting—braced in low, racing style. If you've never tried a bent shaft paddle, a short, straight one, a long one—do it now! No rule says you must adopt only one specific style of paddling, or one specific paddle.

Possibly, if you learn to paddle the "other guy's way" some of the time, your philosophy about canoeing might change. In the process, you may become a more complete canoeist—a more versatile one, and derive more joy from the sport.

HELP!

Hey, out there. I need help! I'm writing a new book entitled "Canoeing the Wild Rivers of the Far North." It'll be published in the spring of '83. Not the usual re-hash of old methods and paddling styles; no "how to paddle" stuff, "reading whitewater," "basic map and compass" and the like. Instead, a dynamic new approach to the procedures of making significant trips in the outback. There's a chapter on transporting your outfit by plane, train, and boat; a section on solo tripping; intricate stuff on canoe repair; obtaining hard-to-find provisional maps; aerial photos—researching a dangerous river; building my new 3-piece fabric cover; and much more.

But I need input from experienced canoeists like you. If you've made a significant trip somewhere in a canoe (no kayaks please—I don't understand those little pointy boats), I want to hear from you to send you a questionnaire. Perhaps I can quote you, use your picture, and give you a first edition, autographed book.

I'd also like to hear from you if you lead groups into Canada. Not BWCA trips, though. Quetico and non-intimidating (or other) rivers of Ontario are what I want. And I'm interested in all age groups. Again, I have a special questionnaire if you can help.

I want this book to be like no other. To be the result of the experience of the biggest guns in the sport; to look at all aspects of wilderness tripping in the far north. If you can help, please call at 437-7497 or drop me a line at 928 West Seventh Street, Hastings, MN 55033.

Thanks,

Cliff Jacobson

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

AGILITY TEST

Because of the sleekness and inherent unsteadiness of racing hulls, it is obvious that racers need an uncanny sense of balance. With this simple test, you can determine if your new rookie will ever make it through La GaBelle and Rapids des Forges at Shawinigan, or the start of the USCA Nationals C-2M.

During a regular training run, with wind less than 10 mph, current less than 4 mph, no obstacles, no moving barges, less than six power boats per hour, maintaining 60% of maximum effort, you may begin test.

Both paddlers (in unison) look straight up. On the third stroke, they should lift both feet off the bottom of the canoe. Three strokes later, they should close both eyes but continue paddling and count the strokes (to oneself) while drinking Gatorade through a tube.

Rating	Evaluation
1-2 strokes	No future; try running as a sport
3-4 strokes	Race rubber rafts or aluminum canoes
5-6 strokes	Possibilities, but need practice
7-8 strokes	Good balance, but you look silly
9-10 strokes	Outstanding talent. Apply to the Flying Wallendas.

Karl,

I hope this note finds everything okay with you and your family. We thoroughly enjoyed meeting all of you and greatly appreciated your hospitality while we were in Minneapolis.

It was plain to see that the Ketters put a lot of work into the race, and the result was one of the best organized canoe events I have ever attended. Congratulations and thank you all for a job well done. Please extend this thank you to your mother and Ken and his wife.

Good luck to you and your paddling program in the future. Hopefully, we will have time again to discuss canoe racing and organizing races. Thanks again for everything.

Sincerely,

Butch Stockton
Michigan Canoe Racing Assoc.

SIDEWAVES

A long time ago, one of Betty's customers wrapped a yellow 18' Winona Jensen around a tree in the flooded lower Snake River by Pine City. It was mostly recovered by the game warden and was returned to Betty. The hull went to Rich Hendricks, and with the help of a couple of mad fiberglassers, it became Rich and Mike's training hull. Last July, Rich's rack broke and the yellow canoe became airborne. It landed without the help of the striking air traffic controllers on State Highway 47 with extensive damage. If he can't fix it this time, Rich will use it for a dog kennel.

* * *

On August 3 and again on August 10, 14 canoes left Showboat Landing in the largest rookie nights on record. New talent is in abundance—one new rookie looked like Mike Gilman (HUT! Editor). He was treated for exhaustion at Schloskys.

* * *

Willie Morris spent the summer working in the We-No-Nah Canoe Factory and paddling with Mike Chickanowski. Willie is from Australia! Our summer is their winter, and he left ice and storms to get to Minnesota for our 90°+ days. When he's home, he runs a sheep ranch and works on construction and paddles some—he won a 250-mile C-1 race!

* * *

Ron Burley donated 15 more copies of his USCA racer to the chapter. Almost 30 copies of this boat have been sent all over the U.S. of A. Larry Johns arranged for reprinting the 3&27 racer plans. About 25 of these have been sold. Also, the 15' C-1 plans are available. Each set costs $5. Half of the plans we sell go to people outside of Minnesota.

NEW CANOE BAILER

Can't afford the $45 for the couple of pounds of stainless steel Evestrom Bailers that drag beneath the hull? Here's a better idea. Cheaper. Lighter. And may even speed up the canoe. Follow these directions carefully.

Cut a 2" x 4" ellipsoid shaped hole in the hull on the keel line, just behind the rear seat. Place an adult duck on the hole. As the unwanted water inside the canoe floats the duck away from its "seat," the speed of the canoe will drain the water on the same principle as the expensive Evestrom Bailers. As the unwanted water drains, the duck sits snugly back into the hole. When not bailing, the duck paddles its feet and assists the forward movement of the hull.

Our next project will be to mount several dozen ducks all along the hull for propulsion. Caution! Do not transport dogs.

When a racer answers your question or gives advice, he's taking into account your skills, training, and canoe. They will tend to not answer questions about minor problems but will offer a solution to the major problem you may not notice yet. For example, if a "canoer" asks how long a paddle he should use in the bow of a 15' Coleman canoe, the racer will answer, "Sell your Coleman."

Keep your eye out for Jeff DuBois at the next race or training run. He's been running a 3&27 canoe that's 21' long! At a pre-run of the C-1 race course, it did well in a very choppy Spring Lake. That canoe is 50% longer than Karl's C-1. Jeff also has built a handy 15' C-1 that took the rough water well.

* * *

Recently, a canoe cruiser said that he "wasn't into racing." He didn't feel that all the emphasis on winning was a desirable part of canoeing. He was sure that the rewards of paddling would be lost if one paddled a racing stroke at racing pace.

Why do people race? Is competition just who wins? What have racing and racers ever done for cruisers? Would the original voyageurs be today a racer or cruiser? Do racers ever see wildlife or notice the water and land around them?

* * *

Jeff Howe and Chris Berne have each acquired new training hulls. Both are fiberglass We-No-Nahs. Suppose they'll train now?

* * *

Steve Peterson was put on injured reserve after the season's first soccer game. Racers and their families play an enthusiastic but slow-motion version of soccer each Sunday morning in Anoka. All canoers are invited and should call Steve or Greg Peterson for details, 753-2921.

* * *

Betty Ketter has a new bent paddle in stock. It comes from Clint Waddell Industries. Also in the works is a limited supply of Peterson paddles (straight) that haven't been available for several years.

RACER'S ANNUAL 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.

RACERS TIPS

Clean the sand out of your canoe after training or racing. Your shoes will last longer. If you have difficulty with moving your feet under the seat, try shoes without flared heels or large soles, waxing inside of canoe, raising seat (7" to 10" from bottom of canoe to top of seat is normal), moving seat to wider part of canoe, and flexibility exercises. Switch feet on the "hut" so the rock of the body helps "swing" foot under you.

CONSERVATION

Mississippi Issues

MASTER PLAN PUBLIC MEETINGS
AND HEARINGS SCHEDULED

The draft Master Plan will be available October 1, 1981. It will contain recommendations on future Upper Mississippi River System management and will be reviewed by citizens during October and November 1981 at informal public meetings and formal public hearings.

Informal public meetings were held in October. The purpose of the meetings was to provide information on the draft plan and to prepare for the November hearings.

Commission representatives opened the meetings with a general overview of Master Plan development and recommendations. The participants broke into small discussion groups according to Master Plan study topics (i.e., navigation and transportation, environmental and recreational, dredged material disposal, and computer inventory and analysis system studies). Participants reconvened for a brief summary of the small group meetings, followed by the opportunity for questions and answers on the draft Master Plan.

Formal public hearings on the draft plan will be conducted during November. The purpose of the hearings is to provide the public with an opportunity to present formal testimony regarding the draft plan before its final revision and submittal to Congress by January 1, 1982. Hearings will run from 3:00 p.m. to 6:00 p.m. and from 7:00 p.m. to 10:00 p.m. at each of the following locations:

St. Louis, Missouri
Monday, November 2
Henry VIII Motor Inn
(Rooms to be Posted)
4690 N. Lindberg Highway
Bridgeton, Missouri 63044

Peoria, Illinois
Tuesday, November 3
Bradley University
Nuemiller Chapel
Bradley Hall
Peoria, Illinois 61625



Davenport, Iowa
Wednesday, November 4
St. Ambrose College
Louis Hall, Room 111
518 West Locust Street
Davenport, Iowa 52803

LaCrosse, Wisconsin
Thursday, November 5
University of Wisconsin
Hall of Presidents, Cartwright Center
1725 State Street
LaCrosse, Wisconsin 54601

Roseville, Minnesota
Monday, November 9
Pollution Control Agency
Hearing Room
1935 County Road B-2
Roseville, Minnesota 55117

NOTES from Nationwide

from Washington

DURENBERGER'S BILLS HELP KEEP
MINNESOTA'S LAKES SKY BLUE

Minnesota's most famous natural resources are in trouble. Within the next two decades, many of the state's 10,000 lakes could be made unusable by pollution carried through the air, much of it coming from other states.

Senator Dave Durenberger is co-sponsoring two bills that would help keep Minnesota the land of 10,000 sky-blue lakes. The bills would cut down on polluting industrial emissions and give Minnesotans the tools necessary to protect their lakes and land.

One of Durenberger's co-sponsored bills would freeze emissions at their current levels, then gradually reduce them over the next decade in a 31-state region. The region includes all eastern states and those states, including Minnesota, bordering the Mississippi River.

Durenberger's second bill would allow a state like Minnesota to force another state to clean up its polluting industrial emissions.

"The bills send the message that pollution isn't just the problem of one industry or one state. It's a regional problem. This legislation encourages states to work together to solve the problem, and they put the solutions in the hands of state and local agencies that are most capable of dealing with the situation," said Durenberger.

from the National Audubon Society

In Washington, D.C., a new Administration has declared war on our natural heritage.

Under the guise of eliminating government waste and ending inflation, an anti-environment wrecking crew led by Interior Secretary James Watt has begun to wipe out the hard-won gains and safeguards put in place by a generation of active and caring citizens.

Here are just a few, early results of their frightening meat-ax approach:

ABANDON the Tradition of Stewardship and Conservation. By eliminating 87% of the funding for the Land and Water Conservation Fund, this Administration—without public discussion or debate—has declared that America will no longer set aside unique natural areas, national parks, forests, and wildlife refuges.

DECIMATE our Capacity to Protect the Environment. By slashing 73% of the budget of the Environmental Protection Agency, this Administration—with callous disregard for the public's health—has effectively abandoned the task of disposing of hazardous wastes and cleaning up dangerous toxic substances.

DESTROY the Council on Environmental Quality. By gutting what has been called "the environmental conscience of the White House," this Administration has clearly demonstrated its willingness to turn its back on our natural heritage and the vast majority of Americans who treasure that heritage.

For more information, contact:

National Audubon Society
950 Third Avenue
New York, New York 10022

from the American Rivers Conservation Council

We are running out of running water. The streams flowing wild and free should remain there for us and for generations to come. But this does not mean that the senseless idea to put a dam in every damsite should be countered with an equally senseless demand to stop all hydroelectric energy. Instead, we need to add electric generating capacity to dams that already exist—dams where utilities in years past schemed to keep the generators from being installed. And more important, we need to build alternatives—solar, co-generation, and conservation—alternatives that the Reagan Administration has systematically ignored.

Instead, hydro-power developers were encouraged by Secretary of the Interior James Watt, who recently quipped, "I don't paddle and I don't walk." And they are encouraged by President Reagan, who eliminated the service responsible for river preservation policy and made major cuts in most other areas, while he simultaneously maintained the budgets of water resource development projects.

But I'm not writing to grumble about James Watt and Ronald Reagan. I'm writing to tell you about a development that could result in the destruction of every remaining, unprotected river left in the country. With your help, and the help of an organization called the American Rivers Conservation Council, we have a serious chance of turning back this new threat to our rivers.

The threat stems from a little-known proposed change in the licensing procedures of the Federal Energy Regulatory Commission. A new Administration proposal would waive the entire review procedure for any hydro-electric dam of 15 megawatts or less. That would involve about 75% of the dams and potential damsites in the country.

Reporting neither to the Congress nor to the President, the Commission usually sides with the hydro-electric industry. If it is allowed to grant permits without allowing for presentation of opposing arguments, the powers of this semi-autonomous goverment agency would be increased unimaginably.

The rights of downstream farmers and homeowners, as well as those whose property would be drowned by reservoirs, would go unprotected. Minimum water levels necessary for Indians, not to mention fish and wildlife, would go unheeded. Some of the best fly-fishing streams would slow to a trickle. Recreational value for fishing, canoeing, rafting, and hiking would be forgotten.

And hundreds of wild rivers and fishing streams would be destroyed.

The Wild and Scenic Rivers Act of 1968 is the major legislative barricade between our rivers and their destruction. The Act originally protected eight rivers from the St. Croix in Minnesota and Wisconsin to the Rogue in Oregon. It also included a plan to study 27 more rivers for possible inclusion in the national preservation system.

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from the Wilderness Society

The Wilderness Society announces the immediate formation of "Wilderness Watch," a special task force devoted to the day-to-day monitoring of the vital policies, decisions, and actions that affect our public land and wild lands made by James Watt, the United States Secretary of the Interior. His qualifications to protect our environment...

As a lobbyist for the U.S. Chamber of Commerce (September 1966-January 1969), Watt lobbied against Senator Edmund Muskie's attempts to draft the nation's principal water quality legislation.

As Deputy Assistant Interior Secretary (May 1969-June 1972), Watt awarded two consulting contracts totaling $60,000 to a friend. He later admitted to a Senate committee that he had made a serious error and had violated his own standards, but "when you're trying to get results, you go to people you know."

As Director of the Bureau of Recreation (July 1972-September 1975), Watt took a tour of a remote mountain region within a state park system and asked his escort why the large stands of ripe timber weren't being harvested and why the thick meadows weren't being grazed. Watt's host remembers, "I got the feeling he didn't understand the purpose of parks."

As Vice Chairman of the Federal Power Commission (September 1975-June 1977), Watt helped triple prices on "new" natural gas from 50 cents to $1.42 per thousand cubic fet.

As President and Chief Legal Officer for the Mountain States Legal Foundation (June 1977-January 1981), Watt's leadership gave the organization the reputation of being anti-consumer, anti-feminist, anti-black, anti-government, and, above all, anti-environmentalist. For example, Watt said the Departments of Agriculture and Interior cannot claim the delegated power they have from Congress to restrict public access to federally owned lands--in giving them wilderness protection, for instance.

It is not enough just to be frightened by the disastrous policies James Watt can inflict on our land, to our natural wilderness heritage.

Each of his policies, decisions, recommendations, and actions must be carefully monitored and their impact on our wilderness studied. And whenever Secretary Watt sets forth on a path that will permanently damage our wilderness and wildlife, someone must blow the whistle!

The Wilderness Society and its new "Wilderness Watch" is prepared to do just that.

1978 BWCA ACT UPHELD

(Taken from FRIENDS OF THE BOUNDARY WATERS WILDERNESS, October 1981)

We have good news to report: The United States Court of Appeals has upheld the 1978 Boundary Waters Canoe Area Wilderness legislation!

On September 30, 1981, the U.S. Court of Appeals for the 8th Circuit in St. Louis, Missouri, agreed with an earlier decision by U.S. District Judge Miles W. Lord that Congress has the power to limit use of motorboats and snowmobiles inside the Boundary Waters Canoe Area.

The Court upheld the 1978 Act on all counts, deciding against the State of Minnesota and the two associated cases brought by the National Association of Property Owners (NAPO) and some northeastern Minnesota groups. All three judges who heard the appeal concurred in the ruling. The Court's opinion is a sweeping victory for the BWCA, and should become a nationwide precedent in wilderness cases.

On June 18, 1981, State of Minnesota attorneys argued before the Court of Appeals that the state alone owns and controls the lakes in the BWCA, and that the federal government cannot extend its regulations beyond its own land. The Court disagreed. "We reject this contention and conclude that Congress, in passing this legislation, acted within its authority under the property clause of the United States Constitution..."

The Court ruled that Congress passed the Act with the clear intent of insuring that the BWCA would remain as wilderness; that Congress concluded that motorized vehicles "significantly" interfere with the use of the wilderness by canoeists, hikers, and skiers; and that restricted motorized use would enhance and preserve the wilderness values of the area. Congress therefore was within its power in enacting regulations to protect the federal wilderness lands.

In addition, the Court held that the 1978 Act does not infringe on any so-called state's rights. The opinion states that the restrictions on use of motorboats and snowmobiles regulate only private conduct, and not the state itself. On July 24, 1980, U.S. District Judge Miles Lord called his decision a victory for both sides. Judge Lord wrote, "The only extent to which the state's jurisdiction is restricted by the act concerns the situation where Minnesota would wish to open more surface water for motorized traffic. Nothing in the Act divests the state of its authority to regulate mining in the BWCA."

It remains to be seen whether the state or the other appellants will file a petition for review with the United States Supreme Court. If they do, it would take an affirmative vote of four justices in order for the Court to hear the case. We expect that a petition will be filed at least by the National Association of Property Owners (a right-wing group headquartered in San Antonio, Texas). State officials, under the direction of Governor Al Quie, are reportedly considering an appeal.

Minnesota DNR Commissioner Joe Alexander claims that he and the governor are worried "that the way has been cleared for somebody to exploit the area's minerals" and that an appeal may be necessary to save the BWCA from exploitation. There is substantial evidence, however, that Governor Quie's true interest in the legal battle is to almost double the water area open to motorboats and snowmobiles. The state filed its suit in January 1979, before the election of Ronald Reagan and James Watt—and against the advice of Minnesota Attorney General Warren Spannaus. Because the state has already spent over $100,000 to date in outside attorney fees (not to protect the BWCA but to garner votes in northeastern Minnesota) the Friends of the Boundary Waters Wilderness coalition is preparing for the worst. Thank you, members, for your continued financial and moral support.

Trip Report

THE WHETHER FORECAST or
LAKE 1 OR BUST

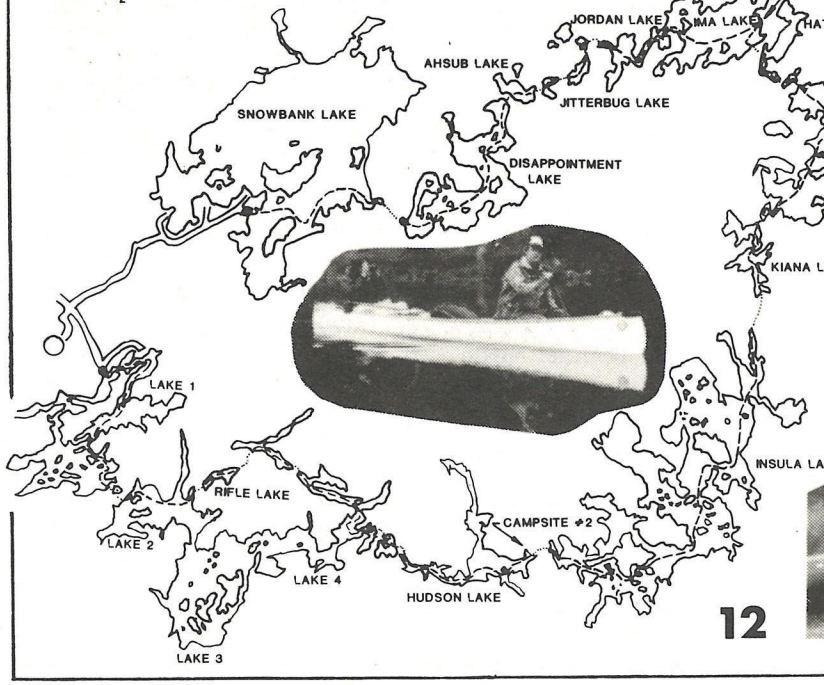
by Mike Gilman

The wind was still howling through the tree tops as we finished our breakfast and pulled down camp. We had listened to it all night and knew what it would bring us the next day. At least it wasn't raining while we stuffed our Duluth packs—the extra weight of wet gear would have been with us on the long portages ahead.

The shoreline report: Hudson Lake was full of whitecaps. Since today was Sunday and we all had somewhere to be come Monday, the canoes were loaded, gear secured, and paddling partners chosen. We could feel the power of the gusty winds in the first of our many island hops, but the waves were no comparison to the large rolling whitecaps that separated us from the other shoreline. Our boats seemed small against the lake as we pulled hard on our paddles just to hold our own in the wind.

Our plan was to just ferry across the waves, but the wind was working hard to bring us broadside. John McCarthy was my bowman, and I think he was questioning my sanity as we started running the big waves. John was also well aware of the two times my 18-foot Sundowner had soaked its paddlers (once on the Little Elk and again on the Upper Iowa), so when the wind turned us more broadside to the rollers, he was giving me the word to straighten things out. Too late. A big wave rolled us hard downwind, taking water over the dipped gunwale. I firmly believe that if a paddler stays with it, a good boat will right itself...and ours did! John swore he almost crawled over the other gunwale to keep his balance. With the extra weight of the water sloshing around, the boat moved sluggishly through the waves toward the shelter of the island, tipping hard in a delayed fashion after every wave.

Waiting there for us were Lonnie Helgeson and Terry Lemke in Terry's 18-foot Jensen; they had experienced a better crossing than we did. Although both John and Lonnie were somewhat unnerved by the wind and waves, after dumping the water from our boat, they resumed their bow positions and we set out to skirt the expanse of the main lake.

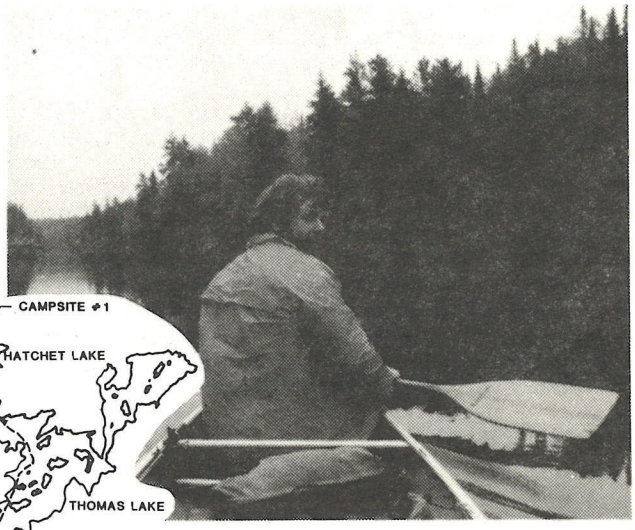


Our whole trip had been based on the WHETHER...whether or not to go the weekend before (I had to finish a project at work and get HUT! to the printer), whether or not our fourth member could go (Terry filled in for Chris Stroth, stat cameraman for HUT!, who was off on a fishing trip this particular weekend), whether or not we would have an economical vehicle to drive up in, and whether or not we would even go if the forecast was for bad weather.

The Visitor Center in Ely told us about "scattered showers," which worked out quite well on Friday. It rained lightly but often as we put in after shuttling the car to the takeout at Lake 1. A cool breeze made paddling comfortable, and the fall colors were at their best, all of which helped to keep our spirits high as we paddled out of Snowbank Lake to the portage into Disappointment Lake. The portages and paddling soon set our rhythm, but the shuttle that morning had delayed us. We wouldn't reach Thomas Lake that evening. Ima Lake provided us with a large, grassy campsite on Friday night.

Saturday morning found us crossing Thomas and portaging into Lake Insula. It was here, about halfway across the lake, that a terrible blast of wind hit us as we pulled out from behind a tiny island. It came totally without warning and spun our canoes around despite our bracing. We waited on the island for a break, but the winds blew hard and steady. No large waves had formed yet, so we paddled out across the open stretch where the wind currents battered us from all angles. We worked the shoreline for all the protection it offered before portaging into Hudson Lake and our windy campsite for the night.

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Builder's Corner

by Bob Brown

Summer is winding down. Soon it will be time to put away your paddles and start a winter project. Hopefully, after playing on the water all summer you have decided on your next project.

The first thing you will need building a canoe is a good strongback. If your plans give strongback details, you may well follow these specs; however, I've found some designers whose strongbacks are definitely overkill.

I like to build a strongback only heavy enough to do the job. I like to see it built so it is easy to store and transport. No reason to build a full workbench when a couple 2x4's will do.

The strongback that I've drawn will do the job quite well. Mine is made from a 1x6 about the length of the boat, two 2x4's about two feet shorter, and a few short pieces of 2x4. I use 1/4" threaded stock and nuts to custom build the long bolts needed to sandwich three thicknesses of 2x4. Use large flat washers, and your strongback will bolt up quite firmly.

None of the lumber used in your strongback needs to be new. It must, however, be sound and as straight as possible. The 1x6 should be clean enough so your pencil marks will show when you do your layout work.

When assembling the strongback, take your straight 2x4's and eyeball them. They probably both have a bend. Use these bends to counteract against each other.

Lay these long 2x4's on a flat surface with the bends opposite and insert between them the ends sections, shorter 2x4's. The inner end of these end pieces should be squared and installed about a fourth of the way in from the ends of the finished strongback. When satisfied, clamp together, then drill and bolt. Use at least two bolts per end as far apart as practical.

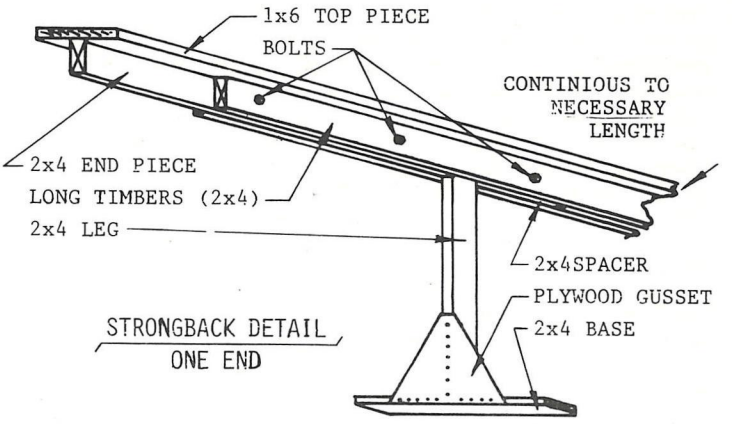
Next step is to make sockets to hold the legs. Use a 2x4 block and insert it between the long timbers. This piece is a spacer representing a leg. It should be pushed firmly against the inner end of the end section. A 10-12" piece of 2x4 is installed parallel to the long timbers and pushed up snugly against the spacer. This short piece is drilled and bolted. Remove your spacer and you have a perfect socket to fit a 2x4 leg. Repeat on the other end.

Install one or two more short blocks between the long timbers to help stabilize them.

The legs are simply 2x4 tees with a plywood gusset to stiffen the joint. They can be made slightly long and trimmed after your forms are installed and you decide how high you want to work for your comfort.

Take your assembled 2x4 parts and eyeball the surface. Take any up and down bend and put it up. Lay your 1x6 on this surface clean side up and tack it on (do not drive nails home yet). Install your legs in the sockets and give the assembly a real careful look-over.

Any waviness in the top surface can be removed by driving wood shingles between the 2x4's and 1x6 at the low points. Big errors are corrected with pairs of shingles driven in from opposite sides. When you're 100% satisfied you have a flat surface, drive home the nails holding the 1x6 on and trim off the ends of the shingles.



Snap a chalk line down the center of the top, and you have a finished strongback. I like to pencil over the chalk line for a more permanent mark. You now have a flat surface and a straight base line to begin installing forms.

Next month, I'll discuss making and installing forms. Until then, get out one more time before the lake freezes.



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ASK US WE'VE BEEN THERE

midwest mountaineering

Cont. from Pg. 6

same thing that he said when Doyle made his successful descent, "Why, by golly! He made it!"

The songs and rhetoric are coming at a steady and pleasing pace and we are clipping along nicely. I mentioned that we should probably switch the man from the Alumacraft to keep him sort of fresh every two to three hours. I think it was yesterday that I had spent about nine hours paddling alone, and it takes a pretty good toll of your hands, elbows, and general body. When the two guys are firing hard in the TW Special, and especially if they are using the fast, efficient racing technique, you just can't catch them!

Tom and Doyle are just entering the bend of the river, and I snap a picture. I begin to realize that this bend may be the most beautiful of any I have ever seen. With white cedars on the corners, there is a 4-foot high layer of maroon color all along the water line from dogwood shrubs. As the bank goes up very high and sort of steep, other layers of tree species and colors emerge. Next to the maroon dogwood shrubs is a solid layer of medium green from spruce trees, then the tall, white trunks of birch trees, followed by their pastel green foliage. Forming the top ridge of these color layers is a neat row of dark green eastern white pines.

Doyle was made official navigator and river position distance checker. He was so overzealous, however, that he had to be sort of muzzled for a while. In an especially difficult and arduous area where we at least hoped to have covered several miles, he would say, "Well it is now Mile 102, and we have just covered two miles since that last horrible tree jam near Mile 104." We told him not to mention any mileage points unless we are doing really well and are knocking off big chunks of river. On many canoe trips "constant positive thinking" can be so important. There are times when you definitely do not want to examine a map or landmark closely and have them confirm that you are getting almost nowhere. Likewise, there are times when you know you haven't had training time and aren't paddling too well. Those are probably times to not enter a canoe race and have confirmed just how slow and inefficient you are.

It is near noon now, we are at the top of the Nett Rapids, and we have 87 miles to go to the town of Little Fork. It is Monday and the boys are getting nervous about time. We had certainly planned to go to Fort Francis, Canada and dine grandly on steak and Canadian beer, but it is evident that Tom and Doyle at least must curtail that ambition. Doyle's westward traveling partner is expecting him no later than Wednesday, and they must rent a U-Haul and travel to Colorado. Tom's residence in Minneapolis was being deluged by calls for him to perform his excellent carpenter skills at extra evening work and his employer had made a call or two! Tom's wife, Pat, who was laboring over household chores and taking care of two small children, seemed to have heard him mention that he may be home on Sunday evening. Ha! That was a cute one!

We will do well this day. I mentioned very casually that the first day was training day, yesterday was fun day, and today was work day. "We need perspiration and borderline delirium from most of the oxygen going to our muscles and not to our brain!" We tossed a Frisbee and relaxed and a breeze blew it into the river. It went swiftly down a small chute and was on its way circling down the right side of the river. They launched and mentioned to me that the left side was indeed the best place to start this watery adventure. I thanked them for the good advice. They did a really masterful job of maneuvering in the middle of that rapid and came upstream after crossing a wide area from left to right. They were stalking that errant Frisbee in that confused water like a Canadian Corvette after a German submarine!

Meanwhile, I am going down this rapid, which is about the grandest I have ever seen. Thousands of large white stones above the surface and seemingly a couple blocks wide and about a mile long. There seems to be about five 2-1/2 block stages to this magnificent rapid. I shot speedily down the heavy left side and then flared off to center. I scraped a couple of times and caught once, but quickly made a weight shift and got off. There is some magical instinct that gets you through those places, and the double blade was very handy on that magnificent slalom course! After that exhilarating journey, I see Tom and Doyle

Cont. on next page

Cont. from Pg. 10

However, five years later, only two additional rivers have been added, and only three of the Congressionally mandated studies have been completed.

As a result, in 1973, a group of people met in Colorado to form the American Rivers Conservation Council (ARCC), dedicated to preserving and protecting America's rivers. They represented all the various pleasures you and I derive from rivers—boating, whitewater rafting, hiking, canoeing, fishing, and saving these streams for other living things than ourselves.

ARCC immediately had a powerful impact and has quickly become the major force behind river protection. Among many rivers, it has helped save the Chattooga of Georgia and South Carolina, the Rio Grande of Texas, the Missouri of Montana, and dozens of other rivers and streams.

For more information, contact:

American Rivers Conservation Council
323 Pennsylvania Avenue SE
Washington, D.C. 20003

Cont. from Pg. 12

Our choice of direction across Lake 4 induced us to try a finger lake and portage into Lake 2, thus avoiding Lake 3 altogether. This proved to be similar to paddling in a wind tunnel, and it took its toll on our energy. The northwest winds had stirred up the upper portion of Lake 2 where we met snow squalls, more rain, and two heavily loaded canoes with a crew of moose hunters. Our apprehension about Lake 1 was unfounded; by now we had a pretty good idea of how to paddle in the wind. We were all very happy when we rounded the corner and headed up the protected portion of the lake toward the resort and on to the takeout. We were running about six hours late already, so things were quickly stowed away for the long drive back.

Reflections on the road home dealt with the physical exertion of long days at the paddles and the many portages, the food that warmed our insides for a good night's sleep, how well the gear worked in constant use, how the boats handled, the fall colors, and the teamwork that kept us all going.

As Lonnie put it, "I've seen enough water to last me the rest of this year!"

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: 16' Kevlar flatwater C-1. Like new; We-No-Nah Jensen; $375. Call Todd at 522-8717

For Sale: 18'4" red cedar strip canoe with cane seats, mahogany gunnels and decking, weighing 65 lbs. Good cruising canoe with 33" beam; excellent condition. Asking $700 or reasonable offer. Call Ron Hultman, 645-9453.

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.

"Good Ol' Nels"

start their descent from my left center. I wondered about my trusty Pabst Blue Ribbon Frisbee. My children and I had bicycled a year or so ago from LaCrosse via the Sparta Elroy Trail, etc. to Milwaukee to stay and, of course, visit a couple of breweries. A pleasant 300-mile journey. There were pleasant memories of that trip and of the Frisbee purchased at Pabst. I was getting mentally prepared to send money to Milwaukee for another one when the boys arrived and Tom had it in his hand. Tom's sharp eyes had spotted it a foot under water behind a rock. They performed a magnificent canoeing feat in retrieving it as well as making a fine humanitarian gesture!

We go speedily through a variety of rapids to late in the day. I am living with this wretched elbow of mine, but my hands are giving me some concern. I naively think these borderline blisters are going to turn into callouses. I have good old white cotton gloves along as well as thick GI wool mittens in case the mornings turn very cold. (We did have frost on the packs on two mornings.) I keep a good roll of adhesive tape along with salve in my "non-skid bag," but I didn't think I needed that stuff. After all, I have never had blisters.

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

MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $11 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

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.

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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.

BOOKS FOR SALE

I have a limited number of paperback copies of "Wilderness Canoeing & Camping" by Cliff Jacobson for sale. I'll autograph each copy along with a personal note if you tell me who the book is for.

Special price to MCA members is only $5.95*. Please include 50¢ for shipping and packing.

Address:

Cliff Jacobson
928 West Seventh Street
Hastings, MN 55033

*Regular price is $6.95

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I would like to join the Minnesota Canoe Association as a (check one):

___ Regular Member $ 8.00

___ Supportive Member $ 25.00

___ Life Member $100.00

In addition to joining the Minnesota Canoe Association, I would like ( ) to join; ( ) more information on the following clubs:

( ) 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
( ) BWCA Cruiser
( ) MCA 14' Solo
( ) Griffen II, kayak (Brown)
( ) Itty Bitty (Brown)
( ) 15'6" solo canoe (Brown)
( ) 18'6" 4 & 32 USCA racer (Burley)
( ) 18'6" 3 & 27 racer (Ketter)
( ) 15' solo (Ketter)

Send checks made payable to the

Minnesota Canoe Association
P.O. Box 14207, University Station
Minneapolis, MN 55414

1980-81 BOARD OF DIRECTORS

MINNESOTA CANOE ASSOCIATION, INC.

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Vacancies are filled by vote of the Board of Directors. If interested, call John Wexler, 722-7069. Except where noted, all area codes are 612.