HUT!

MINNESOTA CANOE ASSOCIATION INC

1981 OCTOBER

Newsletter of the Minnesota Canoe Association Inc.

MCA ANNUAL MEETING Oct. 21st



Do you have an interest in what the Minnesota Canoe Association is doing? Are there areas of interest that you would like to see the club get more involved in? Do you feel that the MCA is doing enough of the "right" things for canoeists in Minnesota? Have you ever attended an MCA program? Would you like to see similar programs set up in different parts of the state?

This club is to be a representation of all canoeists, which in turn promotes canoeing as both recreational and competitive. To have a say in what goes on during the year, we need to hear from you, the member.

The Annual Meeting is as good a place as any to start with, since new Directors for the 1981-82 year will be nominated and voted on. The calendar of monthly programs will be drawn up and topics assigned to each month of the following year. This ensures that the new Board will have a solid program on which to build.

The increased awareness of individuals about our state and our waterways has lead in some part to the growth of new and renewal of old members who have seen what the club has to offer, and have given their time and efforts to its continuation.

A little something from everyone makes it all go a lot easier. Plan to attend this Annual Meeting, and bring along your ideas and comments. The meeting starts at 7:00 p.m. on Wednesday, October 21, 1981. Refreshments will be served. All members are encouraged to attend this meeting and cast their vote for the 1981-82 Directors.

also...

Plan ahead to attend the Annual Banquet

Calendar of Events

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.

7 Wednesday — Monthly Directors' Meeting
Powderhorn Community Center
E. 34th St. & 15th Ave. S.
7:30 p.m.
Members welcome

7 Wednesday — MCA Monthly Program
Canoe Maintenance & Repair Program will include selection, materials, and design of canoes based on useage, and the care and maintenance of such materials as wood, wood/canvas, plastic, fiberglass, and others. Plenty of time for questions.
Brooklyn Center Civic Center
Brooklyn Center

10 Saturday — Beginning Canoe Class
One day only. $5 fee per student. MCA membership expected. For more information, call Chris Berne, 544-2422 or 929-5714. See article inside.

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.

11 Sunday — Mississippi River Revival
A festival held at Nicollet Island Park, complete with many performers and organizations helping to build an ongoing movement to prevent further degradation of the Mississippi River. See article inside.

? — 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.

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.

NOV

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



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.

From PUBLICATIONS

by Mike Gilman

Good News — Our South American expedition crew has returned, all in one piece. Venice Barsness, MCA Vice President, stated that it would have given the club more publicity if one or more of the crew hadn't made it home, but Roy Johnston said he let his opportunity pass by more than once. Jim Seward and Mike Vande Vyver both expressed the same sentiments after leaving one of their chances in a big souse hole. I haven't heard anything from Vern Christensen, so it's hard to say what "close encounters" he may have had. Speaking for those of us who know the crew, we wish all four of them "Welcome Home."

You can hear a brief excerpt from their trip planning and travel by attending the MCA Annual Banquet, an event at which they will be our guest speakers. Plan ahead to attend this dinner in November which will include awards from the club and its chapters, drawings for prizes to be given away to people who listed their cruises in the Calendar of Events of HUT!, more prizes to those members who wrote a trip report about a cruise, and general door prizes for those in attendance. Don't miss a good thing; send in your reservation form now.

Bumper Stickers — How about it? We have been kicking around the idea of designing an MCA bumper sticker, but the perfect one hasn't been designed yet. How would you folks like to send in your ideas, either in words or a drawing of what you have in mind. Even "This vehicle stops at all river crossings" has been considered, so you can see where we are. The best choice will be turned into the real thing and become regionally famous overnight (or over a period of a couple of months). The author can remain anonymous if they so wish. Send your ideas to the Editor...soon!

If someone out there is good at laying out posters, we have a need for such a person to design something attractive to display our brochures in various places of business. Give me a call if you would like more details.

INCONSIDERATE MEMBERS

by Venice Barsness

Four of our members have returned from a canoe trip in Peru. Before they left, I talked with some of the members going and explained how the publicity would help the MCA. I also explained that if one of them did not come back or only part of him came back, we would get much better coverage of the event.

I thought everyone going on the trip understood. But NO; they all came back in one piece. No major injuries. No loyalty at all to the MCA.

They will be at the MCA Annual Banquet in November to tell about the planning and preparation it took to make the trip.

Then they will be back with some of the more than 500 slides made during this trip for the MCA monthly program in December. This should be our largest turnout of the year.

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 _____

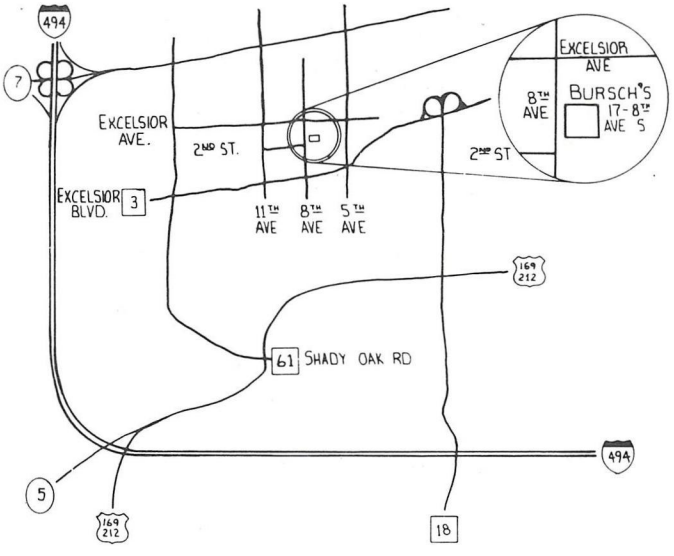
City/State/Zip Code _____

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



UPCOMING CRUISE

16TH ANNUAL ST. CROIX COLOR CRUISE
Sunday, October 4

by Joe Conrad

Everybody comes to this cruise, new members and old members like Abner Jones, whitewater paddlers and racers. A big river, the St. Croix is placid but gives you a little help getting downstream. Plenty of room to get lost in the side channels or shorelines (should be fairly high water this fall). And, of course, there are the reds, yellow, tans, and greens of fall color. Surely, the Voyageurs Chapter will be out with song, good cheer, and their 32-foot Montreal canoe. Maybe the racers will be there with their 21-foot Chestnut.

The basic cruise will be from the landing at the Minnesota side of Interstate Park just south of Taylor's Falls. Put-in time is 10:30-11:00; lunch at the Osceola bridge; take-out at O'Brien State Park about 4:00 p.m.

Car Shuttle: If you can arrange your own with friends, so much the better. If not, try this. If your car license ends with a 1, 2, or 3, go to Taylor's Falls, unload your canoe and crew and with driver only, get the car to O'Brien by 10:00 a.m. If you license number ends in 4, 5, 6, or 7, drive by O'Brien on the way to Taylor's Falls and pick up a driver of a 1, 2, or 3. At the end of the day, the 1, 2, 3 group will shuttle drivers back to Taylor's Falls. Next year, we'll rotate the numbers. If your license is a yellow Wisconsin plate that says JCANOE, go to O'Brien at 10:00 a.m. and pick up any straggler drivers for car shuttle.)

Options:

1. Put in at Osceola about 12:00 or 12:30.

2. Drive up to O'Brien in the afternoon (say 2:00 p.m.), paddle upstream and meet the group, return to your car.

3. Spend the day paddling the rapids at Taylor's Falls or hiking there, and come on down to O'Brien for a supper cookout.

Fees: Kick in something for your shuttle driver and you'll need State Park stickers and/or daily fees at the park. Remember they sometimes hassle people about canoe license stickers.

We sure want you all to come and enjoy the oldest MCA cruise.



Randy Johnson's Kayak entry

1980 BOAT BUILDER'S CONTEST



MCA Secretary Penny Mielke counts the votes



Winning Builder - Mike Zapf

Welcome New Members

WELCOME NEW MEMBERS - September

Wm. Hanson	Edina
John McCarthy	Minnetonka
Terry Milton	St. Paul
Mathew Peterson	Minneapolis
Jim Richards	Mound
Thomas Schreiber	Big Fork
Richard Suk	Austin
Roland Wilsey	Roseville
Joe Zuzek	St. Paul
Phillip Zyllo	Maple Grove
John Humenansky	St. Paul
Bob Jarvis	Flin Flon, Manitoba
Larry Gerber	Champlin
Ed Koscik	Oconomowoc, WI
Mike Johnson	Missoula, MT
Paul Rudltoniemi	St. Paul
Phillip Brouillet	Minneapolis
Orin Peterson	Bloomington
Ranna Hansen	St. Cloud
Michael Bauer	Waconia
Glen Bullich	Sioux Falls, SD
Jeffrey Larson	Grand Marais
Gary Harrington	Inver Grove Heights
Ken Mulder	Eden Prairie
Joe Orning	New Brighton
Wm. Dick Waskey	Robbinsdale
Mike Kubiatowicz	Ft. Lauderdale, FL
Pat O'Brien	Park Rapids
Randy Longsdorf	St. Louis Park
Linda Schroedermeier	Eden Prairie
Robert E. Gilman	St. Cloud

BEGINNING CANOEING

Due to increased demand and the nice things the last students said, the MCA is offering another session of beginning canoeing lessons in October. The class will be on Saturday, October 10.

The lesson will cover basic canoeing skills, taught in the kindly manner of gentle canoe racers. The management guarantees that after this lesson you will be in the top 10% of all the canoers in the U.S. of A. This is for the newest of paddlers and those who want to reduce the work and strain of canoeing.

For more information, call Karl Ketter, 636-8116, or Chris Berne, 544-2422 or 929-5714, immediately for reservations. Class limit—12 people. $5 per student. MCA membership is expected.

WANTED! 1981-82 Directors

A VICE REPORT

by Venice Barsness, Vice President

"Like putting a fox in charge of a henhouse."

That's how John Oakes of the New York Times referred to President Reagan's nomination of James Watt as Secretary of the Interior.

So begins a letter sent out by the Wilderness Society in an attempt to raise money to set up a Wilderness Watch just to keep watch on the activities of James Watt and to determine if any special interest groups are making their profit demands heard over the demands of others who maintain that our continent's last remaining parks and wilderness areas should remain unsullied.

The Sierra Club is circulating a petition to have James Watt removed as Secretary of the Interior.

The National Wildlife Federation's Conservation Report is bringing to its members the latest information on the activities of Congress and government agencies. The NWF is not happy with James Watt or his stated policy.

Yet, today James Watt is still Secretary of the Interior, and there appears to be no organized group in Congress trying to do anything about it. It will take a great amount of activity by all of us to bring pressure on Congress to either control or replace James Watt.

Book Review

QUEST/81

by Pat Riley

Since canoeing environs are now under constant assault, I think this magazine recommendation will be of interest to canoeists.

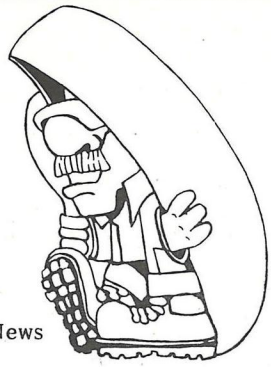
One of my favorite magazines is QUEST/81. Subtitled "The Pursuit of Excellence," this magazine's articles emphasize leaders in technology, politics, sports, science—you name it.

The March issue, for example, listed a personality piece on the views of Richard Garwin, a weapons expert, on nuclear arms issues. Walter Cronkite opined on the phenomena of many people relying on television for their complete source of news. There are articles on aquaculture as an antidote to food shortages; the passionate symphonic direction of Rachael Worby; the dawn of color photography; and the varied fun of Larry King's nighttime talk show.

Why would I recommend this to canoeists? With everything in life so related as it is now, we know not where we'll be finding answers to many of our current challenges. I feel QUEST/81 offers a healthy balance of in-depth reporting with its presentations.

Most important of all, like a fast romp down a mellow river, it's FUN!

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

This month's article was originally going to describe the fine qualities of northern Minnesota canoe trips in the months of September and October, so I will leave you with the thought of how a cup of tea tastes so much better on those brisk autumn mornings as you look out over the lake. For most of us, the cooler weather is a reminder of the close of another season, but for a Duluth gentleman named John Halvorsen, it signals the beginning of the first season of his Wilderness Challenge program. The name of the program denotes not an action packed canoe trip or mountain climbing vacation, but an opportunity for troubled youth to develop community living skills and to resolve any personal problems they might have in an outdoor or rural setting. The setting can be considered wilderness in the sense that for most of the participants it will be far removed from the modern conveniences, largely undeveloped, and foreign to them.

A few years back, John worked as a volunteer and professional scouter in Spokane, Washington and in Duluth, and sometimes had the opportunity to work with inner city kids. He also developed a strong interest in canoeing, and in 1975 completed his first long distance trip traveling with Jeff Lindquist from International Falls to Anuvik at the end of the MacKenzie River in the Northwest Territories. The next year, he headed up the Bicentennial voyageur canoe trip from Montreal to Duluth, which was chosen as one of the top 200 projects done for the Bicentennial celebration. During the course of the 1200-mile trip, there was a noticeable change in the 26 paddlers as they gained experience in working together and in working out any problems they encountered as a group or in their personal lives. Most of all, they enjoyed what they were doing.

The idea for bringing troubled youth to outdoor settings developed when John was director of the Duluth branch of Midwest Challenge, a Christian oriented program dealing with the chemically dependent and those with unresolved personal problems. Highlighting this program was a canoe trip in 1980 where eight fellows previously unacquainted with paddling set a world record in a well-worn north canoe by traveling the entire length of the Mississippi River from source to outflow in 40 days.

As a time and distance record, 40 days stands only for a while, but as a personal achievement, this trip was a lasting success for eight fellows who had experienced many failures in the past. Because of the good results gained for the participants on that trip and other shorter trips, John felt his efforts were best directed in this area for dealing with troubled youth.

During the past year, he has made arrangements to begin Wilderness Challenge, and the pilot group is scheduled to start in late September. Except for the first group, the program will be four months in duration consisting of two months spent at a base camp in Schroeder, one month on expedition, and another month at Wilderness Village located north of Silver Bay. Three north canoes were built this summer for the program and will be used for expedition between spring thaw and the winter freeze-up. The winter expedition will consist of camping and traveling in northern Minnesota, and plans are being made now for one of the future groups to make a dog sled trip to Hudson Bay.

The participants for this program will probably be 18 to 19 years old and located through churches and ministries involved in working with troubled youth in the larger cities. John's hope is that these youth "learn how to get along, to work, to develop self discipline, and to trust and believe in God." One aspect of Wilderness Village is that it will be constructed by the participants for the purpose of learning what is necessary to make a community work and what it takes to be a productive member of a community. These are the skills and personal qualities the participants can take with them upon graduating from the program.

The challenge of the program is the learning that problems are solved through working on them and not by ignoring them or escaping from them. And perhaps they can also find some satisfaction in working with others as part of a community. Best of luck to you on this program, John. If you want to know more about this program, write:

Wilderness Challenge
P.O. Box 6233
Duluth, Minnesota 55806

3M NEWS

by Paul Davies

Our last trip of the season will be a 15-mile fall colors paddle, picnic, and party on Saturday, October 10. The 10:00 a.m. put-in will be at Walbo Ferry Landing on the Rum River, approximately five miles west of Cambridge on I-95. Complimentary wine (pop for the kids) will be served during the lunch stop, then on to Cambridge by late afternoon.

In the evening, there will be a pot luck supper and party (BYOB) at my place, just two blocks south of I-94 on McKnight. For more details and maps, please give me a call on 735-6618.

Expedition

Since our South American Expedition has returned, here are some photos taken before they left. Mike Vande Vyver had a small party at his house shortly before they left. These photos will be used to describe what Mike looked like prior to going.

Penny Mielke & Walt Jones check out the cockpit



Mike Vande Vyver showing Folbot



and maps

THE PERFECT CANOE RACE

by John Ledge

The search continues. Despite the efforts of Minnesota master designers and paddlers such as Jensen, Peterson, Hidde, and Silovetz, the ultimate canoe and paddle has not been produced. Perhaps more attainable is the ideal canoe race. If we learn from past mistakes and successes, it should be possible to plan the perfect race.

For anyone interested in planning such an event, I'd like to make the following suggestions.

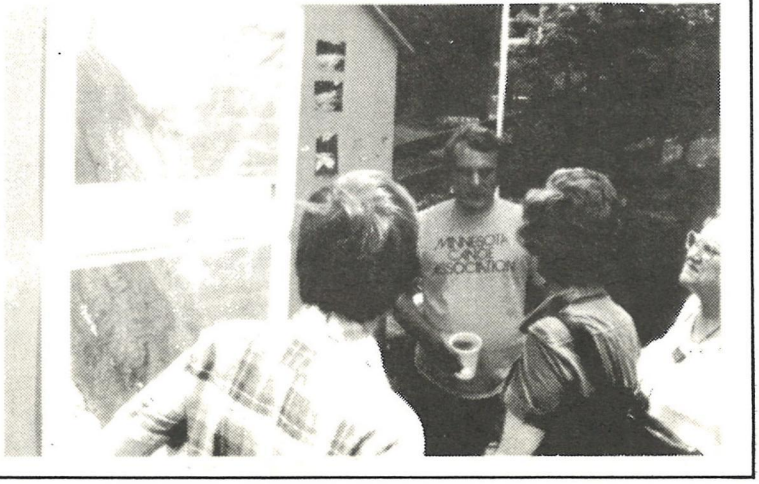
There must be classes for everyone! A recent race had classes literally from A to Z. But did you see a class for left-handed women over 40? Hell, no! There wasn't even a class for former marathon runners whose birthdays fall in odd numbered years.

Boat specs are very important. At this time, races in Minnesota specify canoes 16 ft., 17 ft., 18 ft., and 18½ ft., all in various widths. This must be simplified! My suggestion: any length canoe may be used unless the area above the water line is more or less than 16.89% of the length, provided the curved configuration of the bow does not exceed less than length minus width squared, to be measured within the center line. Naturally, this rule could only apply in alternate years.

One of the most important features of a canoe race is course design. The idea of a race being for the racers must be scrapped! Anyone who has ever watched a canoe race must certainly realize that here is the supreme spectator sport. So the course must be designed for the spectators' maximum benefit. A recent event required the racers to make several loops at the end of the race. Very good, as far as it went, but let's carry it a little further. The Broadway and Plymouth bridges on the Mississippi are half a mile apart. Why not make 25 revolutions around these two bridges? Granted, there might be some confusion as to what lap the various teams are in, but that's not really important. Keeping track of the racers will involve the spectators and make them more knowledgeable canoeing fans.

Adoption of these suggestions would quickly make canoe racing so popular they would no doubt erect permanent grandstands on the west bank of the river. Perhaps the right field box seats from Met Stadium might be available.

If you'd like to help organize or promote such a race, please call me at (612) 592-5456.



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

RACERS PREPARING MANUALS

Work is progressing on the Rookie Racers Manual, which is a summary in outline form of what paddlers learn at the weekly rookie paddling sessions. The manual has just passed 25 pages in length, but there is room for anything you want to tell new racers. This will not be available to established racers who don't contribute to this compendium of canoe knowledge. Call Karl, 636-8116.

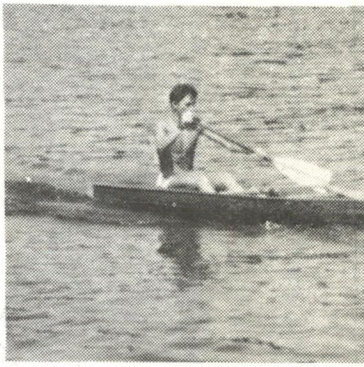
Also, work has begun on a reorganization and rewrite of the Race Runners Guide, which was originally written in the early '70s. This is for race sponsors and will cover more than the basics on how to run a successful canoe race. If you want to compete in good races, you had better put your suggestions into this guide. Call Warren, 780-2866.

CLASSIQUE INTERNATIONALE DE CANOTS DE LA MAURICE

48th Edition - 1981
Shawinigan, Quebec

Place	Canoers		
1	Corbin/Beauchesne	Quebec	13:58:30
2	Williams/Carriere	BC/Saskatchewan	13:59:36
3	Baker/Brown	Michigan	14:00:17
4	Barton/Diebold	Michigan/Illinois	14:01:32
5	Crozier/Triebold	Wisconsin	14:02:40
6	Jensen/Rudquist	Minnesota	14:03:18
7	Shultis/Zaveral	New York	14:05:12
8	Weber/Gillespie	New York	14:08:48
9	Cloutier/McKay	Quebec/Manitoba	14:12:02
10	Lang/Short	Michigan/Ontario	14:12:07
11	Mainguy/Cloutier	Quebec	14:13:06
12	Rankinen/Bennett	Pennsylvania/New York	14:17:32
13	Bohanon/Hendricks	Minnesota	14:21:56
18	Bastian/Stockton	Minnesota/Michigan	14:28:40
27	Hanson/Hanson	Wisconsin	14:46:02
31	Dumas/Wride	Saskatchewan/Manitoba	14:52:51
32	Berne/Hirschey	Minnesota	14:53:25
33	DuBois/Sipe	Minnesota	14:54:45

Seventy-two canoes completed the 3-day race out of the 84 that started. Each year the level of the competition increases. Minnesota teams, though few in number (nine people) did very well. Those left behind this year are already making plans for next year. Hopefully, the returning racers will fill us in on details.



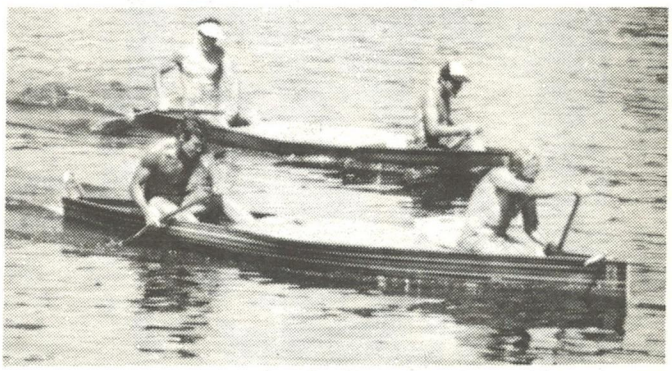
Brett Stockton &



Mike Bohanon & Rich Hendricks



Steve Peterson & Bonnie Peterson



Stewart Bastian & Eugene Jensen

1981 FIRST BANK MINNEAPOLIS

RACING IN ONTARIO

To the north and east of Minnesota is the massive Canadian province of Ontario. We recently received the 1981 Handbook that described this year's activities of the Ontario Canoe Racing Association (OMCRA).

They hold almost 30 races a year in events that would appear much like a race in Minnesota with some intriguing differences. Their classes include ICF, kayaks, junior girls, and over 50.

They use three different canoe specifications. MC1 is 18'6", 3 & 27 as raced in Quebec, Minnesota, and Michigan pro racing centers. MC2 is 16'6", 3 & 27, which appears to be the outgrowth of the old 16' pro spec of the '50s and '60s. Their traditional canoe is 16'6", 3 & 32! Minnesota uses a 17', 3 & 31 for this class. In both the 16½ canoes, OMCRA allows 17' long aluminum hulls because they are considered inferior to the better designed glass and wood canoes.

A number of races will be held in North Canoes, which are 26'6" long, 43" wide, and must weigh over 200 lbs! They also state, "All canoes which enter a race must look like a North Canoe. The outside should be painted to look like birch bark, and symbols should be painted on the bow...In order to promote our cultural heritage, OMCRA further recommends to race organizers hosting voyageur canoe classes that contests judging dress of the paddlers be included in the events."

OMCRA uses an annual participation point system of 4 for first place, 3 for second, 2 for third, and 1 point for all participating. Special awards are made annually for sportsmanship, merit, and best race of the year.

An associate membership in OMCRA costs $5. Their handbook and newsletter are worth reading even if you don't own a North Canoe. Donald C. Craig (1981 President), RR #2, Bothwell, Ontario, Canada N0P 1C0 (519-695-6411).



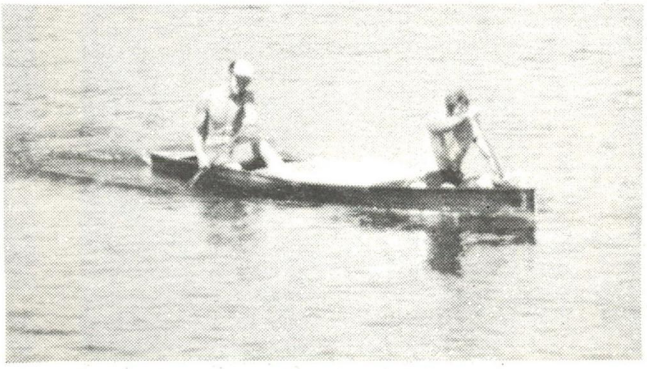
Butch Stockton



Tim Triebold & Everet Crozier



Erroll Schluter & Dave Kruger



Al Rudquist & Jim Hagen



John Diebold & Bruce Barton



Ken Brown & John Baker

Trip Reports

MCA/UPPER IOWA RIVER CRUISE

by John & Cathy McCarthy

Most of us met at the Decorah campground Friday evening where we camped overnight. A few climbed to the top of Pulpit Rock to look over the city lights at night, while most waited until morning to watch the sun rise over the town below.

We started out early Saturday morning and shuttled everything but two cars up to Kendallville where we started on our first 15-mile paddle along a fairly rugged area with limestone palisades, chimney rocks, and bluffs rising 280 feet straight above us. During our float that day, Sharon Gilman and her brother-in-law, Steve Gilman, got a little wet along with some of their gear (caught on a sweeper). Mike Gilman came racing back upstream in his new kayak (which everyone got to try their luck in).

Our Saturday evening campground was in a meadow near the Bluffton store. We set up camp and got comfortable for the evening, when a man came around to collect $5 per tent--a very high price to pay to sleep in a meadow with no facilities.

Early Sunday morning as we floated down the river we saw a great variety of wildlife--deer, mink, a hawk, ducks. The river is fairly shallow (paddle blade deep) with numerous very small rapids. The 16 of us finished a very enjoyable 30-mile cruise early in the second day with the pullout near Decorah.

(Editor's Note: As the cruise leaders for this trip, we were surprised by the change of operations at the Bluffton store. Ownership has changed hands at least twice since our last trip, with the only noticeable improvement being the portable toilets. We did notice that most canoeists paddle on a day basis, with far fewer overnight campers. The state owns some property along the river, but established campsites are practically nonexistent. Years ago, one could hardly find room to pitch a tent in that meadow because there were so many people camping there. Our experience the night before in the Decorah campground must have spoiled us because for $4.50 we had picnic tables, trash cans, toilets with showers, mirrors, and blow dryers, plus the availability of firewood. When the Bluffton store offered only a portable toilet at $5 per tent, we told them that they were out of line. The outcome of our argument was a slight reduction in price ($4/tent), but some of our paddlers had only one person in their tent. A letter is being drafted which will be sent to the owner of the Bluffton store and meadow. The Iowa Canoe Association will receive a copy of this letter, which might help convince the owners to either update and provide better facilities or lower their price, thereby attracting more business.)

Put-in at Kendallville



Timeout for lunch



CROW RIVER CRUISE

by Jim & Verna Robinson

Attention, members of MCA! You missed a really nice cruise on the Crow River May 16. We met at the Hanover grocery and drove from there to the park. We put in at the park and cruised down the river to Berning Mill for lunch. Then we cruised down to Dayton. It was about a 4-hour trip. It was a beautiful sunny day. The water level was a little low, so the rocks made it more exciting.

Those members that enjoyed the cruise were: Jim and Debbie Maves, Earl and Janice Liberko, Matt Peterson, his brother, Scott Peterson, and his daughter, Heather. (Heather was "baptized" in the Mississippi at the end of the trip by her father and her uncle.)

Jim Robinson led the trip with his wife, Verna, in the bow and their two daughters, Alexandra and Anastasia, who went along for a free ride in the middle of their canoe.

The Crow is a beautiful, clean river that goes along fairly fast when it is high. It feeds into the Mississippi.

Jim will be leading the trip again next year, and we hope more members will be able to come next year. It's a nice cruise, and you don't have to travel a long way to get there.

BUYING AN OPEN CANOE

by Kent Ford
(Notes in parentheses by Bill Brown)

(From THE PADDLER'S GAUGE)

Choosing an open canoe is becoming increasingly difficult because of the growing number of designs and materials. Canoe designs range from delicate flatwater marathon canoes to indestructible white-water boats. (No boat is indestructible, not even a Coleman.) Similarly, there is a lot to know about canoe construction because of the development of molding processes for light, durable plastics. Gaining familiarity with the basics of design and construction is an important part of the canoe choice process. This information helps the buyer determine his/her intended use and select an appropriate canoe. An uninformed buyer is likely to discover the hard way that ultralight racing boats seem to self-destruct in whitewater, or that some canoes can go only half as fast as marathon canoes.

Design. Canoes range from the speedy, but tippy, marathon race boat to the maneuverable slalom canoe. By examining these two extremes in design, one discovers basic hull characteristics.

Marathon canoes are designed to be raced over flatwater courses anywhere from five to 50 miles long. This design allows the paddler to follow a straight course easily, saving him from wasting energy on correction strokes. A canoe that goes straight easily is said to have good tracking characteristics. Translated to hull shape, this means it has a keel or a "V" shaped bottom.

In contrast, slalom boats are designed to maneuver. They have flat hull cross sections and a bow to stern hull curvature, called rocker, to increase turning ease. This shape reduces the length of the waterline, which in turn decreases the resistance to turning.

Most canoes combine the tracking ability of the marathon boat and the maneuverability of the slalom boat. For example, flatwater touring boats have shallow "V" shaped hull to promote easy tracking, but have more stability than marathon canoes. Since these boats have to carry heavy loads of gear and people, they are long and have high sides which provide enough space between the water line and the gunwales (top edge of boat). However, this extra space, called freeboard, can make paddling in the wind difficult. Downriver racing boats have a similar design but use the extra freeboard to keep waves out and the boat dry. General purpose designs have a fairly flat hull for stability and turning, and a little rocker over moderate length for tracking. Whitewater cruising canoes are similarly designed with a flat hull for turning ability and stability. (Flat bottomed boats have a high initial stability, often a very low final stability. They require bracing strokes to keep them upright in tight spots. They are deadly when partly submerged. Flat bottomed boats don't belong on whitewater unless paddled by an expert at bracing.)

Construction. Traditionally, canoes have been constructed with aluminum or canvas over wood; however, these materials are rapidly being replaced with plastics. Aluminum easily accumulates small dents and scratches in addition to getting unbearably hot in the sun and acting like a sounding board for stray noises. Wood and canvas canoes are sleek and aesthetic; however, they are expensive.

New molding techniques and different resins have made fiberglass and a rubberlike material called ABS popular alternatives.

Canoes built with resin reinforced with glass cloth layers are loosely termed fiberglass construction. The glass layers are put in a mold, then saturated with resin. Polyester resin is nearly always used now; however, in the future expect more widespread use of the better vinylester and epoxy resin. The glass layers include standard E-glass, kevlar, and nylon; each has different characteristics. E-glass, properly called fiberglass or just glass, is most common. It is cheap and strong, but tends to crack if flexed too far. On the other hand, kevlar is expensive but lightweight, extremely strong, and tends to flex without breaking its strands. Nylon, like kevlar, is flexible but not quite as strong. Clues to shoddy construction include sharp strands inside the boat, mat or chopped strands instead of woven glass, resin puddles, or white areas of insufficient resin.

The other alternative material has the chemical name Acrylontrile Butadiene Styrene, or ABS. It is a rubberlike Uniroyal product sold in sheets called Royalex. Once molded into canoe shape, it is fairly heavy, but slippery and resilient. Consequently, Royalex canoes are ideal for whitewater. Even if the canoe wraps around a rock, upon removal and a little persuasion, it will return to original shape.

One can see why plastics have replaced aluminum and wood/canvas canoes. Light fiberglass construction can be molded to fast designs for flatwater paddling and precision designs for whitewater. ABS cannot be formed into sharp flatwater hulls; however, its bombproof character is valuable on whitewater.

Conclusion. A buyer should determine the canoe's use before the search starts. For touring on flatwater, one would want a "V" shaped hull with plenty of depth and length to accommodate extra gear. The same boat would ride high in the water without gear and be difficult to paddle in the wind. Fiberglass is best suited for this fast "V" hull design. Whitewater paddlers want to maneuver easily, so their boats have flatter bottoms and more rocker. Fiberglass construction, especially with kevlar or nylon reinforcement, is quite durable. Royalex canoes sacrifice some with their weight and rounded design; however, they are nearly bombproof and maintenance free.

Knowledge about design and construction helps the buyer determine his/her intended use and select an appropriate canoe. Paddling friends can help determine your needs, as can a dealer with paddling experience. Local clubs can often provide assistance and information about oddments such as sailing rigs, poling, and good outfitting.

(Editor's Note: This article covers the fundamentals of canoe design and buying. It is intended to give the beginning canoeist some knowledge of the different types of boats available.

In the past, our Builder's Corner has covered design and construction in more detail, and Cliff's Corner has covered the types of boats in practical usage. A helpful tip: Be an informed buyer; look around.)

MISSISSIPPI RIVER REVIVAL

by Larry Long, Folksinger
Farmer Labor Education Committee

Dear Friends,

I am organizing a one day festival called the Mississippi River Revival to be held on Sunday, October 11, 1981 at Nicollet Island Park. This event is sponsored by the Farmer Labor Education Committee, and will involve many other organizations. Two cooperating events are also being planned, at Harriet Island in St. Paul and at Lake Superior in Duluth.

This festival will include performers representing the many heritages of the Minneapolis/St. Paul area, and will focus on our dependence on the water, the future of the Mississippi River, the proposed shoreline development, and what we can do to ensure our survival.

I have just returned from performing with Pete Seeger at the Hudson River Revival in Croton, New York, which raises funds to clean up the Hudson River. Through their work, fish and plant life have returned to the river, previously destroyed by pollutants. Through this experience, I have seen what a concentrated effort by concerned people can do to save a river. Surely, we can do as well here.

In addition to the performers at the Mississippi River Revival, organizations will have the opportunity to sponsor a booth about their organization and how it relates to the Mississippi River. We would like to give your organization a chance to get its story across, and also to help build an ongoing movement to prevent further degradation of the river.

Our effort to increase grassroots control over the Mississippi River must include all segments of our society. For that reason, the Revival will include ethnic groups, folk artists, and people whose livelihood depends on the river.

Our goal is to build cooperation between groups. It is a time to put away differences and emphasize common needs for survival. The Mississippi River is a symbol for our survival.

I hope you will be able to come and make the Mississippi River Revival a meaningful and successful event.

BUILDER'S NOTE

Do you own a set of forms? How about RENTING them or LOANING them or GIVING them to the MCA? Let someone else use them.

Remember that ads are free in the Trading Post, so get those forms out of your garage and let someone else store them for you under a new boat.

If you care to donate them to the MCA, call any of the directors (numbers are listed in HUT!) or Bob Brown at 432-7557. Someone will be glad to use them.

— TRIATHLON —

BORDER TO BORDER RACE RESULTS

by Jerry Kassanchuk

First overall and first woman's team: Dorothy Goertzen and Kathy Young with a total time of 42 hours and 38 minutes.

Day 1 biking: 8:25
Day 2 biking: 10:24
Day 3 race walking: 11:18
Day 4 canoeing: 12:31

The men's team gave up about 25 minutes about 10 minutes into the race on Day 1 when Tim Anderson had a flat tire. Even without the flat, though, they were simply outclassed by the women, both of whom have been licensed USCF racers. Overall endurace and an advantage on hills on the second day might have helped, but the men lost 32 minutes when they missed a turn in Mora. The women were untouchable in the racewalk, but almost lost the race during the canoe segment when they lost their way on the return trip through part of Basswood Lake.

Second overall and first men's team: Tim Anderson and Jerry Kassanchuk, with a total time of 42 hours and 49 minutes.

Day 1 biking: 9:05
Day 2 biking: 10:45
Day 3 race walking: 12:50
Day 4 canoeing: 10:09

Both of the above teams changed racers at the 5-mile mark for the race walking segment. Young and Kassanchuk finished their stints side by side. Their pace was a brisk 11 minutes per mile. By the end of the second 5-mile segment, Anderson had lost less than a minute to Goertzen after maintaining a 10-minute-per-mile pace. The men never came close after that. Anderson, near the end of the day, was suffering from muscle cramps and stiffness, and Kassanchuk was barely able to walk because of an extremely painful hip. So much for male superiority.

Third overall and first mixed couple: Therese Bonner and Jim Haroldson (both from Grand Rapids) with a total time of 48:54.

Day 1 biking: 9:37
Day 2 biking: 11:40
Day 3 race walking: 14:33
Day 4 canoeing: 13:04

These kids were a real inspiration (both are 20). They obviously weren't in contention for an overall win, and it must have been discouraging being so far back each day. If it was, though, it certainly didn't show. They were always in a good mood, and they seemed to be delighted just to say they had finished each day's ordeal and, indeed, to have finished the race. A great team!

Next year's race is scheduled for August 5, 6, 7, and 8.

CLIFF'S CORNER



by Cliff Jacobson

Last summer I spent three weeks in the BWCA and neighboring Ontario guiding teenagers as part of our Hastings Junior High School summer enrichment program. I've been doing this for eight years now. Our program is a spinoff of a semester-long "environmental science" program, a unique indoor/outdoor class that teaches ninth graders the basics of forest and wildlife management, air and water pollution, population ecology, and wilderness ethics.

So, naturally, the kids and I are more than a little disturbed when we go to the BWCA and find a substantial number of folks who don't practice what we preach.

Used to be the average Boundary Waters tripper was fairly experienced. He or she could rig a snug camp in a driving rain, make fire under the most rugged conditions, and find an obscure blaze-marked portage on the most complex of lakes. Not anymore! Paddle around after a storm--see how many campfires you see. And see if you can get through a typical week-long trip on big water without someone asking, "'Scuse me, sir, can you tell me where I am?" It's not funny. It's sad. Experienced canoe campers are going elsewhere--mostly north it seems. To Ontario, Manitoba, Saskatchewan, and points west. Anything to get away from the crowds and the often indecent behavior that so frequently accompanies them. If you suspect some bitterness in my tone, perhaps my experiences of the past summer will drive home the realities of the situation.

Early June, a campsite near Granite Lake (Granite River area): Five teenage girls come to my island campsite and ask if they can use our latrine. "What's wrong with yours," I ask. "We don't have one," they reply. "We're camped in Canada." (There are no official box latrines in Canada. You dig your own!) "Tough," I respond. "That's the price you pay for going to Canada." The girls get surly, so I tell 'em to use the john and get out. I'm darned mad as their presence makes us illegal--14 persons on one campsite (the maximum is ten). Besides, it's discourteous!

Later that evening, the girls sneak back again, parking their canoe just beyond my view. I'm really furious now and, short-tempered, I cut loose with lots of expletives. The girls beat a hasty retreat for their canoe...and camp.

I paddle over to the Canadian side to talk with their leader--an amiable chap from a school in Wisconsin. He sees nothing wrong with the practice. He even brags that camping in Canada enables him to feed as many as 50 people on one site at one time--impossible in the U.S. He tells me his outfitter (one of the largest in the canoe country) condones this practice. I ask him if he's checked through Canada Customs. "No," he replies. "My outfitter has a letter on file saying it's okay to camp here." Later at Customs I check. No way! The Customs agent says this outfitter has gotten into trouble over this before (once he even set up a semi-permanent tent camp on the Canadian side without the knowledge of the Canadian authorities).

I wonder what kind of environmental responsibility this school group teaches!

July, Frost Lake: It's two a.m., and a group of kids on a campsite down the lake begins cussing and loudly telling dirty stories. Of course, the sound travels all over the lake. I put up with it for ten minutes or so, then politely ask them to "hold it down." They answer by telling me to "go to hell." I give them a lecture on wilderness ethics which is understood only by those in my charge. The pornographic speech continues for another hour.

July, Alpine Lake: About midnight, some idiot starts blowing a trumpet. Again, we plead for silence. The trumpet (and he wasn't even very good!) continues.

August, Cross Bay Lake: Some turkeys from Skokie, Illinois who are camped just adjacent to us (there are two sites which are perhaps 50 yards apart) come walking through the middle of our campsite at supper time. Not a word of "excuse me" or whatever. Then they proceed to jump off the high rocks. They've come over to swim. I'm not very sociable. They can't understand why. Later that evening, they wash their dirty dishes in the lake, which really makes me mad. I call over and tell them to read their permit, especially the part about washing dishes in the lake. A pause. "What permit?" the guy asks.

At around nine that night, it rains. I mean really rains. We're snug in our tent, but the turkeys next door aren't. Screaming and yelling begins around midnight and continues uninterrupted throughout the night. By seven a.m., they're gone. I inspect their campsite. They've cut green trees, choked the fire grate with rope and plastic, ditched their tent, and more. It's unbelievable. Like a holocaust!

August, Seagull Lake: A half dozen kids in their late teens are shampooing and soaping up, then diving into the water. I politely suggest that this practice pollutes our drinking water. The kids aren't impressed. We nearly come to blows!

It's interesting to note that the current designation for the Boundary Waters Canoe Area is "BWCAW". The "W" stands for wilderness. And as everyone knows, the first part of "wilderness" is "wild," something the BWCAW has very little of, at least during the summer months.

So what's the answer? Well, education might help. Frankly, I've found that most canoe campers are more than willing to comply with regulations; they're anxious to "do it right." Usually, disrespect for others and the natural environment is the result of simple ignorance rather than willful disregard. Sure, there are exceptions, and, as pointed out, I meet a lot of them. But I also run into a lot of really great people who, quite simply, have never been taught.

The Forest Service (my opinion) hasn't done its part, either. Other than a few vague printed regulations which come attached to the entry permit, plus the verbal question, "Are you aware of the no cans or bottles law," they've made little effort to teach back country ethics. I'd like to see a 5-minute film loop on ethics at every BWCA Ranger Station. It should be required viewing by all group leaders and newcomers.

And I'd like to see state licensing of canoe guides. Yeah, I know it's a lot of red tape, but it's necessary, especially when you realize that the average group leader doesn't even know the basics of how to treat

Cont. on Pg. 15

DNR News

TWO YEAR STUDY BEGINS OF STATE SHORELANDS

A two year study was initiated by the Department of Natural Resources July 1 to determine how Minnesota lakes and streams have been affected by the tremendous growth during the last decade in the number of shoreland residents.

The study is funded by an appropriation of $238,000 from the legislature (Legislative Commission on Minnesota Resources).

Officials at the DNR's division of waters said that during the first year of the study, data will be collected on the number of seasonal and permanent residences adjacent to all of the state's lakes and rivers.

This will update information gathered during a similar study in the late 1960's. Information will also be gathered on the soils, forest cover, and aquatic vegetation of shorelands, and shoreland residents will be surveyed regarding their use of the waters.

During the second year, the study will focus on how development trends may influence future shoreland policies and on an evaluation of current programs that guide shoreland development.

Officials noted that counties and many municipalities have adopted shoreland management programs modeled after mandatory state guidelines enacted in 1970 and 1976.

They said that in most cases the programs have been effective and that one objective of the study is to determine if local officials need additional management tools and what additional assistance can be provided by the state.

Additional information on the study can be obtained by contacting Steve Prestin or Joe Stinchfield, DNR division of waters, phone 296-9226.

U.S. FOREST SERVICE HAS BWCA INFORMATION

The U.S. Forest Service is the agency to contact for information on the Boundary Waters Canoe Area, not the Minnesota Department of Natural Resources.

The DNR said that from the number of calls received from the public regarding BWCA regulations and other matters relating to the wilderness area, there apparently is confusion over which agency has jurisdiction.

Information on the BWCA can be obtained from the Federal Information Center in Minneapolis (phone 612-349-5333) or the U.S. Forest Service in Duluth (phone 218-727-6692).

SURVEY SHOWS SOME DNR TRAILS ARE AS POPULAR AS STATE PARKS

A survey last summer of two recreational trails built by the Department of Natural Resources shows that the trails are receiving more use than some state parks.

Chosen for the survey were the easternmost 20 miles of the 100-mile Luce Line Trail, which runs from Wayzata to Gluek in Chippewa County, and the 50-mile Heartland Trail, which begins in Park Rapids and ends two miles south of Cass Lake.

The survey was designed to estimate the number of people using each state trail during the summer months.

The survey indicated that last summer the Luce Line Trail had 53,600 visitors—or almost as many as the following state parks had the preceding summer: Savanna Portage, Buffalo River, Minneopa and Rice Lake. It received more visitors than 35 other state parks and would rank 26 in number of visitors in the 65 state park system.

The Heartland Trail had 41,600 visitors and would rank 28. By comparison, Maplewood State Park had 41,800 visitors in 1979, and Nerstrand Woods received 40,446.



Remember to attend the RACER'S ANNUAL MEETING

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.

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: 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.

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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.

Cont. from Pg. 13

outdoor areas, or navigation, or first aid. The Minnesota DNR has taken a real lead in those areas through pamphlets, workshops, and an outdoor leadership school. Perhaps the feds could learn from us.

Finally, I'd like to see the outfitters do more than shuttle canoes and pack food. They've got as much stake in the wilds as we do.

For myself, when I'm not guiding young folks, I'll head north—far north, where there's still breathing room...and quiet!

A WELL-EARNED THANKS!

Okay, you guys and gals, 'fess up. Aren't you impressed with the new HUT! format? Well, it didn't just happen. It was the brainchild of Mike and Sharon Gilman. What you and I read in these pages shows their efforts. For myself, I'm not too proud to say thanks! Yep, THANKS, Mike and Sharon, for the swell job you're doing. I think you're the best HUT! editors ever!

Now how about all you folks out there dropping Mike and Sharon a line, too, along with your thanks. They're doing a BIG job well!

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

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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___ Regular Member $ 8.00

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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

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