HUT! OCTOBER 1982

PUBLICATION OF THE MINNESOTA CANOE ASSOCIATION INC.

# Calendar of Events

## OCTOBER

2,3 Weekend — Last ditch slalom race on the Wolf River in Wisconsin. Call George, 872-9480, for more information.

4 7:30-10 pm — **Special Meeting** - Help out by working on articles for upcoming publication of HUT!. Paper and pencils provided. Casual gathering of people interested in writing and layout. Good spelling and penmanship not required. All ages welcome. Contact Chris Berne, 544-2422, or Mike Gilman, 935-5799.
Minnesota Federal Savings and Loan
8600 Hwy. 7, Knollwood Plaza
St. Louis Park

4 Monday 7:30 p.m. Free — **Himalayan Ice, Alpine Style** Britain's top climber, Doug Scott, with a slide show/lecture of unequalled adventure.
St. Paul Student Center Theater
U of M

5 Tuesday 7:30 p.m. — **1st Anniversary Week** at Midwest Mountaineering, Town Square, St. Paul. Rod Johnson takes you to Mt. Everest and the Himalayas—a slide show.
Town Square
St. Paul

6 Wed. 7:30 p.m. — **Ski Touring, USA** Join Mark Eppley, Gordon Opel, and Randy Hargesheimer as they show the best of western, midwestern, and eastern ski touring centers. Slide show.
Midwest Mountaineering
309 Cedar Avenue South
Minneapolis, MN

6 7:30-10 pm — **Monthly Directors' Meeting**
Penny Mielke's
1880 East Shore Drive
St. Paul, MN 55109

7 Thursday 7:30 p.m. — **Waxing Clinic**
Midwest Mountaineering
Minneapolis

7 Thursday 7:30 p.m. — **Ski Touring USA**
Midwest Mountaineering
Town Square, St. Paul

8-11 Fri.-Mon. — **Fall Color Cruise** to the southeast (Gauley-Ocoee). Call George, 872-9480 for more information.

8-10 — **Fall Color Cruise** on the Flambeau River, Wisconsin. Twin Ports Chapter. See Chapter news.

9-10 Sat., Sun. — **MCA Annual Color Cruise** on St. Croix River. See article inside.

9 Saturday — **Cross Country Orienteering Event** at Lake Rebecca Park Reserve, Rockford. Information: Dave Holman, 831-5937.

10 Sunday — **First Annual Hyland Lake Canoe Orienteering Extravaganza** Information: Brad Snyder, 473-5396
Hyland Lake Park Reserve
Bloomington

13 7:00 — **MCA Monthly Program** - Ray Masterson from the Minnesota DNR will present a varied program which will include slides on building birch bark canoes, white-water canoeing, and many other interesting items.
American Hardware Mutual Ins. Co.
Auditorium
3033 Excelsior Boulevard
Minneapolis

13 Wednesday 7:30 p.m. — **Yosemite Climbs** A slide show of the classic hard rock routes of El Capitan and Half Dome. A must for climbers—slide show.
Midwest Mountaineering
Minneapolis



**CAN I COUNT ON YOU ATTENDING THE ANNUAL MEETING OCTOBER 20TH ?**

## Calendar of Events cont. *OCTOBER*

| | |
|---|---|
| 20<br>Wednesday<br>7:30 p.m. | **Ski Racing in Minneapolis** Gordon Opel will explain how you can get involved in ski racing, including information, pre-season training, race schedules, Mpls. Ski Club and USSA participation.<br>Midwest Mountaineering<br>Minneapolis |
| 20<br>8:00 | **MCA ANNUAL MEETING** - All members of legal age are urged to attend. Doors open at 7:00 p.m.; meeting starts at 8:00 p.m. Beverages will be furnished.<br>Rathskeller in the Sky<br>707 East Minnehaha Avenue<br>St. Paul, MN |
| 23 | **MCA ANNUAL BANQUET** - See article inside.<br>Edgewater East<br>2420 NE Marshall<br>Minneapolis, MN |
| 24<br>Sunday | **Minnesota State Orienteering Championship** at Bunker Hills Park, Coon Rapids. Information: Jon Reeves, 633-6461. |
| 27<br>Wednesday<br>7:30 p.m. | **Nepal and Mt. Everest** Rod Johnson and others will take you to the High Himalaya—slide show of treks and climbs.<br>Midwest Mountaineering<br>Minneapolis |

## *NOVEMBER*

| | |
|---|---|
| 3<br>7:30-10 pm | **Monthly Directors' Meeting**<br>Chris Berne's<br>5057 Ewing Avenue South<br>Minneapolis, MN 55410<br>This is the famous Grandpa John's Chili night. |
| 10<br>7:00 | **MCA MONTHLY PROGRAM** - Annual Slide and Film Show. Bring your favorite slides and films and share them with the members. A night to talk about your trips and experiences. |

# MEMBERSHIP DRIVE

by Venice Barsness

This drive, which opened on April 1, 1982, will close on October 2, 1982. The list of awards for helping to bring in new members may be delayed. Our original plan was to have a final count ready for the Annual Meeting on October 20.

Due to the loss of our Membership Director, Roy Johnston, it is going to take longer than we expected to complete the list of members who will get awards.

Even after the drive is over and there are no more awards to present, don't stop telling your friends and other canoeists about the MCA.. Make good use of any unused membership forms you may have.

The MCA needs members. The more members there are in the Association, the better we can service the members we have.

# ANNUAL COLOR CRUISE

Enjoy the beautiful fall scenery on the St. Croix River. Plan to participate in the Minnesota Canoe Association's annual Color Cruise the weekend of October 9-10.

We have the group camp reserved at Interstate State Park for Friday, October 8, and Saturday, October 9. You will need a State Park sticker to get into the park. There is a $20 charge for the group camp, and the MCA will pay for that.

You have several choices of when to join us for the weekend:

1. You can come Friday night to camp with us at Interstate State Park.

2. You can meet the group Saturday morning at Interstate State Park and leave about 11:00 a.m. for Wild River State Park.

3. You can meet the group at Wild River State Park at 12:30 p.m. at the boat landing and bring a picnic lunch. (This will be the "Directors Cruise." You will have a chance to meet some of the members of the Board of Directors. There is the possibility of changing canoe partners so you can paddle with one of the Directors and exchange ideas as you cruise along.)

4. You can come to Interstate State Park Saturday evening for the get-together and camp. Plan on free coffee, hot chocolate, or hot apple cider. Bring your supper. At this gathering, you will have an opportunity to give some of the Directors your ideas on cruises, events, and programs for the coming year.

5. You can come Sunday morning at 9:00 a.m. for the Annual MCA Color Cruise from Interstate to O'Brien State Park. Plan to bring a picnic lunch for that cruise.

If interested, contact James or Verna Robinson after 7:00 p.m. at 588-5402.


## Hut! Staff

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|---|---|
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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.

# MCA ANNUAL BANQUET




## SATURDAY, OCTOBER 23
## EDGEWATER EAST,
## 2420 NE MARSHALL,
## MINNEAPOLIS, MINNESOTA

**5:30 COCKTAILS**
**6:30 DINNER**
**AWARDS AND PROGRAM TO FOLLOW**

**$ 10.50**
PER PERSON

Reservations are now being accepted; see form below.

Reservations should be received no later than October 15. Plan now and send yours in early.

This year's Banquet will be held Saturday, October 23, at the Edgewater East, 2420 NE Marshall, Minneapolis. The dinner will cost $10.50 per person (tax and gratuity included, for sure).

Dinner will be served buffet style. The menu is as follows:

Assorted Relishes
Shrimp Salad
Roast Sirloin of Beef
BBQ Spare Ribs
Sliced Turkey with Cranberries
Au Gratin Potatoes
Baked Beans
Cole Slaw

Coffee, Rolls, Butter

RESERVATION FORM

Name(s)_____

Address_____

City/State/Zip Code_____

Area Code/Phone Number_____

Number of Reservations Having Buffet Dinner_____

Send this reservation form plus a check or money order for $10.50 per dinner (made out to the Minnesota Canoe Associaton, Inc.) to:

Sharon Gilman
810 South Sixth St., Apt. 1
Hopkins, MN 55343

No phone reservations will be accepted, and a check or money order must accompany all reservations.

**FALL OUTDOOR LEADERSHIP SCHOOL**

The Minnesota DNR will be holding its fall Outdoor Leadership School, October 15-17, at Camp Miller, Sturgeon Lake, Minnesota.

This year's program will include sessions on bicycling, basic canoeing, leadership skills, rock climbing, orienteering, cooking and nutrition, search and rescue, and river ecology. The fee is $65 per person and includes instruction, room and board.

The Leadership School is designed to teach outdoor skills and appreciation of the natural world to people of all levels of achievement, from beginning to advanced. Participants who are interested can take sessions specially designed for leaders.

For more information, call 296-3336 or write:

Department of Natural Resources
Office of Information and Education
Box 46
Centennial Office Building
St. Paul, Minnesota 55155

**OTHER FALL WORKSHOPS**

Northwoods Audubon Center, Sandstone, Minnesota 55072, 612-245-2648. October 21-24: Backpacking with Map and Compass.

Eastman Nature Center, Osseo, Minnesota 55369, 612-425-2324. October 30: Orienteering.

**EQUIPMENT REVIEW - Paddles**

by Mike Gilman

A few weeks ago, a call came in from Ron Hultman, an MCA member from St. Paul. Ron started out telling me about a line of canoe paddles he makes along with the help of his partner, Dave Kicker. They have a small company started (called Bending Branches) which is making straight and 15° bent shaft paddles aimed for the recreational canoeist.

The straight blade paddle is a 3-laminate shaft, with a 1-inch Kevlar tip epoxied to the tip of the blade. The tip is reinforced by a 3-inch strip of 4-oz. cloth on both sides, and then the entire blade (flats only) is glassed using 4-oz. cloth. Ash is used as the wood for the outside edges. The bent shaft is similar, but uses a 7-layer laminate shaft. Both are currently being made with basswood and black willow.

At present, I am testing a 51", 15° bent shaft paddle. Results will be in the next issue of HUT!. Those of you who are interested in looking at the paddles may stop at EMS in St. Paul or contact Ron Hultman, 1076 Edmund Avenue, St. Paul, Minnesota 55104, (612) 645-9453.

P.S. If you're paddling with me, ask about using the one I have. I'm trying to get a variety of views from people who would use it in a number of different boats. No two people seem to use a paddle the same way, but this one seems to be designed to take the abuse, and the cost is within range.


Hoigaard's CANOE & CAMPING RESOURCE CENTER



St. Louis Park 3550 S. Highway 100 (M-F 9 to 9, Sat. 9-5:30, Sun. noon to 5) 929-1351

**COUNT 10 (OR HIGHER)**

by Mike Gilman

As far back as the 1930's, the Seattle Mountaineers discovered that many miserable, even tragic complications resulted from climbers going out ill-equipped. Eager to carry the "real important stuff" like ropes and hardware, unschooled beginners often neglected the less prestigious items. During their climbing courses, the instructors drew up a list of necessities and called it "The Ten Essentials." Toting these became an absolute rule for climbers in the Mountaineers' courses. Since then, the Ten Essentials have been adopted by most high country travelers.

There is no mystery about the Ten Essentials. Most canoe campers or backpackers with a modicum of common sense already carry them, modified somewhat to suit the demands of their terrain. At any rate, here are the Ten Essentials for a day trip, expended to 13 by Tim Kneeland, Director, Institute for Survival Education.

1. Map and compass — Know how to use them.
2. Flashlight — Use alkaline batteries.
3. Small knife -- Leave large "hero" knives at home.
4. Matches and firestarter — Carry plenty of matches in plastic and a couple of extra candles.
5. First aid kit -- Many lists exist. Carry items that take care of bleeding, blisters, headaches, etc.
6. Sunglasses, sunscreen, and mosquito repellent -- Protect your eyes, skin, and body from unnecessary pain.
7. Signalling devices -- Mirror and whistle.
8. Raingear and extra clothing -- T-shirt, gloves and stocking hat wrapped in plastic. Lightweight woolen undershirt and/or long johns may be added.
9. Shelter material -- A 9'x11' nylon tarp or 3 ml plastic sheet works well.
10. Water -- At least one quart.
11. Extra food -- High energy snacks (candy, jerky, or meat bars) to use during an emergency.
12. Ground pad -- Ensolite, blue or green closed cell foam, etc. These give instant insulation from the ground. Always carry this in the winter.
13. Survival kit -- This will give you an ace-in-the-hole. The above 12 will normally be used while the survival kit is left in reserve or used for another person.

Most of these items are self-explanatory, but a few comments are in order.

Flashlights need fresh batteries and a spare bulb, which can be secreted away in a corner of the first aid kit. Extra food, to be sealed securely and left in your pack against an emergency. Dental floss can be very handy, as can waterproof matches. The knife should be sharp, too.

Keep this jacket-size stuff back with you on all of your outings. Someday you may find yourself counting to 10 and asking yourself where you would have been without the Ten (or 13) Essentials.

Just for the record, here are the original Ten Essentials.

1. Map
2. Compass
3. Flashlight
4. Emergency food
5. Supplemental clothing (wool hat, gloves and socks) and shelter (tube tent or space blanket)
6. Sunglasses and suncream
7. Knife
8. Matches
9. Firestarter
10. First aid kit (includes whistle, needles and thread, and safety pins)

# THE ULTIMATE CANOE CHALLENGE

**INCREDIBLE PADDLERS APPROACHING SAN FRANCISCO**

(PADDLERS' NEWS BULLETIN...August issue, 1982.)

Verlen Kruger and Steve Landick on the second leg of their incredible journey down the Pacific Coast from Alaska are expected to enter San Francisco Bay the weekend of August 20.

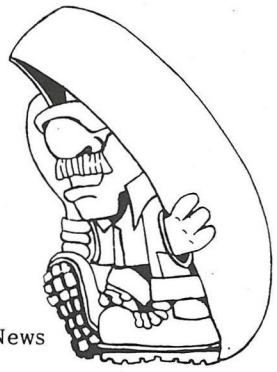
On June 10, they arrived at Seattle, completing 18,583 miles of paddle and portage. Actual days spent paddling, 438 days; overall daily mileage, 31.55 miles; time paddling the Inland Passage from Alaska, 58 days, 1,323 miles, 38.91 miles per day to Seattle!

Paddling miles from Seattle to San Francisco, 1,118 miles, open ocean.

As this issue goes to the printer, July 10, plans are not firm for the reception of Verlen and Steve. They are planning to paddle up to Sacramento and back before continuing down the coast to Los Angeles. Also, they have a 1-1/2 hour slide/talk show of their journey. Loma Prieta RTS plans to host a showing in the Palo Alto area. For details, contact Don Guidoux, 415/948-4802.



# The Duluth Traveler



Twin Ports Chapter News

President: Rick Luck, 18 W. Owatonna Street,
Duluth, MN 55803 724-7992
Cruising: Liz & Fred Freeman, 525-6486
Whitewater: Sue Marsh, 879-3460
Racing: Jim Wheeler, 722-8010
Publicity: Linda Winslow, 722-9208
Kris Wegerson, 724-5209

**APOSTLE ISLANDS TRIP REPORT**

by Mark Cline

Those of you who missed the Apostle Islands trip missed one of the club's most successful events of the season.

After spending a rainy Friday night at Sand Bay Campgrounds, we were met by John, our guide from Camp Amnicon, and then drove to Bayfield, where the 32-foot Montreal canoes were waiting on the beach. After loading 27 people and massive quantities of gear (including Martha Mars' world's record Duluth pack) aboard the two canoes, we set off on a leisurely paddle toward Oak Island, following the mainland to enjoy the beautiful red cliffs.

In spite of the absolutely superb job our trip coordinator did on planning, his canoe staged a mutiny as we neared our destination. Rick Luck wished that he had a bit more of his last name as he became our first sacrifice to our future diety (see below).

We soon hit the beautiful sandy beach on Oak Island and set up camp atop a luxurious (by BWCA campground standards) grassy knoll offering more than ample space, as well as a view of the lake.

A few club members took one of the empty canoes back out in an attempt to go around the island, but increasing winds and lazy arms caused us to think better of the idea, so the boat returned to the campsite where cold beer was waiting. Swimming and an X-rated sand sculpture occupied the next few hours. At least one group member used his time constructively, as Phil Halvorsen, our token solo paddler, mastered his roll in his touring kayak after some instruction from Sue Marsh (keep your head down, Phil!). Later, Sue Wilmess and I ran, and several members hiked, a hilly, wooded trail to and from the rather awesome scenic overlook five miles across the island. Sue's threat to drag me by my heels rather than carry me if I couldn't finish kept me going. Meanwhile, other members were sawing wood for the campfire, while Rick was doing the same in his tent (he claimed he needed to after his unscheduled swim, but many of us suspect advancing age to be the real reason).

The evening saw excessive amounts of edibles being prepared, including venison stew, corn on the cob, and bread and chocolate cake cooked in the reflector oven. Many of us then turned spiritual, as we spotted a beacon of hope in the fog of life; it really buoyed our spirits. The more doubting souls found that a slug of Chlorox helps to provide the light from within. The evening ended with a Terry Lemke reading of "Charlie Canoe," a song-fest of rather dubious musical quality, and the last of Sue Weidman's Beacon Biscuits.

Sunday's return trip called for a mid-sea vote between Stockton Island and the bar at La Pointe; Bill Jeronimus lost. After Sue M. became the second sacrificial toss to the Beacon for being too lazy to stand up by herself, and a hike to the quarry, we began our final leg amidst driving rain and rising seas. Thanks to good paddling on the part of everyone (even Doug), we reached Bayfield about 45 minutes later.

Group awards were: Best Gospel Voice - Marshall Spencer; All Wet - Sue Marsh and Rick Luck; Duffer of the Year - Doug.

Future events are:

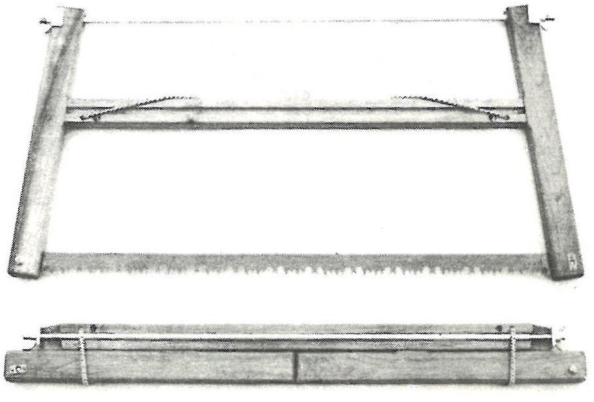
**October 8-10 - Fall Colors Cruise** -- This year we will try the Flambeau in hopes of avoiding last year's headwinds. Camp at the put-in on Friday night, run the shuttle, and we will begin paddling Saturday. Call Rick Luck for more details.

**Pot Luck, Slide Show & Swap** -- No date as yet. We will show slides from our Wolf/Red Rivers trip, the Lake Superior trip, and any other club events you may have shots of. Slides will be numbered to facilitate reprint requests from club members. Call Rick or, in Minneapolis, Mark Cline (H - 823-6074, W - 835-2555).

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NEW...and designed especially for canoeists by Paul Swanstrom in cooperation with Cliff Jacobson, noted outdoor writer. THE FAST BUCKSAW is built of furniture grade sugar maple (or cherry), has oil finish, fast-cutting Sandvik blade. Stainless steel and aluminum hardware. Locks absolutely rigid when assembled...and when disassembled! No parts to lose. 18-inch blade; folds to 21 inches—shorter than Sven saws. Takes inexpensive hardware store blades. Weight (maple)—15 oz.; (cherry)—12 oz. $27.50 postpaid (maple); $29.50 (cherry). Fully guaranteed!

Send checks to: Shutters, Inc.
110 East Fifth Street
Hastings, MN 55033



# Builder's Corner

**An Alternative Method of Canoe Construction**

by Michael Ludvigsen

It is possible to construct a one off canoe using a composite foam core/fiberglass construction. Some of the drawbacks to conventional fiberglass construction are the expense of high quality PVC foam and the time and expense involved in making the female mold. It is possible to get around this by constructing a male mold on a strong back in a manner identical to conventional woodstrip construction.

When the cross sections are up, take a router and cut grooves every couple of inches and lay 3/8-inch stringers the length of the forms, flush with the edges of the cross sections. Use a 1/4-inch polyurethane foam that comes in 2-foot by 8-foot sheets to staple to the forms and stringers. The foam is thin enough to take slight compound curves, but where there is a large amount of compound curvature, it is good to work with 1-foot or possibly 1/2-foot wood strips. The edges of the foam can be glued with a construction adhesive if desired. Polyurethane foams don't have good strength in compression, and it is necessary to remove the foam in the football area if hitting a lot of rocks is anticipated. If the foam collapses, the bottom of the canoe will lose its rigidity.

To facilitate removal, coat the area to be removed with a couple of heavy coats of cornuba wax and a layer of PVA. Foam absorbs a great deal of resin, and it is necessary to coat the foam with a mixture of microballons and resin. One cup microballons to two cups of foam seemed to work well. When this has hardened, sand it lightly and lay up the fiberglass on the outside. When the outside is completed, pop the canoe off of the mold. Pull the staples out with a pliers from the inside, remove the foam from the football area, and fiberglass the inside. Ribs have to be installed, and the seats, thwarts, and gunnels are installed conventionally.

The cost of this method of construction seems to be about equivalent to the cost of a wooden canoe. The foam costs less than wood, but more fiberglass and resin are used. Disadvantages are that the foam doesn't have very high strength under compression, doesn't have a very high shear strength, doesn't have the aesthetic appeal of wood, and it takes longer to make the mold due to the necessity of installing the stringers.

Advantages are that the foam lays up faster than woodstrips; an all fiberglass bottom will usually take more abuse than a wood/fiberglass bottom; once the mold is made, several people could use it with the second canoe being started as soon as the first is popped; and flotation is built into the canoe so that no flotation chambers are necessary.

This method was used to construct the 15-foot C-1 of Karl Ketter's design. The canoe has three layers of 7-1/2 oz. cloth and a total of ten layers in the bottom at the bow and stern. The canoe has gunnels and thwarts installed, but no seat or foot braces yet. It weighs 36 lbs. and should finish at less than 45 lbs. If more care, skill, and less materials were used in the construction, it could be made lighter.

I am very happy with the way the canoe paddles. It is a very efficient, fun canoe, with sufficient volume for light tripping. If you are used to flat bottom canoes, you may not like it.

If you are interested in this construction technique, give me a call and profit from my mistakes. Mike Ludvigsen, 884-0033.

Foam is available from:

Wicks Aircraft Supply
Highland, Illinois 62249
Phone: 618-654-7447
Clark Foam - 4.5 lb/ft$^3$
24" x 96" x 1/4" sheet @ $10.60/sheet

Information on construction:

Clark Craft Boat Company
16 Aqualane
Tonawanda, New York 14150
Booklet on fiberglass boat construction @ $5

Local sources of supply:

Mrs. Ketter can get some supplies from Winona and carries West Systems products.

IASCO
5724 West 36th Street
Minneapolis, MN 55416 (by Hoigaards)
612-920-7393


HYDRA presents TOM JOHNSON'S

TAURUS

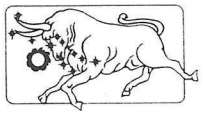
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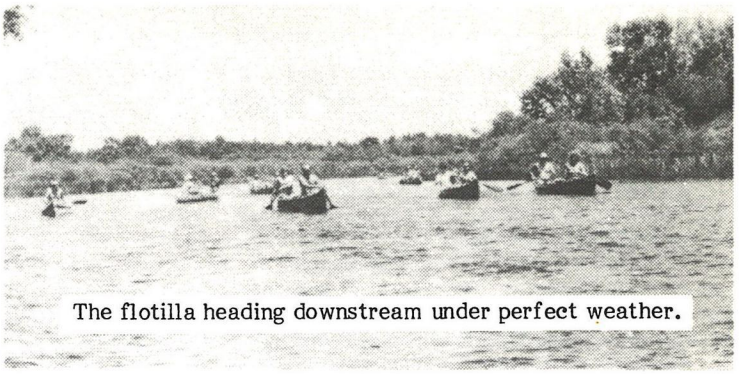
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# TRIP/CRUISE REPORTS

**More About the Crow Wing River Cruise**

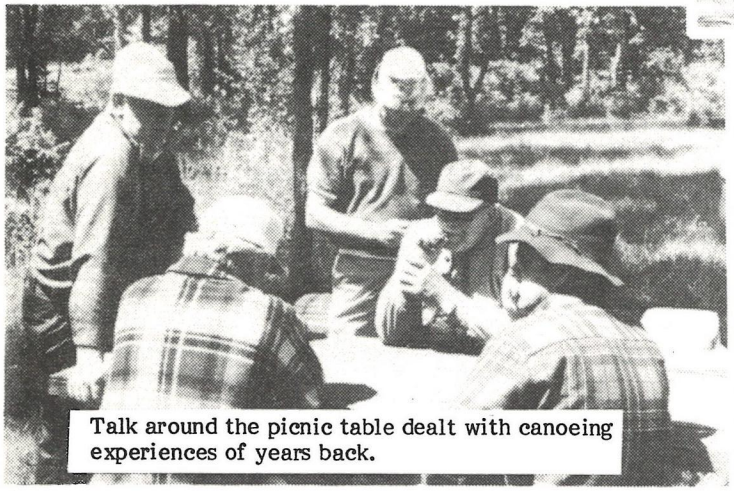
by Steve Stedman (September issue of HUT!)

(Editor's Note: Due to space restrictions in our last issue, the photographs that accompanied Steve's article were not printed. In following our policy of asking you, the writers, to send along photos with your cruise/trip reports, here are some of Steve's memories captured on film. Thanks again, Steve!)

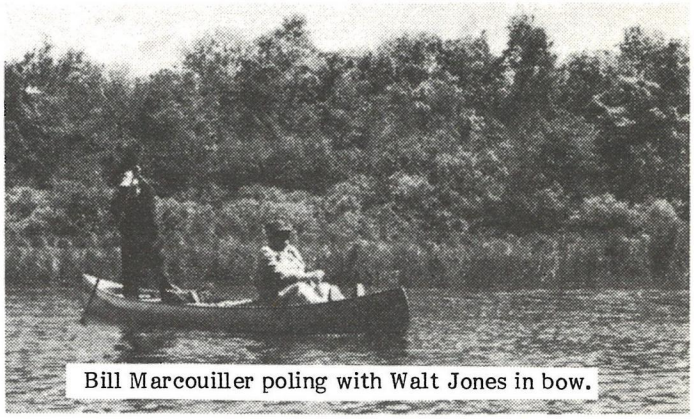


The flotilla heading downstream under perfect weather.

Photos by Steve Stedman



Talk around the picnic table dealt with canoeing experiences of years back.



Bill Marcouiller poling with Walt Jones in bow.

**32 MILES ON THE BIG FORK**

by Al Gustafson

Over the rivers and through many woods is Grandma's house, 200 miles north, near the banks of the north-flowing Big Fork River. Meandering from Bowstring Lake to the Rainy River, the Big Fork runs 180 miles through sparsely settled and picturesque forests, and provides good fishing and excellent canoeing.

After spending a restful night at Grandma's, my 11-year-old son, Andrew, and I drove 15 miles into the town of Big Fork to try our luck over 32 miles of this historic voyageur route.

The town sits astride the confluence of the Rice and Big Fork Rivers. Once a center for logging drives, Big Fork now is a center for shoppers north of Grand Rapids and still has an operating saw mill on the river.

There is one canoe outfitter in town. He is Mike Backe, and is located directly on the main street, and has six aluminum canoes for rent. There are two pickup spots. One is 15 miles north at U.S. Highway 1, and another 32 miles north at Little America Falls. Mike can shuttle to either location from Big Fork.

Andy and I started at 9 a.m. from a maintained launch site in town. The river was at a medium level and placid, but three miles north the fun begins at a mile-long assortment of boulders called Rice Rapids. These impediments to a straight course come in sizes "Westinghouse" (refrigerator size) to "Volkswagen". The "Semis" come later. Rice Rapids was Class I at this river stage. During spring runoff it would be a Class II easy, maybe more.

Throughout the entire trip, numerous obstructions of assorted sizes grow in unsuspecting locations. Early on, we developed a dialog where the father screams and the son draws for dear life.

Twelve miles further north, and three more short bouts with the landscape, we reached our first night's destination, Roadside Park U.S. 1. However, before being able to assume a supine position and reflect over the day's triumphs (including a 5-lb. walleye thoughtfully provided for dinner by Andrew), you must run 100 yards of rapids that fall directly under the bridge at your destination. Turning about in the eddies below the rapids, we found a nice clean site, with table and outhouse provided.

Only one major difficulty was encountered at this location. Every time I attempted to clean off the day's accumulation of bug dope and perspiration au naturel within the swift-flowing currents, a host of visitors would appear to "see the home made boat." (We made the trip in our 17-foot MCA cedar strip Guide.)

The following morn found us under way at 8 a.m. under overcast skies and delightfully cooler temperatures.

The river provides 19 sets of rapids between U.S. 1 and the falls. Most are only mild at this stage of flow, but #19 is called (for some odd reason) Muldoon Rapids. Muldoon is one mile in length and, again, runs the gambit from "Westinghouse" to "Semi." Also included, at no extra expense, are some dandy 5-gallon-pail-size sleepers right below the surface.

This was the fastest mile of the trip. It was Class I when we went through—maybe II in some of the chutes. We kissed a Volks during a 90° turn, but experienced far more trouble from those 5-gallon size babies that came up from nowhere out of the foam to assault our unsuspecting bottom.

As a serious aside, Muldoon Rapids could be very bad, uncanoeable in fact, during a heavy flow, and requires

## ADVENTURE IN VOYAGEURS NATIONAL PARK

by Lora Lakin

Located between International Falls and Crane Lake on the western edge of the Boundary Waters Canoe Area and along the U.S.-Canadian border, is Voyageurs National Park. The park's 219,000 acres, 1/3 of which is water, offer the canoeist a voyage of a different character than is found in the BWCA and Quetico. There are sharp contrasts in scenery. In one place, you'll be in a remote area where even few canoeists have trod. The Bear Portage and Bear River on the north shore of Namakan Lake seemed seldom used. It begins with a narrow rapids and spreads out into a wild rice plain. Turning into the next bay, the area is populated with private cabins and resort cabins. There are long, narrow channels flanked by high jutting shoreline contrasting with 5-mile wide, 12-mile long lakes.

A Voyageur National Park canoe trip is one that challenges your skill with exciting, big waves and with the use of the compass. The big lakes in Voyageur National Park will be shared with motorboats ranging from houseboats to 10-foot johnboats. Most of the people will be out fishing or slowly plying the waters. They'll be surprised to see you out in a canoe. It's easy to share the large expanse of lakes and sky with them. They provide some navigational help--when you're in doubt, follow that motorboat—to find the channel.

Kabetogema Peninsula provides canoe routes that can be combined with hiking to get you back into remote lakes with campsites and good fishing. A route with developed trails from Lost Bay to Cruiser Lake and on to Anderson Bay on Rainy Lake takes you through beaver dams and exposed granite and greiss formations. The views from the trail near Cruiser make you feel like you are on top of mountain ridges. The highest ridges you encounter between Cruiser Lake and Anderson Bay provide the best vistas and blueberry picking anywhere in the park. Bear, whitetail deer, and moose commonly follow these ridge tops.

Before you begin a trip into Voyageur National Park, it pays to visit the Interpretive Center on Highway 53 on the south edge of International Falls. There you can get an excellent geological survey map of the entire park for $3.25 and suggestions for some interesting routes which can include Indian pictographs, the historical points of the trapper's cabin at LaBonty's Point, a gold mine shaft on Bushyhead Island, the gold portage, and the Kettle Falls Hotel—a logger's hotel. The history of the area can be opened up to you through recorded oral histories of loggers and early settlers. There are available to the public on request.

If fishing is an interest, you can get a free current map of the best fishing spots. Ask Lee Grimm about the unique geological background. There are evidences of more geological formations visible on the surface in Voyageur Park than at any other national park.

Voyageurs is still a park off the beaten track, a park where no permits or reservations are required, no fees are charged, and where restrictions are few. There are routes with very little portaging. There are over 100 primitive campsites scattered throughout the park, mostly on island and lakeshores.

Roads approach the park from four points along U.S. 53 between Duluth and International Falls. County Route 23 from Orr leads to Crane Lake at the park's east end. The Ash River Trail (County Route 129) takes you to Ash River and Kabetogema Narrows. County Route 122 leads to Kabetogema. Minnesota Highway 11 east from International Falls leads to Island Veiw area on the park's northwest end.

Send questions about the park to:

Superintendent
Voyageurs National Park
P.O. Box 50
International Falls, MN 56649
(218) 283-9821

some deft manuevering at any time.

After that, it's smooth sailing to the falls where you must portage around a 20-foot drop. Taking out on the left, you portage 200 feet, and put in at the head of the rapids below the falls. Traverse across and take out. Here awaits a 500-foot portage up a 40-degree hill and, voila, there's Grandpa with the truck!

We thoroughly enjoyed the trip and hope to do it again this fall. We would consider leading a trip here next summer. Give us a call. The only prerequisites are a manueverable canoe and the ability to poke, pry, and draw quickly. A tent and a quart of Muskol are welcome additions.

## HOOD RIVER EXPEDITION

by Cliff Jacobson

Bob and David start down the rapid. It looks simple enough—big waves, a few boulders, but no real problems. Suddenly, they disappear from sight...but wait, they're up again. Looks easy enough. Marc and I go next; a fast slalom right, then a hard left to get into the channel. But there is no channel, merely two boulders only two feet apart and a meter high ledge below! We spin the Old Town hard and lean her on the starboard bilge. Reluctantly, she slips between the obstacles, her Royalex bottom ripping over the rocks like a tub of freshly chilled Jello. The bow goes over the ledge and the rooster tail spills over Marc, inundating him with 43° white water. But the splash cover holds, and we pop cork-like into the quiet pool below.

Damn! exclaims Marc in the bow. Why didn't they check that one? Yeah, I agree, why didn't they? We motion the third canoe of our team to the invisible (from the top) clear channel at right and paddle over to friend Bob Dannert, our trip leader. Bob grins sheepishly. "I goofed," he admits. "It just didn't look that bad from the top."

Canoeing the Hood River began as a dream in 1977 when Bob Dannert discovered it while researching the nearby Mara River. Located at a latitude of 66°40' (just above the Arctic Circle) and a longitude of about 112°, the Hood is one of the most remote and challenging routes in the Northwest Territories. The river has dozens of substantial rapids (most of which are carefully canoeable) and spectacular falls. Wilberforce Falls--highlight of the trip--drops 160 feet through a 2-mile canyon, and is the third highest falls in North America. (By comparison, the American Niagara Falls drops 167 feet!)

Whitewater, spectacular falls, isolation. There's more. The Hood River watershed is home to some of the most interesting animals in North America. The area is a primary migration route for some 97,000 caribou, which each summer work their way southward from Bathurst Inlet to warmer wintering grounds. It's also a major

Continued on next page

breeding ground for musk ox, of which there are only about 40,000 in North America. Arctic white wolves and fox, wolverines, bald eagles, peregrine falcons, and dozens of other species of birds can be seen here. And the fishing is about what you'd expect from an isolated Arctic river.

The Hood River is one of the most scenic in the central Arctic. Hills to 400 feet shroud the river continuously along its 200-mile length.

We flew out of Yellowknife on August 18 and landed in a quiet cove on Point Lake, some 200 miles south of the Hood River. Our intent was to spend four weeks canoeing in the Arctic (our actual time on this 400-mile trip was 31 days). We would proceed north from Point Lake through a chain of unnamed lakes and small streams, ultimately crossing the height of land about 100 miles (a week) into the trip. From here, we'd swing west to Takijak Lake, then north along its 50-mile length, finally portaging into the Hood River.

Takijak was a major worry. Would it be ice-free by our projected arrival date of July 28? In 1979, a Canadian team led by Fred Gaskin of Ontario arrived here just one week earlier and were stopped cold by pack ice. Fortunately for the Gaskin crew, a strong north wind blew the ice clear within a day. Could we be so lucky? Our research told us that no more than four or five parties in the last century had canoed the Hood. All others had been stopped by ice. Those who had been forced to abort the trip turned westward across Takijak, paddled down the Fairy River to the Coppermine River, and finished at the Inuit settlement of Coppermine. If worse came to worse, we could take that way out, too. But it would be a deep disappointment.

The first week, we fought near continuous headwinds, often becoming windbound for up to 24 hours. Ultimately, we reversed our schedule and paddled mostly at night (there are 22 hours of daylight at this latitude), frequently getting along on as little as four hours of sleep.

It was on Point Lake where we saw our first caribou--a herd of at least 10,000—moving southward from Bathurst Inlet. We walked within a canoe length of the quietly grazing animals as we photographed them. Out of film, I headed back toward the canoe when ahead I saw three dark shapes. Musk ox? I sank to my knees and crawled to within 50 yards of the animals. Grizzlies! Three of them--a huge sow and two half-grown yearlings. I knew that grizzlies were unpredictable, so cautiously and silently I began to back away. But the sow sensed my presence; she stood up and peered curiously in my direction. Then she dropped to all fours and galloped directly toward me. Choked with fear, I clasped my hands behind my head and sank into the tundra. I'd play dead! The bears came within a few feet, caught my scent, and scampered off. I thanked God for intervening on my behalf.

At the end of the first week, we were stopped cold on a pond no bigger than a football field by a polar gale which raged at 50-55 miles an hour. We set our Cannondale Aroostook tents together on a flat spot high on an adjacent esker and battened them down for the worst. The wind tore relentlessly at the tents for 48 hours, but they held. A week later, we were again windbound, this time in 40 mile an hour winds that blew continuously for 62 hours. This time the mercury hovered at 37 degrees, and it rained incessantly. Perfect hypothermia weather! For two and one half days, we were confined to the tents, cooking, eating, and even relieving ourselves in the vestibules. When at last the weather permitted us to travel, we discovered the river had risen by at least four feet!

A flash flood in the barrens? Impossible! After all, the area gets only about 10 inches of annual precipitation. But there it was...huge waves in the channel, boiling eddies everywhere--and hundreds of uprooted plants. The once champagne-clear waters of the Hood were now a murky brown.

The thermometer registered 37 degrees and the rain had let up to a light mist. A headwind out of the north blew continuously at 10 miles an hour. We were keenly aware of the dangers. An upset in the chilling water could be fatal, so we attached our canoe covers, donned wool and neoprene gloves and our bombproof rain gear, and headed deliberately into the swirling water, maintaining a position as close to shore as possible.

High waves on the inside bends forced us to continuously ferry to a position of safety on the inside curves. The average current speed of perhaps 10 miles an hour, coupled with floating debris, unpredictable mid-stream eddies and cross currents, made these maneuvers extremely treacherous. Fortunately, there were no close calls.

Wilberforce Falls was the highlight of the trip. Awesome and spectacular, it drops 160 feet into a foaming rapid as it cuts its way through a 2-mile red rock canyon. We could hear the roar of Wilberforce more than two miles away.

A grueling three and one-half mile portage across the soggy, hummock-laden tundra brought us to the base of the falls. From here, it was 40 miles to the Arctic Ocean.

A major highlight of the trip was the incredible array of wildlife we saw. Besides thousands of caribou and the grizzlies, there were 187 musk ox, one arctic white wolf, one white fox, hundreds of "sic-sics" (ground squirrels), two wolverines, and all sorts of birds—from peregrine falcons to terns.

The record weight fish was a 23-lb. lake trout caught by Bob Dannert. At one point, I had two fish on the same lure--a 1-lb. lake trout and a 9-lb. lake trout!

**EQUIPMENT:** Space does not permit a thorough discussion of the gear we used. I'll share the specifics with you next month.

For a complete account of our trip, see an upcoming issue of CANOE magazine.

## MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $11.75 per gallon. Four ounce cloth, 50 inches wide, is $2.50 per yard; 7-1/2 ounce cheesecloth, 60 inches wide, is $3.50 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:

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| Bruce Kunz | 454-7207 | Eagan |
| Betty Ketter | 561-2208 | No. Minneapolis |

## REBECCA AND CURTAIN FALLS

by George Skinner

Ron Brodigan at Minnesota Trailbound put a bug under my hat when he described these two falls to me. They are near Crooked Lake on the international border due north of Ely. Ron suggested taking the Nina-Moose River north from the Echo Trail, and to plan on a 4-day trip. But Labor Day weekend was the only time I could go. Checking Robert Beymer's BWCA western region guide caused me to think about postponing the trip. To start with, the Moose River entry point is the 12th most popular of all 73 entries. Not a good Labor Day put-in without a reservation. And then the 16 miles of canoeing with eight portages totaling 1.7 miles began to look too long for the time I had.

Beymer's guide described the Stuart River entry as 49th in popularity, and a quick call to Ely confirmed that both permits were still available for that Saturday. Not only that, but the route was much more direct. Almost due north to Rebecca Falls from the Echo Trail. But I could tell the trip would be a bit of a grunt. Friday night we stopped at the Voyageur Visitor Center and got our permit taken care of. The folks were so apologetic, all the entries were booked for Labor Day. "Even the Stuart?" I asked. Oh, well, no one uses that, they said. "You know about the portage, don't you?" they asked. Oh, yes. From the car, it is a 513-rod portage to the river. That and 10 more portages on the way to Iron Lake total 1,333 rods. Beymer clains the trip is a "rugged expedition." The canoeing part is only nine miles. My goal was to see the falls, and this was the only way.

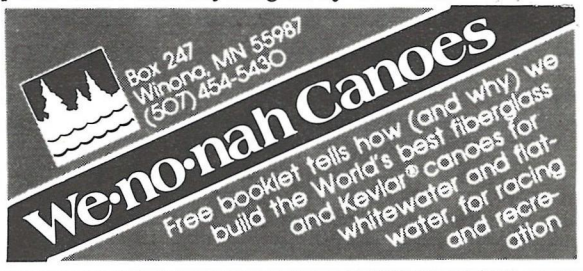
Friday night, we stayed at the Fenske Lake campground and even on this busy weekend, it wasn't even half full. Saturday morning (as all mornings) we beat the sun up. It felt good to finish the portage. We got everything across in one go.

At REI, the upper river seemed straightforward, so I just got a Fisher for it and a topo for the lower river and Crooked Lake. So you know, we started off in the wrong direction on the Stuart, which at that point is very marshy. After a while, we ran out of water and got the "Big Idea." Off in the right direction now. Over four beaver dams. Over portages shared by moose and wolves. Through wilderness seldom visited (we saw no one until Curtain Falls). At Whitefeather Lake, we spooked the largest flock of ducks I have ever seen.

Saturday night, we made camp in the dark. After hearing so much about having food packs, I threw a pulley up into a tree. Of course, it got caught. In no mood to mess with it all night, I tried Cliff Jacobson's method (throw it on the ground). Sunday morning at first light, we got going. The Duluth pack was left at Stuart Lake, and we traveled with just the day pack. This morning started out with a 312-rod portage. We got to Curtain Falls and it was just super. Then the rest of the afternoon was spent at Rebecca Falls.

Both are just lovely and well worth the effort. Sunday at dusk we got back to Stuart Lake. The northern lights were not to be believed. They covered the whole sky. Great rivers of glowing green. You might not think of granite as soft, but lying on the rock after these two days—it felt like a feather bed.

Monday first light found us in a sea of fog. Pure white, no wind. As we broke camp, the magic was something else. The fog was lifting, the moon was still out, the sun was rising, and the blue, blue sky was unveiled. Paddling across Stuart Lake, I almost cried it was so pretty. The trip out didn't take anything away from those moments.




## CANOE POLING

by George Skinner

Weather and publicity problems forced the cancellation of the July 10 Poling Clinic. Many thanks to canoe guide Dave Spencer for making himself available.

July 25 found a small group at Coon Rapids Dam ready to find out about poling. There was a short slide show, and then we moved out to the lagoon. Some time was spent getting used to standing and walking in canoes. Then we spent several hours working on the different moves. Unfortunately, a thunderstorm moved in, and we were not able to move down into the current and the riffles below the dam.

I can no longer claim to have always gone home dry. While poling around Lake Calhoun, I got my pole caught in some muck and lost my grip on it. As I coasted away, I turned around to see it sticking up out of the water. During the inattentive time it took to issue forth a mighty oath, I was toppled...I wonder.

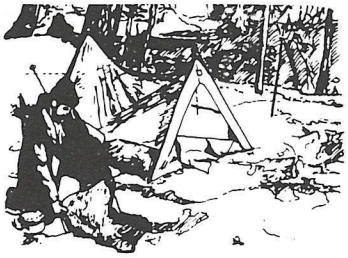
Well, in any event, that has been a rare exception to my poling experience. It is hard to describe the freedom I have now that upstream travel has become enjoyable. Often on the spur of the moment I load my boat, a We-No-Nah WWX, and take off for an afternoon of solo canoeing. Solo paddling this large canoe is a skill I can't seem to master. And I don't care to buy or build a solo boat. Even if I did, I doubt upstream travel would be easier. A canoe only draws a few inches of water, so I can pole along right next to the bank where there is very little current. After awhile, I turn around and pole, paddle, or float back to my car. This sure beats calling around to set up a car shuttle. And it is way ahead of trying to thumb a ride.

But don't I get bored going up, then down, the same section of river? No way. Your perspective is completely different. When poling, you often are standing and facing the near shore. Usually, you see over the bank and onto the flood plain. Lowering your gaze brings out all the animal tracks along the water's edge. Deer, bear, fox moose, mink, raccoon, beaver, otter, muskrats, birds of all sorts—you name it, they're there.

Plus, each time you plant your pole, it gives you a mental image of the ever-changing river bottom. Even in Minnesota's murkiest water, you quickly learn what is making the river act as it does. I also feel at ease going downstream because I can drag my pole against the bottom to slow or stop my boat. A few weeks ago, a friend and I went down the Partridge River near Hoyt Lakes. We came across a rock garden. I used the pole to brake and set, keeping our speed low. This went on for half a mile, but it was a piece of cake with the pole.

I am still interested in getting some poling trips going. So if you missed the poling clinics but would like to get started, give me a call. George Skinner, 473-4565.

# CLIFF'S CORNER



by Cliff Jacobson

Putting it all together: Containers first. Some containers keep the wet out--others leak instantly, crush, or deteriorate. Jam, peanut butter, honey and the like, all require bullet-proof plastic bottles that won't leak or break. Heading the list of GOOD containers are "Nalgene" bottles. These are quite expensive--about 2-5 bucks each, but they're worth it. Look for the name "Nalgene" stamped on the lid. These bottles are used to pack industrial chemicals and so are necessarily indestructible. I've found nothing else works as well.

You can get round or square bottles in sizes from 250 ml to a full liter.

Avoid "food tubes", the type with a cap at one end and a plastic key at the other (these work like toothpaste tubes--you fill 'em from the bottom and secure with the key). The keys break without provovation and spill their contents all over everything. And they leave a lot of food smell on the outside no matter how carefully you wash them. Food tubes sound like "a better idea", but they're not!

"Golden Griddle" pancake syrup bottles work well. The "pop-tops" are unreliable and open when you least expect it. I simply melt the tops (push-button part) into a gooey knob in the burner of my trail stove, then squash it flat with a stick. The result is a completely waterproof seal with no chance of leaking. Or, substitute metal caps (available at wine-making stores) for the questionable plastic ones.

Check plastic containers for leakage by screwing the top down and squeezing the bottle tightly. If there's a hint of a leak, don't buy the bottle!

One of the problems you'll have with any plastic bottle is getting rid of the food smell after your trip. I wash bottles with detergent, then pour a small amount of bleach in them. I cap the bottles and leave the bleach inside for several hours or days (until I get around to dumping them). Then I dump the bleach and substitute baking soda and water. The soda water stays inside for several days to cut odors. Finally, I drain the bottles and store them open—caps separate. I've found this is a good way to kill bacteria (which become imbedded in the soft plastic) and cut odors.

Another option is to melt paraffin (Gulf wax) and pour a thin film of it into each bottle. Foods are all compatible with the neutral wax, which can be later removed by dipping the bottles in near-boiling water. Again, store plastic bottles with the caps off.

Develop a wary eye for useful containers when you go shopping. There are a lot of excellent re-usable plastic bottles on the shelves of your grocery store. Even shampoo bottles can be pressed into service if you rid them of the soap smell. The baking soda/water treatment works if you leave it in the bottles long enough (weeks or months!).

**PACKING MAIN MEALS:**

I pre-pack everything as a complete unit inside a strong plastic poly bag. For years, I used large size Zip-lock bags, but now prefer to heat seal them in poly instead. An inexpensive bar type heat seal machine works fine, or use an iron set on low-medium (place a few sheets of wax paper between iron and poly bag so the iron won't stick to the plastic).

I pack <u>everything</u> for a complete meal inside the poly bag. This means packets of instant drink, dessert, candy bars, etc. I even include about five sheets of paper toweling with each breakfast and supper meal. Saves messing a cloth dish towel, is more sanitary...and useful. When the toweling dries, I burn it or save scraps to clean the stove, wipe off dirty tent stakes, etc.--things you don't want to do with a cloth towel.

Then I pack each poly bag in a lightweight nylon stuff sack. I traditionally place breakfast meals in a "green" bag (get up and go!); lunch goes in yellow; supper in red. A masking tape label describes the contents of each bag.

The nylon bags are an excellent abrasion barrier--keeps from puncturing the poly bags when your pack jolts around on portages. You'll also discover a variety of useful applications for the nylon bags as the trip wears on. For example: Use one as a trash bag, a bag for dirty laundry, miscellaneous small items, pillow sack, etc.

**PACKING THE PACK:**

I stagger the meals--breakfast, lunch, supper, a new level, then breakfast, lunch, supper, etc. Some folks prefer to pack all breakfasts in one pack, lunches in another, suppers in a third, etc. The result is a very uneven weight distribution between packs as lunches are usually heaviest, breakfasts lightest. Color coding the bags (green, yellow, red) as I've suggested makes discovering the "right meal" less of a challenge.

Though not directly related to foods, I suggest you make a fabric silverware roll. Include enough pockets so you can store spices and cooking utensils in the roll. And design the roll with snaps or ties at the top so you can hang it from a clothes line. When it rains, I erect my rain tarp and string a chute cord line just beneath. I hang my cooking utensil roll from the line next to my cooking spot. This keeps utensils handy and out of the wet and mud. I also include a "mini tablecloth" made from a two-foot square of heavy nylon. Helps organize things when I'm working on a wet or damp surface.

**COOKWARE**

Assembling a good cook set is easy; it just depends on how much money you want to spend, and how compact you want the outfit to be.

My advice is to avoid commercial "packaged" cook kits like the Mirro and Palco, and assemble your own. You'll achieve lower cost and greater versatility.

**Pots:** Three nesting aluminum pots, or two pots plus a six-cup coffee pot with folding wire handles, are all you need. The largest pot should serve your biggest crew in the amount of 2-1/2 cups per person. Thus, a crew of six will require a 15-cup, or roughly one-gallon, pot. No need to provide a bigger pot than this!

The best pots are those made by Sigg of Switzerland, but these are so terribly expensive that it's unrealistic to

recommend them. Nearly as good, and a lot cheaper, are the round bottom Mirro pots with flat bale handles. Be sure you get covers with your pots.

**Frying Pans:** What's on the shelves of camp shops is mostly junk. Stamped aluminum pans are terrible; food sticks to them instantly. Carbon steel pans are good, but they rust, and stainless steel models with copper bottoms are frightfully expensive.

Best solution I've found is to purchase a heavy duty teflon-lined aluminum skillet from your local discount store. Remove the handle and rivet on an aluminum strap in its place. Install a quickly removable tempered steel wire handle like that which comes on the versatile "Bendonn Tote oven".

**Bendonn Tote Oven:** This clever unit is basically a stamped aluminum dutch oven. You can bake, broil, or fry in it. The frying pan is a cut above what you'll find in most commercial cook kits, but less effective than the one I've suggested.

But the unit is great for baking, making popcorn, and the like. And it nests nicely with other cooking gear.

An insulated cup, plastic bowl, and metal spoon is all you need to eat with. Plastic plates are a waste of space and are hard to wash. The Sierra cup, while useful as a ladle, is a poor drinking cup (food and drink cools too rapidly). An insulated cup is much better. I buy the cheap plastic bowls available at dime stores. Four bowls nest nicely in my six-cup coffee pot.

**Jello Mold:** Include one if you plan to bake on your stove. See the July HUT! for a description of its use.

**PACKAGING THE COOK SET:**

Nest your cooking gear in a large nylon bag. Make the bag a half size larger than you think you need so you can pack and unpack things quickly. Stuff sacks—for cookware, tent, stove, rainfly, etc.—should never be a glove fit. Such orderliness looks nice in the store, but is awkward in the field.

You'll find a wealth of cast-off cookware at low cost at community garage sales. Invariably, products designed for use in the home are much better suited to the rigors of the wilds than the special camp sets you see in the stores. All it takes is some ingenuity in re-working handles, adapting suitable covers, etc. But the utility and savings are worth the effort.

Carry a four-inch square of stainless steel screen for your stove so you can support your Sierra cup if you want to heat a small amount of water for tea, cake frosting, etc. The screen frees your small pot for more important uses.

That's the line up. Good eating...and good luck!

# DNR News

**STATE LANDS TO BE OFFERED FOR COPPER-NICKEL EXPLORATION**

The Minnesota Department of Natural Resources announces that plans are being developed to hold the state's seventh sale of copper-nickel exploration and mining leases during November or December of 1982.

Officials said the lease sale plans are being announced at this time in order to give mining companies, public interest groups, and all other interested parties additional time to review the areas under consideration.

The areas being considered for lease sale cover portions of the Greenstone formation in the counties of St. Louis, Itasca, Koochiching, Beltrami, Lake of the Woods, Roseau and Marshall. Some of the land has been offered in previous copper-nickel lease sales, and certain new lands of interest are also included.

Exploration or mining copper, nickel and associated minerals on state-owned and state-administered lands is authorized and regulated by Minnesota's copper-nickel rules. These rules, and the leases issued under these rules, require the lessee to pay minimum rentals (which increase with the passage of time), to pay royalties for all ore mined and removed, to submit data and other reports, and to address environmental factors.

The exact time of the lease sale and a list of the state lands offered will be announced at least 30 days prior to the sale. A map showing the general areas and further information regarding the state copper-nickel lease sale may be obtained from the Division of Minerals, Box 45, Centennial Office Building, 658 Cedar Street, St. Paul, MN 55155, Telephone 612-296-4807.

**DNR ASKS SUPPORT ON WATERBANK PROGRAM**

The Federal Waterbank Program is again threatened by foreclosure this year because the U.S. Department of Agriculture prefers to no longer invest in the program, according to the Minnesota Department of Natural Resources. Waterbank in fiscal 1983 has a proposed "0" funding level.

"Each year since 1975 the USDA has attempted to 'pull the plug' on this valuable wetland protection program," said Roger Holmes, Acting Director of the Division of Fish and Wildlife. "It was obvious that efforts to eliminate waterbank during the 1970's were based on notions that additional croplands dedicated to corn, wheat or soybean production were needed.

"This year with the huge grain surpluses causing farmers cash flow problems, it would seem desirable to keep this additional acreage out of production and wetland protection payments in farmers' pockets.

"The proposed release to crop production of 16,000 acres in Minnesota plus the additional 76,000 acres located primarily in the states of North and South Dakota seems unwise at this time.

"The Federal Waterbank Program has proved to be a relatively inexpensive method ($10 million annually) to provide a long term benefit to soil, water, and wildlife as well as not permitting corn, wheat and soybean production on 666,000 acres under Waterbank nationwide."

Holmes said farmers, landowners, and sportsmen should let their congressmen and the USDA know immediately about their concerns.

The USDA is requesting public comments on the proposed fiscal year 1983 budget by September 9. Responses can be directed to Mr. Gordell Brown, Director of Conservation and Environmental Protection Division, Agricultural Stabilization and Conservation Service, P.O. Box 2415, Washington, D.C. 20013.

# SPONSOR LISTINGS

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Members are encouraged to patronize these sponsors.

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

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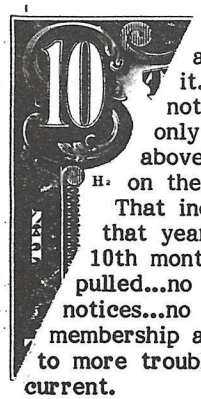
Canoe tows in and out of Quetico. Leave from Crane Lake, stop at Canadian Customs, continue down Loon River, Loon Lake, across Lac LaCroix to Canadian Ranger Station, which is the west entrance to Quetico. Canoe rental, partial and complete outfitting.

Paul Tufte, 218-993-2374
Buyck Rural Station
Orr, Minnesota 55771

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Custom sailing packages installed in your fiberglass canoe or my hand-layed hulls. Top quality, fast, and stable enough for extended tours. This sailing package will transfer to a future canoe and completely breaks down to fit a 6' x 7-1/2" x 7-1/2" portage bag. This year, enjoy the BWCA in the wind as well as the calm. For further details, please call Jim Magnuson, 612-934-2022.

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When you got a $10 bill for your annual dues (a postcard), that was it. No follow-up. No past-due notice. No threat. No plea. The only reminder will be the numbers above your name on the address label on the back side of this newsletter. That indicates your dues renewal is due that year, that month (8210 means the 10th month of 1982). Then the plug is pulled...no more trip schedules, program notices...no more HUT!. Dropping your membership and reinstating it puts the club to more trouble and expense than keeping current.

Checks should be made payable to the Minnesota Canoe Association, Inc. and mailed to:

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

Changes of address (now very important because mail sent under our bulk rate permit will not be forwarded or returned to the MCA with an address correction) should also be sent to the Membership Director.

**CITIZENS SEEK END TO "NO RETURN" BOTTLES AND CANS**

(Taken from May 1982 issue of Currents - Voice of the National Organization for River Sports)

River runners often have to cope with the results of "throwaway" beer and soft drink containers. Broken glass bottles and beer cans litter many put-in, take-out, and parking areas. Empty containers floating down the river and strewn along the stream bed area common sight in some areas.

Colorado is the latest state to consider legislation requiring deposits on all beverage containers. Attempts in California were covered in the June 1981 CURRENTS.

An organization called "Coloradoans for Recycling" is attempting to place an initiative on the Coloradao 1982 general election ballot to require manufacturers to place a five-cent refund value on all beer and soft drink cans and bottles, to encourage recycling.

Eight states (Oregon, Vermont, Michigan, Iowa, Connecticut, Delaware, and Massachusetts) have passed legislation placing a five-cent refund on all beverage containers.

In Oregon, where the popular Rogue, Deschutes, John Day, and other runnable rivers flow, a government survey indicated that container litter has decreased by 88%, and the beverage industry's income has increased by $4 million, since the state's "bottle bill" became law.

Proponents of the "bottle bills" list a number of benefits besides reducing litter, including conserving energy, mineral, and water resources, additional employment, and decreasing tax dollars needed to pick up litter and dispose of solid waste. They also say that the regulations reduce costs to the consumer, citing the fact that beverages sold in returnable containers are priced lower.

A particular concern for river runners is the use of water, and the potential demand for more dams to supply water and energy. According to a report by the General Accounting Office, the water needed to make one gallon of packaged beer is 15.1 gallons in recyclable aluminum cans, compared to 36.9 gallons in disposable containers. The savings in energy to produce one gallon of beer in returnable containers is equally substantial. No one has calculated how many rivers might be saved from damming.

Industry representatives generally oppose the legislation. The "Colorado Resource Recovery Committee" is made up of beer and soda manufacturers, distributors, and retailers. Bill McNamara, chairman of the committee, says they want to have "less government involvement and more free enterprise." They say that if the bottle bill ispassed, increased costs may force them out of business. The group declares that "containers don't make waste, people do."

In addition to Colorado, citizen groups in Washington, Arizona, and California are working on similar initiatives for their 1982 ballots.

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.

# TRADING POST

Free personal ads to MCA members

**For Sale** - 1917 Old Town Canoe, Model OTOA. Rebuilt, all wood; history available. 16' Tomponson all cedar strip, fiberglassed, mahogany gum. John Lindquist, 1-629-3413

**For Sale** - We-No-Nah Jensen whitewater C-1. Excellent condition. Asking $300. Call Lou Lentsch, 778-0988.

**For Sale:** Klepper master, complete and in excellent condition; includes sailing rig. Call Scott Simenson at 715-835-5630 (evenings). 1517 Emery Street, Eau Claire, WI 54701.

**For Sale:** Klepper Aerius II. Superbly designed 2-person folding kayak; includes paddles, sails, spray skirt, rudder. 724-9358.

**For Sale:** Kayak paddle; glass with metal shaft. Cheap—$50. 722-7069.

**For Sale:** 17'2" Old Town "Special Edition Tripper". This is a unique canoe which began life as a "Tripper" and was later changed by us into a "Ranger." The boat features all mahogany trim with routed drain grooves in the inwales. Polished stainless steel end caps at the bow and stern.

Seats, thwarts, and yoke are Old Town ash. Seats are caned. Yoke is curved to fit the neck and has fitted pads.

Included is red nylon fabric splash cover of my design. This is a 3-piece model with expandable belly for wilderness touring. End caps reef to bow and stern and may remain on the boat while portaging.

Canoe is Old Town red and has glued-in kneeling pads and stainless steel towing rings at each end along the stems. Has seen light use on the hull; wood is absolutely new condition. This is a beautiful, high quality expedition tripping canoe.

Price, complete with fabric cover (a $300 value) is $950. It would cost at least $1,300-$1,400 to replace this canoe and cover at today's prices.

Call: Cliff Jacobson at 612-437-7497 or
Chic Sheridan at 437-4067

**For Sale:** Cabin on the Snake River between Pine City and St. Croix. Indoor toilet. Will sell contract for deed, $26,000. Jerry Stiff, 450-0879 or 735-4346.

KEITER CANOEING
101 - 79th Avenue North / Minneapolis, Minnesota 55444
Dealer for We-No-Na, Sawyer, Cadderette, Beaver
Sales and Rentals 561-2208

## MCA T-SHIRTS

Light blue shirt with navy blue graphic depicting tandem canoeing, kayaking, and whitewater solo. 50% cotton, 50% polyester. Only $5 each, plus shipping and handling (1 shirt - $1; 2 shirts - $1.50; 3 or more shirts - $2). Available in XL, L, M, S.

MINNESOTA CANOE ASSOCIATION INC

## MCA STICKERS

Blue graphic and lettering on a reflectorized background, 3-1/4" x 4-5/8". Get one for each boat and an extra one for your car. $1 each.

## MCA PATCHES

MINNESOTA CANOE ASSOCIATION

Gold trim and crossed paddles over a silver canoe with silver lettering on a blue background. 3" x 4-1/2" oval. Sew one on your favorite paddling jacket or canoe pack. $2 each.

* * *

Indicate quantity desired in each size.

XL ___ L ___ M ___ S ___

____ shirts @ $5 each $ _____

Shipping and handling $ _____

* * *

____ stickers @ $1 each $ _____

____ patches @ $2 each $ _____

TOTAL ORDER $ _____

Fill in name and address on reverse side.

Make checks payable to Minnesota Canoe Association.

MINNESOTA CANOE ASSOCIATION INC.
P.O. Box 14207, University Station, Mpls., Mn. 55414

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Permit No. 615
Minneapolis, Minn.

TIME VALUED MAIL

To Preserve Wilderness Canoe Waterways,
To Promote a Wholesome Family Recreational Activity,
Join the Minnesota Canoe Association Today!

☐NEW ☐RENEW **MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM**

Name _____
(Last name first)

Address _____

City _____ State _____

Zip _____ Telephone _____

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

| | | | |
|---|---|---|---|
| ___ | Regular Member | 1 year | $ 10.00 |
| ___ | Regular Member | 2 year | 19.00 |
| ___ | Regular Member | 3 year | 27.00 |
| ___ | Supportive Member | 1 year | 25.00 |
| ___ | Life Member | | 100.00 |

In addition to joining the Minnesota Canoe Association, I would like 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)
( ) Rapid Riders (Whitewater)

Canoe Building Plans

( ) Woodstrip Canoe Building Manual and Explorer and Guide plans for $5.00

Send the following plans at $5.00 each.

( ) Explorer and Guide plans
( ) BWCA Cruiser
( ) MCA 14' Solo
( ) Griffen II, Kayak (Brown)
( ) Itty Bit (Brown)
( ) 15'6" Solo Canoe Pirate (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

**1981-82 BOARD OF DIRECTORS**

**MINNESOTA CANOE ASSOCIATION, INC.**

**Executive Committee**

| | | |
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| President | Venice Barsness<br>332-3549 | 500 East 15th Street<br>Minneapolis 55404 |
| Vice President | Mike Vande Vyver<br>922-7633 | 2608 West 60th Street<br>Minneapolis 55410 |
| Secretary | Verna Robinson<br>588-5402 | 4421 - 36th Avenue N.<br>Minneapolis 55422 |
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| Membership | | |
| Publications | Chris Berne<br>929-5714 | 5057 Ewing Avenue S.<br>Minneapolis 55410 |

**Activities Committee**

| | | |
|---|---|---|
| Cruising | Jim Robinson<br>588-5402 | 4421 - 36th Avenue N.<br>Minneapolis 55422 |
| Building | John Kopp<br>459-8290 | 8425 - 69th Street<br>Cottage Grove 55016 |
| Conservation | Dave Logeais<br>825-4040 | 316 W. Diamond Lake Rd.<br>Minneapolis 55419 |
| Education & Safety | Karl Ketter<br>636-8116 | 1957 Lake<br>Roseville 55113 |
| Program & News | Lonnie Helgeson | |
| Director for '82 | Mike Gilman<br>935-5799 | 810 S. Sixth St., #1<br>Hopkins 55343 |
| Director through '83 | Walt Jones<br>488-4570 | 832 West Idaho<br>St. Paul 55117 |
| Director through'84 | Penny Mielke<br>776-1935 | 1880 East Shore Drive<br>St. Paul 55109 |

**CHAPTER COMMITTEE**

| | | |
|---|---|---|
| Long Distance Racers | Warren Thunstrom | 9401 Flintwood<br>Minneapolis 55433 |
| Voyageurs | John Wheeler<br>633-6500 | 2690 Huron Street<br>Roseville 55113 |
| Desert (Austin) | Ardell Gorman<br>(507) 433-7465 | 810 Tenth Avenue SW<br>Austin 55912 |
| 3M | Chuck DeVore<br>429-8256 | 1611 Eugene<br>White Bear Lake 55110 |
| Twin Ports | Rick Luck<br>(218) 724-7992 | 18 W. Owatonna St.<br>Duluth 55803 |
| St. Cloud | Mike Zapf<br>251-5807 | 1714 Woodland<br>St. Cloud 56301 |
| Southern MN Canoe Assoc. | Larry Kriesel<br>(507) 451-0325 | P.O. Box 629<br>Owatonna 55060 |
| Rapid Riders (Whitewater) | Terry Lemke<br>331-2798 | 5 Barton Avenue SE<br>Minneapolis 55414 |

Vacancies are filled by vote of the Board of Directors. If interested, call Venice Barsness, 332-3549. Except where noted, all area codes are 612.