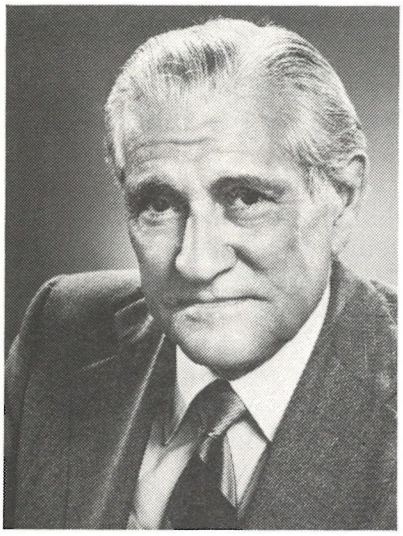
HUT!

Minnesota Canoe Association

March 1983 / Volume 19, Number 3

TAKING A CHALLENGE



ERIC SEVAREID

Eric Sevareid's first book, Canoeing with the Cree, was published in 1935, many years before the author achieved prominence as a newsman. Sevareid attended Minneapolis Central High School, graduating in 1930. That Summer he and a classmate, Walter C. Port, made a canoe journey from the Twin Cities to Hudson Bay. His reflections on the challenge of that trip are special to HUT!

When Walter Port and I paddled from Minneapolis to York Factory on Hudson Bay in 1930 we didn't say, "Hut!" Perhaps we just grunted, loudly. This proves that there is progress in human relationships. I have been astonished and my ego well-stroked to know that the book I wrote as a youngster about that trip still inspires others to head north by water. In 1980 I revisited York Factory at the behest of Audubon Magazine and there was the Rugland family, father and son anyway, from Minneapolis, just arrived by canoe. When I asked him why they had done that stretch from Lake Winnipeg to the Bay, Rugland senior said, "Because of your damn book." And just last week I had a letter from a New England gentleman who said he read the little book when he was in his early fifties. It changed his life, so he says. At any rate he figured if two green kids could do that trip, he could do trips like it. Since then he has paddled just about everywhere including down the Churchill River, which is way up north. He claims to be healthier and wiser as a result, if not wealthier.

Rash deeds, apparently, as well as good deeds light a candle in a bad and often boring world. So I'm glad I did it; so is brother Port.
Eric Sevareid ■

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HUT!

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.

HUT! is the monthly newsletter of the Minnesota Canoe Association, Inc.

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Deadline For Each Issue:
Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: George Sorenson, Editor, 2220-28th Ave. S., MPLS., MN 55406.

FROM THE EDITOR

Putting HUT! together every month is a challenge because what "absolutely-positively must be printed" has to be blended with the volume of material, ads, available funds and a thousand other things. You can help production of HUT! in several ways:

- Submit letters, articles, observations, ads, announcements and everything else typed, double spaced, on 8½" x 11" white typing paper. Submission in any other form is likely to delay publication of your material.
- Edit your material carefully. The consensus is to keep using this size and style of type, and though we're putting about the same number of words on a page as before—submission length has increased. Control yourself, keep it concise.
- The absolute deadline is the 10th of the month before publication.
- HUT! is trying very hard to increase ad sales. Please, everybody pitch in. The rates, sizes and other particulars are on the back of this issue. Mention HUT! ads in sporting shops, to outfitters, car rack makers, co-ops; the personnel department in your company likely has a budget you can tap for an ad. Members outside the Twin Cities, we particularly need ads from your area, particularly Duluth, Red Wing, St. Cloud, Owatonna, Ely and other places. There just isn't time to call each of you.
- If you expect HUT! to make space available for your Chapter, letters, stories and other material each month, and perhaps increase the size of that space, as there have been requests to do—ad sales must be dramatically increased to pay for that space. Otherwise MCA can't afford to print the kind of high quality HUT! you've come to expect. **George Sorenson** ■

LETTERS

Dear Editor,

Just a thought. I'm wondering where is the 1982 Club Financial Report. It was due to appear in the January issue? **Dave Garron**

Dear Editor,

What's the status of the Chapter Rebate situation? **Rick Luck, Duluth**

Cont. on Pg. 3

HUT! looks forward to receiving your letters and articles. All submissions must be typed, double-spaced, on white, 8½"x11" paper. We reserve the right to edit for length.

Dear Editor,

The article "An Ounce of Prevention" by David Garron in the January issue of the newsletter was well done.

Safety of our Parks' visitors is the most important part of our job and it truly saddens all of us when a life is lost.

The challenge to your membership to assist the Department of Natural Resources is sincerely appreciated and we pledge our support to this proposal. This has been discussed with Don Carlson, Special Assistant to the Commissioner, and we would appreciate the opportunity to meet with the Directors of the Minnesota Canoe Association to discuss the specific issues addressed in the newsletter.

Don D. Davison, Director
Division of Parks and Recreation

Dear Editor,

I am writing to you on behalf of St. Croix Camp in response to David Garron's call to action to prevent further tragedy at Banning Rapids (HUT! Jan. '83).

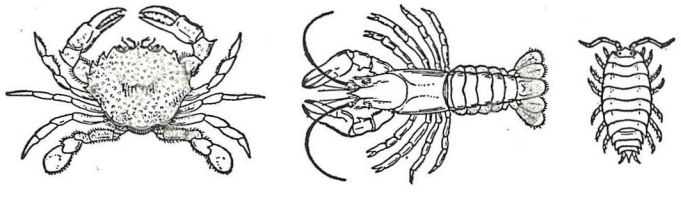
St. Croix Camp operates year around and involves each group of 8-10 youth in a three month experience consisting of school, residential group living and work projects, culminating in a three week high adventure wilderness experience.

We have the tools and manpower to do trail development and a commitment to involve our youth in meaningful community service projects. We would welcome the opportunity to cooperate with the MCA and DNR in completing a well thought out plan to improve the portage and safety system at Banning State Park.

If no one is presently in charge of mobilizing an effort to improve conditions at Banning, I would be willing to assume responsibility for contacting the park officials to offer our services. If, indeed, the ball is already rolling, please keep me up to date on what is happening and how St. Croix Camp or I might be able to contribute to the effort.

Dave Pederson—Counselor II, St. Croix Camps

Committee is being formed to evaluate proposals such as this. A meeting will be set up in late March or early April and if you would like to attend or be on the committee please contact Venice Barsness, 332-3549. ***Editor***



Dear Editor,

Congratulations on the new HUT! It's very attractive.

The opening article in the current issue, "An Ounce of Prevention," is also excellent. Perhaps it appealed to me because I am familiar with the Kettle River and with Blueberry Slide, having kayaked there in 1981.

I was a canoeist as a youngster, paddling on many Minnesota lakes, on the St. Croix River, and, of course, in the BWCA on several occasions. Nowadays I am a whitewater kayaker, like everyone else in this area.

I still have relatives in Minnesota, and I get back there every so often; it is surely nice, except for the mosquitos (we don't have ANY here). **Chuck Hines**—Asheville, NC

Dear Editor,

This letter is in response to Cliff's Corner (February 1983). I do not think the attitude of the people in the MCA is this bad. If in fact it is, I would like to quote Frederick S. Perls: "I do my thing, and you do your thing. I am not in this world to live up to your expectations and you are not in this world to live up to mine. You are you and I am I, and if by chance we find each other, it's beautiful." Isn't that what the MCA is all about, white water canoeist doing white water, calm water canoeist doing calm water, etc. But when or if we get together, it's beautiful. THAT IS THE MCA! Not picking on each other because of what canoeing they like to do. **Harlan Nickerson**

Dear Editor:

I'm impressed! I received my January HUT! on December 29th! I like the new look. I'm glad the membership form is separate from the list of MCA officers. It's great how the "Board of Directors" list has been reduced to take half the space it used to. I like the "Letters" column. These short notes are a fun way to get communication going among MCAers. I wish we could keep the old logo, though.

I'm enthusiastic about David Garron's ideas at the end of his page 1 and 7 article, "An Ounce of Prevention." I would like to see the MCA become known for our educational and safety efforts as well as for our racing, canoe building, and informational programs. I just joined the North Stars Ski Touring Association and noticed that they have a trail building chapter. I like that idea. I'd like to see us helping to improve some of our canoe rivers.

Lora Lee Lakin

CLIFF'S CORNER

I recently visited Blackhawk Outfitters—one of the most interesting canoe shops in the U.S. Located in Janesville, Wisconsin, Blackhawk Outfitters has just about everything imaginable to whet the appetite of the most enthusiastic canoe enthusiast. There are sophisticated canoes and paddles—from the unique hundred dollar plus Lutra paddles with their S-shaped blades, to the impeccable Galt and Curtis solo canoes.

Phil Sigglekow, the shop proprietor, pulled down a Galt BJX which I yearned to examine. He installed the clever sliding seat and allowed me to crawl inside. What beauty . . . what joy! How I wish I could take her out for a spin. But it was late December and I was on my way to southern Indiana for the Christmas holidays. Maybe I could return in the spring and . . . ? "Sure," said Phil. "We encourage prospective buyers to paddle our canoes before they buy!"

Above the BJX was Mad River's new Verlen Kruger designed Monark—a georgeous boat, constructed with all the state-of-the-art technology and impressive strength characteristic of all Mad River canoes. I studied the Monark from stem to stern. She's an incredible boat—built, it appears, even better than the Kruger original, and the rudder is designed exactly to Verlen's specs. Kay and Jim Henry must have listened intently to Verlen before they constructed the Monark. The result is a travelin' man's (or woman's) machine of uncompromising quality and beauty.

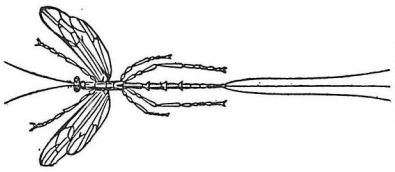
The BJX and Monark are expensive canoes—in the $1500 price class, but they're a one in a lifetime investment.

Phil changed the subject, asked me about polypropylene underwear, GoreTex and pile. "Polypropylene—you bet," I replied. "Bob O'Hara swears by it as do many seasoned backcountry canoeists. It's evident the stuff works well, though it must be covered with wool for warmth." I told Phil about Verlen's love for acrylics and my recommendation of this fiber. But I gave a qualified no to GoreTex! "I own three GoreTex jackets and they all leak. My GoreTex II parka is eminently superior to the original material, and the heat sealed seams help considerably. But even the new jacket leaks profusely in a heavy downpour. It works well enough for short term moderate rains, but that's all. What I feel is water coming through the fabric—not perspiration."

Phil said I was "way off base" on this observation as his GoreTex jacket works fine. Good for Phil!

Perspective? Evidently I use my gear differently or more intensively, or under more demanding conditions than does Phil. Or perhaps I have "another" faulty GoreTex jacket. In any event, I don't trust the stuff for serious backwoods use, and neither do a lot of other experienced trippers. In fact, a friend who instructs for the Bemidji State Bald Eagle Center affectionately calls the stuff "LeakTex". Nonetheless, I continue to use GoreTex because it performs admirably under some conditions.

"What about pile?" asked Phil. "Not for canoeing," was my reply. The stuff's great for winter use but I consider it too bulky for paddling. Compactness is much more important than a few ounces (or pounds) of extra weight on a canoe trip. Even in the arctic, a suit of long wool or polypropylene underwear, topped by a turtle neck shirt, wool shirt, wind shell, and foam-filled life vest, are all you need when paddling, even when it snows and wind chills plunge to zero. In camp, a compact fiber-fill or down jacket, or oiled wool sweater and down or polyester vest is plenty. Team this with your wind shell and long johns and you're set for a blizzard. I like wool. Phil doesn't.



ich-neu-mon fly any of a large group of insects (chiefly in family *Ichneumonidæ*, order *Hymenoptera*) which for the most part lay their eggs in or upon the larvæ of other insects.

Simply put, our tripping styles are different. The old saying, "judge not another man until you have walked in his moccasins for a full moon" applies equally well to canoe methods and equipment. Listen to the experts who do your style of canoeing, then make your purchasing decisions. Canoeing is a diversified sport—one that necessarily produces varied methods and viewpoints.

Phil Sigglekow and I are simply two hard core canoeists who view canoesport differently. We'll probably never agree on certain aspects of the sport, but we will maintain respect for each other's views. Whether Phil or I, or indeed anyone else, is "right or wrong" in our views depends entirely on your perspective.

Cliff Jacobsen ■

—Cliff's new book, Canoeing Wild River, will be available from Indiana Camp Supply Books this summer.

BOARD MINUTES

February 2, 1983

The meeting was called to order at 8:00 p.m. by Venice Barsness, President. We were introduced to two members of the club who had wanted to attend. We then started a "Round Robin" of reporting from each director in attendance.

Kurt Kemppainen—Program & News: Mentioned a meeting at Brooklyn Center Civic Center at 5:30 p.m. on Tues., Feb. 8th to discuss set-up for the builders' show on Feb. 19.

John Kopp—Building: Building show is pretty much organized. It was suggested that John buy some canoe building tools for prizes. John is planning to start working on the new building book in April, and will have monthly meetings with anyone interested in helping him with it.

Jim Robinson—Cruising: Not much response yet for leading trips this next season. He is asking for anyone who wants to lead on any river to have canoed it at least once. He is going to create a sheet for trip leaders to fill out for each trip that is done this year.

Dave Logeais—Treasurer: Worked very hard to put finances into shape. Proposed a budget for this coming year, and a motion was passed to adopt Dave's budget. Dave will give the directors quarterly reports.

Chris Berne—Publications: We are going back to a 16 page HUT! We are getting a lot of responses about Dave Garron's article. The DNR and Wilder Foundation would like to help us in the endeavor to improve the Kettle River. A committee was formed to meet with them. The committee members will be Dave Garron, John Wexler, Al Gustaveson, and Jim Robinson.

There was no further business, and the meeting was adjourned at 10:40 p.m.

Verna Robinson, Secretary ■



Fig. 61. Sugar Maple: Flowers, Fruit, Leaves, and Leaf Development.

FROM THE BOW

Since the founding of the Minnesota Canoe Association, it has had one main purpose—to promote the enjoyment of canoeing. The MCA has done this in many ways, and it will continue to be the objective of the association.

To enjoy canoeing it must be done safely! In January your Directors committed themselves and the MCA to improving safety on the Kettle River. This is a project that will require some funds, but the MCA does not have the funds to spend on this very good project. We need to raise the money from someplace. A dollar or two from every MCA member would fund this project. Please take the time now to send us your donation toward a Paul DeBoer memorial fund, and the safety of canoeists on the Kettle River. **Venice Barsness, President** ■

¹bow (bou), *v.t.* [<A.S. *būgan*, to bend], 1, to cause to bend, stoop, or incline; 2, to bend, as the head or body, in token of respect, submission, etc.; 3, to humiliate; oppress; crush; 4, to usher in or out; 5, to express, as thanks, by bending the head or body:—*v.i.* 1, to bend the head in greeting; 2, to bend the knee or head in respect, submission, etc.:—*n.* a bending of the head or of the body, as a salute, or as a sign of reverence, respect, agreement, or submission.

²bow (bō), *n.* [<A.S. *boga*, a bow for shooting], 1, anything curved, as a curved handle on the stem of a key, a rainbow, etc.; 2, a weapon of elastic wood, which drives an arrow by a taut string attached to both ends; 3, a staff of pliant wood strung with tightly stretched horsehair, for playing instruments of the violin class; 4, one of the rims of a pair of glasses, or one of the bent pieces that support spectacles by curving around the ear; 5, a knot with a loop or loops:—*v.t.* 1, to bend or curve like a bow; 2, to play (a violin) with a bow:—*v.i.* to become bent or curved.



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TRIP REPORTS

DAY TWO: LAKE PEPIN

I stood on Sawdust bar that morning for quite a while. I guess I wasn't quite ready for the lake. It was a long way across to the Wisconsin shore and Frontenac Point seemed a long way ahead.

I was about to paddle the length of this lake in my 15 ft. CJ Solo. It looked more like an ocean. This was the second day of a four day trip. The plan was to see how far I could push a solo canoe in that time.

"God it looks big," I said. The breeze that had pushed me past Red Wing that morning was beginning to freshen. "I really had hoped for a calm day." You begin to talk to yourself when you paddle solo. A last assuring look at the map convinced me that I should have lots of places to land, since the Minnesota shore was a series of points extending out into the lake.

The CJ was designed as a tripper, should handle anything Pepin has to offer. With a following breeze I passed Presbyterian Point then Friedrich and Green Points in short order. Frontenac was about three miles ahead. As I paddled I began to think about all I'd read about this pond being the steamboad graveyard. A gentle rolling swell was coming down the lake, but the CJ was taking it all in stride.

I made a short stop at the Methodist camp on the south side of Frontenac. This was a good place to stretch my legs. Twenty minutes later I set out again. There was a real confused bunch of waves as the swell crossed over the shallows.

cor-a-cle (kŏr'ă-kl), *n.* [< W. *cwrwgl, corwgl,* dim. of *cwrwg,* boat: cf. Ir. *currach,* boat], a boat made of basket-work covered with leather, oilcloth, or other waterproof material.



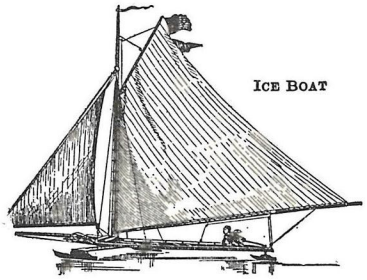
I stopped again on the back side of Au Sable to look at my charts. "Gee, it's not that far to Central Point," I thought as I studied the chart. "I'm making pretty good time. I'll stop for lunch in Lake City."

Sitting in the lee of a point can be very deceiving. It was really calm as I sat and looked for any unnoticed problems. Down the lake I saw a couple of sailboats. I didn't feel quite so alone knowing that there were other boats out.

"Come on guy, five miles before lunch," I said as I headed out toward Central Point. A hundred yards off shore I paddled out of the calm from the point. A mile out and I knew I had made a booboo. As I passed the half way point, the boat began to surf. As I paddled over each wave, the CJ would surf along the front side until it buried its bow into the wave ahead.

"Better head for that point and get around it," I said to myself. "That wave only left four inches of freeboard! Maybe we should have made this boat bigger, Cliff. My God, that one only left two inches!"

It was still a long way to the point; the boat was surfing on each wave, ending in a dive into the next one. I was beginning to get worried and remembered the old Boy Scout rule, "When in trouble sit in the bottom of the boat." I wasn't worried, not really, just wanted to test the theory. Thirty second later the canoe had turned broadside to the waves and was rocking gently with me sitting in the bottom.



ICE BOAT

I sat relaxing for a few minutes, but all too soon realized that I was closing on the surf zone. I got up onto my knees. A strong wind was blowing by now and even as I paddled toward the point I knew I couldn't make it. The boat was closing on this surf.

"How did you get into this spot, dummy?" I was running out of steam and I knew it. I couldn't keep off the beach long enough to clear the point. "Okay dummy, you got into this spot—now what?" I said. A quick scan of the beach assured me that it would be safe to land. "Pick a spot, dummy, you're going in," I said.

I turned toward shore and began a ride that I'll not soon forget. I didn't have to paddle to shore—a few strokes to hold my position on the wave and in we went. I felt like I was landing a jet plane we were closing on the beach so fast. The bow touched the sand and slid twenty feet up the beach. I hopped out and grabbed the bow to haul the boat farther up the beach. Not quick enough—the next wave dumped fifty gallons over the stern. I dragged the boat and its load up the beach above the wet sand and sat down.

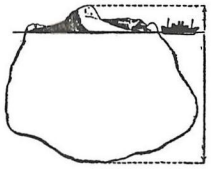
I baled out the boat, then sat on a log and watched the surf roll in and felt happy that nothing was wrecked. After a short rest I began to scout my situation. I couldn't get back out through that surf. I would be here for a while.

A short walk through some willow brush brought me out to the other side of the point and a calm. I carried all my gear and boat

across the point and prepared to stay a while. Well fed, a full jug of coffee made up, and all gear repacked, I picked a shaddy spot and had a siesta. I woke as the shade had moved and I found it was mid-afternoon. The wind was still blowing and the surf was still pounding—white caps all over the lake.

This point is a city park and campground. I visited with the manager for a bit, but kept coming back to look at the lake. About 5 p.m. the white caps had quit so I made the jump to Lake City Point. A guy should learn! Still damn rough.

The Harbor of Refuge was really busy in the early evening time, and I passed it by. I wanted to make some miles before dark. A couple miles down the shore and the old swell was still there. I decided to land and study my map. One glance told me that the last ten miles of lake had no shoreline where I could land, lots of rocks and small cliffs most of the way.



ice-berg (īs'bûrg"), *n.* [prob. < Du. *ijs*, ice + *berg*, hill], a huge mass of ice detached from the base of a glacier and floating in the sea.

ICEBERG of moderate size compared with ocean liner: AA, water line; AB, part above water; AC, part below water, about nine times that which is above.

It would be dark soon, so I decided to make one last move to get as far south as possible. I headed for a spot on the map that indicated a beach, far enough from town to provide some privacy. Passed into some more surf getting into this beach. Not like Central Point, but enough to get a good boatload of water.

I dragged the boat out and began to explore my little beach. "What a mess," I said. "Americans are pigs," I thought as I looked over the mess that surrounded me. I didn't have time to backtrack before dark, so I set up my tent between the beer cans and the rubbish pile. I tried to make the best of a bad situation.

I had just settled in early when a horrible noise surrounded me. "The train, you dummy," I thought. "Don't you know the Milwaukee RR runs by here?" It had gotten dark and the surf was still running. Back to bed. Several more trains passed in the next three hours, each one waking me. About 10 p.m. I lay awake and listened as a freight rumbled off in the distance.

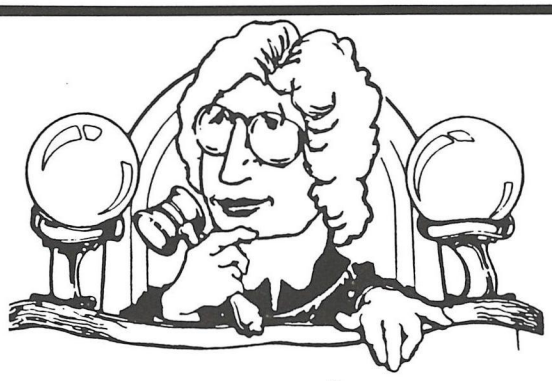
The surf had stopped, so I bailed out of the tent. Even amidst the beer cans and the rubbish the scene was beautiful. A full moon rose above the Wisconsin bluffs and the lake had turned glassy smooth. I broke one record that September evening. I was packed and paddling in five minutes and never gave it a second thought.

The lake was really pretty in the moonlight. Off to my left were lights from Stolkholm and Pepin, Wisc. Straight ahead was a lonely green quick-flashing light. I stayed offshore a good distance because this section was all rock.

The lake wasn't going to let me off easy. As I came abeam the Chippewa Bar and was about to leave the lake, a towboat came up river and chased me ashore. I don't like landing on rip rap, but I wasn't sure that the towboat captain had seen me so a landing seemed prudent.

I set up my camp on a flat sand shelf about twenty feet above the river. I sat in the moonlight and looked back up the lake, beautiful in the moonlight.

The "Lake of Tears" the French called it. I had crossed it in a day as planned. Many a fur trader didn't. Many steamboats lay on its bottom. I thought of the God that had built all of this and had let me pass. **Bob Brown** ■



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CALENDAR

March

Tuesday **1**

RACING CHAPTER MEETING
Karl Ketter's 636-8116
1957 Lake, Roseville
All paddlers invited. 7:00 p.m.
Planning session for '83 season.

Wednesday **2**

MONTHLY DIRECTORS' MEETING
Minnesota Federal Savings
5320 Lyndale Ave. So., Minneapolis
All members welcome. 7:00 p.m.

Saturday **5**

CASCADERS CANOE AND KAYAK CLUB challenges MCA to annual cross-country ski race, 36K at 3-M Tartan Park. Call Bob Schutzler for details, 722-2875.

Friday, Saturday **5, 6**

EXPERIMENTAL CANOE/SKI CRUISE — Unusual trip planned for canoeing and skiing. See article in this issue. For information call Mike Van de Vyver, 922-7633.

Wednesday **16**

MONTHLY PROGRAM
Amer. Hardware Mutual Insurance
3033 Excelsior Blvd., Minneapolis
Auditorium. 7:00 p.m.
Trip planning for the BWCAW.

Thursday **17**

RACING CHAPTER MEETING
Penny Mielke's 776-1935
1880 East Shore Drive, St. Paul
All paddlers invited. 7:00 p.m.
Planning session for '83 season.

Monday **21**

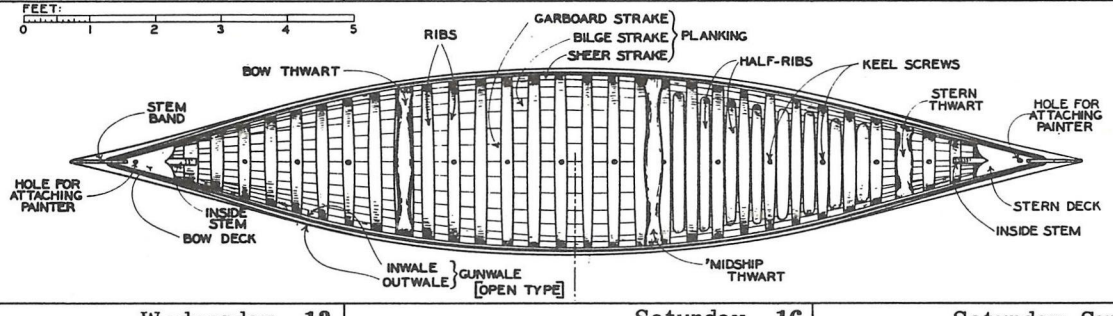
CANOEING THE FAR NORTH
Slide presentation series. George River in Labrador. Stillwater Public Library, 223 N. 4th St., Stillwater. Margaret Rivers Room, 6:30-8:30.

Wednesday **30**

SHORT COURSE IN PLANT IDENTIFICATION. March 30—May 4, Wednesday evenings 6-9, 2550 Pillsbury Avenue South. Call Woodswomen, (612) 823-1900.

Thursday **31**

OZARKS CANOE TRIP, March 31—April 4. A leisurely trip on Current River, Missouri; instruction in river canoeing and camping skills. Call Woodswomen, (612) 823-1900.



April

Wednesday **13**

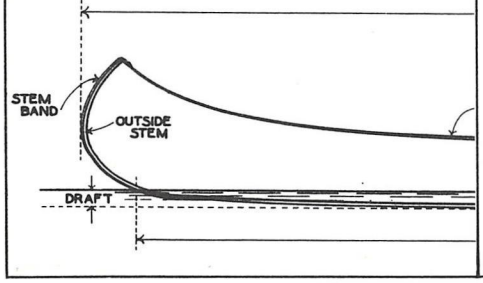
MONTHLY PROGRAM
Solo Canoe Program. Displays of solo canoes and related equipment. Also interesting and informative program. See April HUT! for further details. Mark down the date!

Saturday **16**

MISSISSIPPI RIVER CRUISE from Hastings to Red Wing (25 miles). See article in this issue. Contact Bob Brown, 432-7557.

Saturday, Sunday **16, 17**

ADVANCED CANOEING/HOW TO TEACH CANOEING. Indoor session and practice on Metro area rivers. Call Woodswomen (612) 823-1900.



Tuesday, Thursday **26, 28**

CANOE TRIP PLANNING. Two evening sessions. 4/26 Canoe Trip Packing; 4/28 Route Planning. 7-9 p.m., 2550 Pillsbury Ave. So. Call Woodswomen, (612) 823-1900.

Wednesday **27**

HOOD RIVER SLIDE SHOW
See article in this issue. 7:30 p.m., Carpenter Nature Center.

CONSERVATION

The Minnesota PCA has extended the area of acid rain sensitive areas in the state to cover 32 counties, or about 18 percent of the state's total land area. This new report pinpoints the BWCA as the most sensitive area, though other areas in the state with the same sensitivity could be affected. The PCA fears that although no damage has been noted so far in this additional area, if the acid rain problem is not addressed aquatic life will be damaged.

It was also announced that mercury levels in fish taken from four lakes in Northern Minnesota exceed federal levels. The lakes are Sandpit and Hustler in the BWCA, Trout Lake northeast of Grand Marais in the Superior National Forest, and Christianson Lake about 15 miles north of Two Harbors. Experts feel that the problem will get worse because this toxin is a component of acid rain. The present ceiling of toxin has been relaxed to allow consumption of fish containing up to one part per million of mercury. At a level of 2 ppm, a person would have to consume two pounds of fish for 150 consecutive days to risk the effect of mercury poisoning.

A new Harris poll finds overwhelming public support for clean water. Harris surveyed U.S. adults between June and November 1982 about water pollution, the Clean Water Act, the best available technology requirements, cost/benefit analysis, safe drinking water, clean-up costs and wetland protection.

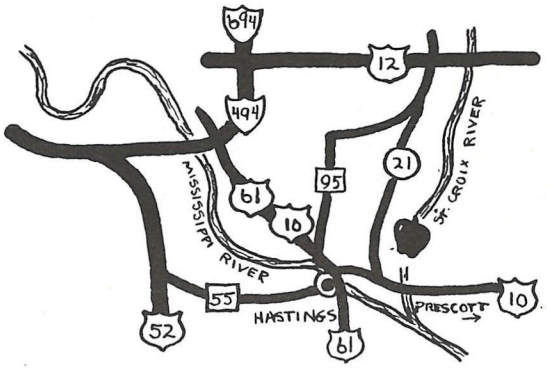
- 74% believed that curbing water pollution is very important to the quality of life.
- 70% would be willing to pay $100 more a year taxes and higher prices for clean safe water. Only 11% were unwilling to pay anything.
- 53% were willing to endure factory closings and unemployment rather than allow companies to get waivers or variances from best available technology requirements.
- 91% of respondents do not want any easing of federal standards for preserving wetlands.
- 94% of those questioned felt that freshwater pollution by toxics from factories is a serious national problem.
- Only 17% predict that their local water bodies will be less polluted in ten years.
- Although experts disagree about whether the nation's waters can be made fishable and swimmable, 78% of those responding believed the goal can be reached.

Al Gustaveson ■

HOOD RIVER SLIDE SHOW

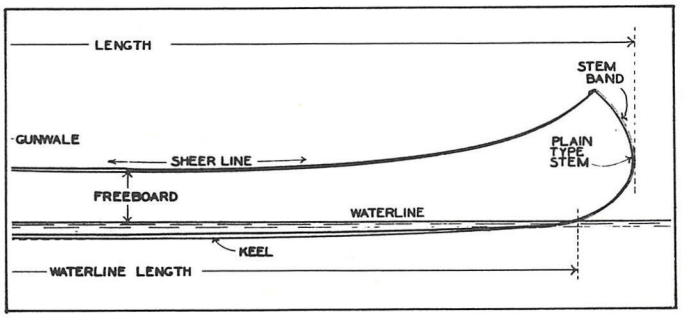
Join Cliff Jacobson on Wednesday, April 27, 7:30 p.m. at the Carpenter Nature Center just north of Hastings (see map) as he relives his 1982 Hood River expedition. Cliff and Kent Swanson, both MCA members, were part of an all-American (all-Minnesotan) team that travelled the length of the Hood, from its head waters near Takijak Lake to the Polar sea. This 400-mile odyssey took 31 days to complete, one day of which was spent on the three-mile portage around the third highest waterfall in North America, Wilberforce Falls. Cliff describes rapids, grizzlies, musk-ox, and thousands of caribou encountered on the trip.

The crew, only the second group in the last century to travel the Hood, also suffered two arctic gales and the accompanying flooding.



UPCOMING CRUISES

A cruise is planned in April by Bob Brown on the Mississippi River from Hastings to Red Wing. This will not be a beginners' trip because of its length (25 miles). We will meet at Lock #2 at 8:00 a.m., and shuttle at 8:30 a.m. The cruise will be on April 16th, or a rain-check date of April 17th. Lunch is planned near Lock #3. If interested, contact Bob Brown (432-7557). It is imperative that you call Bob directly to be able to go.



CHAPTER NEWS

Mississippi Mud

LONG DISTANCE CANOE RACERS

President — Allan Rudquist, 521-9734
Records — Penny Milke, 776-1935
Race Calendar — Warren Thunstrom, 780-3284
Mississippi Mud Editor — Jenny Graham, 378-1261

IN SEARCH OF PADDLING MACHINES

Spring is coming and those of us who are chomping at the bit have about worn out our teeth. We're ready for what is usually an agonizing experience—the first long (or short), hard training run. What can be done to alleviate the aching muscles of the day after that first hard practice? Well, probably nothing, but here are some words of wisdom that might help.

First of all, it seems to get better with time. Each year it seems to be easier to get started. I would guess that is because we do not totally forget all the tricks we learned last summer. We learn things in August that make it easier and faster, and we remember them in March.

Unfortunately, we must do something in the off season if we want to be in tip-top shape for that first training run. What do we do? One of the most prominent forms of winter training is cross country skiing. Skiing uses many of the same muscle groups that paddling does, and it is excellent for the cardiovascular system. Many top paddlers are also marvels on the skinny-skis.

Because I am not a very good skier, and it is hard for me to get out daily, I have tended to lean towards swimming with the idea of keeping in as good shape as I could and taking what may come when canoeing starts. Last year I was swimming a mile a day, five days a week, and I was in as good shape as I had ever been for spring paddling.

This year I am doing it a little bit differently. I am still chasing around doing lots of hard activity—basketball, racquetball, and some skiing and swimming—but I am concentrating on hard work on a simple paddling machine.

I got a #120 garage door spring and tied one end to a post in the basement. I stuck the other end on an old paddle handle. I've only been at it for a couple of months, but I note a vast increase in my strength. Will the machine work? I don't know, but I can hardly wait for spring to find out. **Al Rudquist** ■

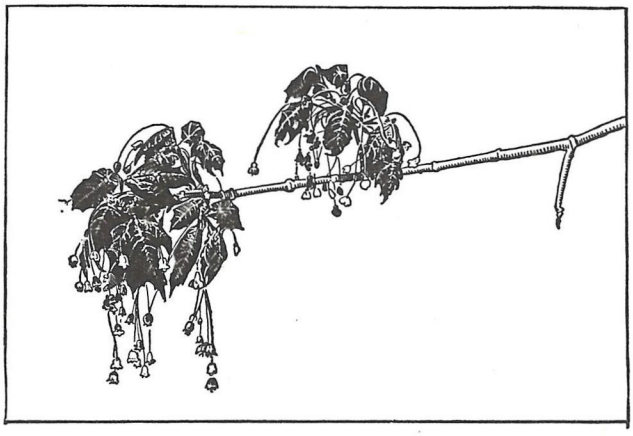
IN SEARCH OF PADDLING MACHINES (Part II)

Al is certainly not the first person to make a paddling machine for himself. Canoe racers have long searched for a way to synthesize the action of paddling when the local rivers and lakes freeze over. Some go south for open water. But most stick it out here in Minnesota, having brainwashed themselves into thinking that cold and snow are fun.

Recently, commercial manufacturers have introduced a few mechanical paddling machines to the market. Both that I have seen have a seat, a "paddle" (grip, shaft, no blade), and a different method of creating resistance. Another common denominator is high price. I would rather invest $500 in a canoe and look for a cheaper way to winter train.

At a recent racer's meeting, the talk turned to paddling machines. Seems that most people who have tinkered with building them use weights and pulleys to simulate normal paddling. But that can be a complicated undertaking! Karl related the story of one racer who kept apending ropes and weights and pulleys to various parts of his paddle in search of the perfect combination of resistances. By the time he had finished his machine, he was forced to sit in a virtual web of ropes and take care not to be hit by any of the many weights flying around!

Next up was a report of someone who had once chopped a hole in the ice over a frozen river. He sat on the edge of the hole paddling in the open water. Has that one occurred to you too?



While Al was describing his garage door spring paddling machine, I thought of some of the wild ideas I've come up with. First there was my idea that if I could just figure out how to do it (isn't that always the drawback? If you could "just figure out how," you'd win Shawinigan or have a million dollars, right?), I thought I'd

get a big deep box of sand and pull a paddle through that. But on further thought I decided that the sand would be too heavy, I would have a hard time pulling the paddle out between strokes, and that I would probably break my paddle anyway.

Then I thought of sitting at the edge of a swimming pool and paddling. Naw. That would be too embarrassing. So I started lifting weights this fall and skiing when the snow fell. My next brainstorm came as I was double poling along a ski trail one afternoon. If the drifts were ever high enough, maybe I could trade in my poles for my paddle and propel myself forward on my skis. Snow paddling? I must have cabin fever. I've heard it before, and it must be true: when you come right down to it, the only cure for winter is spring. And there's no good substitute for paddling on real water! **Jenny Graham** ■

BIGGER UP FRONT
AIN'T NECESSARILY BETTER

People occasionally ask me why I enjoy sitting on the perch in the stern of my dear brother's training canoe. Well, McDuff, let me lead on. It's one way of establishing superiority in the canoe, and probably the only way. It's an excellent way to keep your shorts clean. No aluminum legs for me! One of my more esoteric reasons for sitting way back on that little webbed seat mounted on the gunwales is that it not only balances the canoe, it gives me enough altitute to see up and around the bowman. Steering from the stern can be awfully hard when you can hardly see where you're headed. I especially like it when Al turns around after a near miss with some solid object and asks, "Are you blind or what?!" Bow paddlers seem to labor under the illusion that they are transparent. I sure missed my chance with Allan when he ruptured his spleen. I should have told the doctors to install a pane of glass in his torso instead! Unfortunately, he's still opaque.

The safety of the bow paddler is insured by the distance between us. Al is out of reach of my James Bond paddle. That's the one outfitted with an M-16 in the shaft and razor blades along the tip. I bring that baby out when the dear chap insists that no, he is not throwing the bow (and his muscles) around, it's just that I'm not working hard enough!!

Actually, I like "bow" paddlers. All that kow-towing makes me feel good!!
Anne Rudquist ■

DULUTH TRAVELER



President: Rick Luck, 18 W. Owatonna Street, Duluth, MN 55803 724-7992
Cruising: Liz & Fred Freeman, 525-6486
Whitewater: Sue Marsh, 879-5581
Racing: Jim Wheeler, 722-8010

If you missed the January cross country ski outing, pot luck and massage workshop, you missed another good time. The day was exhilarating, perfect snow conditions for easy waxing and a good turnout of 16 enthusiastic skiers.

1. There's a good possibility for our club to have a booth in the Duluth Boat, Sports & Travel Show. We received the invitation last summer and accepted it. The Show is March 9 through 13, so there's not much time for preparation. Please contact me if you wish to work on or help out with the booth. It should be a lot of fun. We'll also need slides of canoe trips or activities.

2. Nantahala River Trip—We've had some interest but it's been hard settling on a date which would be good for everybody. As it stands now it looks like there's going to be a couple of groups going down at different times.

There's a small group of Minneapolis-based people planning on driving down and doing several of the area rivers March 25 through April 3. This is an unstructured trip for experienced boaters only. They will be doing mostly Class II and III and maybe as high as IV white water. It will not be affiliated with any training sessions offered by the Nantahala Outdoor Center, but if this type of a trip appeals to you, I'm sure you're welcome.

Intermediate Kayak Class—offered by the Nantahala Outdoor Center, April 3-8. There are several of us interested in more formal instruction. The fee is $350 for the week's instruction and lodging, but transportation would be additional.

Finally, I received a very generous offer from Chuck Hines of the Asheville YMCA Kayak Club, Asheville, NC, to line up some guides if any of our members are interested.

3. The March cross country trip to Hungry Jack lodge is full; sorry if you were one of the latecomers.

4. Our chapter heartily supports MCA's memorial campaign for promoting safety and saving lives on the Kettle River. Please send your contributions in. **Rick Luck** ■

OTHER CHAPTERS DID NOT SUBMIT NEWS!
GET AFTER YOUR CHAPTER PRESIDENT!!!!

COMMENTARY

SPORTS ENTERTAINMENT

I was reminded, as I read the Minneapolis Star-Tribune sports pages, that I do not appreciate our "sports" editors and writers. I would much prefer to read about canoe racing than the drivel they turn out. I simply can't comprehend adults carrying on as they do for column after column about anything so mundane and inane as the second half of the second inning of the second game of a double-header.

Unfortunately it's not likely we shall ever see a change in the approach of our local media. I made the suggestion once that they could at least retitle that part of the newspaper that is supposed to cover sports. What they are talking about is not so much sport as sport entertainment. The players aren't so much athletes as they are entertainers. So, it seems logical: "SPORTS" should become "SPORTS ENTERTAINMENT." They didn't agree so, until I muster an army of like-minded people to write letters to the newspaper's advertisers explaining what they want to see reported, we shall move on to things less maddening.

CANOE RACING

You haven't really experienced the full pleasure of canoeing until you've tried a race or two. There is so much more to canoeing than just sticking a paddle in the water and moving it with enough alacrity to cause some forward motion of the canoe. Most people enjoy learning new things; you'll enjoy learning how to propel your canoe more efficiently. A lot of us enjoy experimenting with different kinds of canoes; you'll discover a whole new world of canoes. Some of us even get our kicks trying to see how fast our canoe will go compared to that other one or two or a dozen. Competition gives you a view of yourself that you'd never get in any other way.

How do you get started? Watch the calendar section of HUT! You should find quite a few citizen canoe races of various lengths in your area. Also, you might want to get in touch with somebody who does a lot of racing to learn a bit about equipment and technique. Then you'll want to get out and practice what you've learned. Finally, you apply and enjoy.

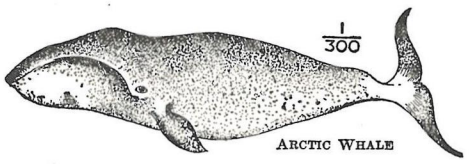
Don't be intimidated by the pro racers. First, you don't have to compete against them. Second, you'll find they are a pretty nice lot and are willing to help you out.

THE WATER'S GONE; HOW SAD

Perhaps not so sad. In fact it may be good because too much of a good thing tends to make it get old awfully fast. And why would you want to get bored with something you enjoy as much as canoeing.

Try a different approach to winter this year. Do it on skis. Not just ski-walking—get out and work on those skis. Work up a sweat, use those muscles, and get your pulse up.

But don't stop there. After you feel like you might be a halfway decent skier, get out and try—oh, oh, here we go again—racing. There are races of different lengths and over all sorts of terrain. I guarantee you'll get a kick out of working your tail off with dozens of kindred souls. It's demanding but it's also rewarding. You'll feel a bond with your fellow competitors. There is no agony of defeat. There is only the warm glow of having competed and finished.



A NEW RACING CONCEPT

I've long wondered why more cross country skiers don't canoe. I've wondered, too, why canoe people don't ski.

Well, I thought to myself, why don't I organize a sort of summer-winter/canoe-cross country ski race?

So, here it is: THE MINNESOTA TRACK-HUT CHALLENGE.

SKI: What you must do to get into this challenge race is compete in the Mora Vasaloppet, a 58 km race.

CANOE: A good race is the Main Street, an 18-mile paddle down the Mississippi.

SCORING: You may compete as an individual, in which case we'll simply add your times from both races and use that time to tabulate final standings, or you may team up with another person for the canoe segment and use the same canoe times to add to your ski time for final standing tabulation.

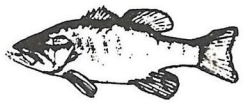
Each finisher will receive a commemorative award with trophies for the top finishers in each class. For more information send a stamped, self-addressed envelope to Jerry Kassanchuk, 245 Paisley Lane, Golden Valley, MN 55422. **Jerry Kassanchuk** ■

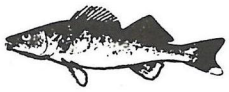
APRIL PROGRAM

Solo Canoe Program, Wednesday April 13. Displays of solo canoes and related equipment. Also interesting and informative program. See April HUT! for further details. Mark down the date!

SPONSOR LISTINGS

Strip Canoe Supplies: Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka spruce or redwood. Bill Knudsen & Associates, 488-1932.



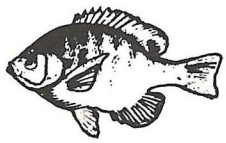


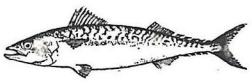
MCA Canoe Building Supplies

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:

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

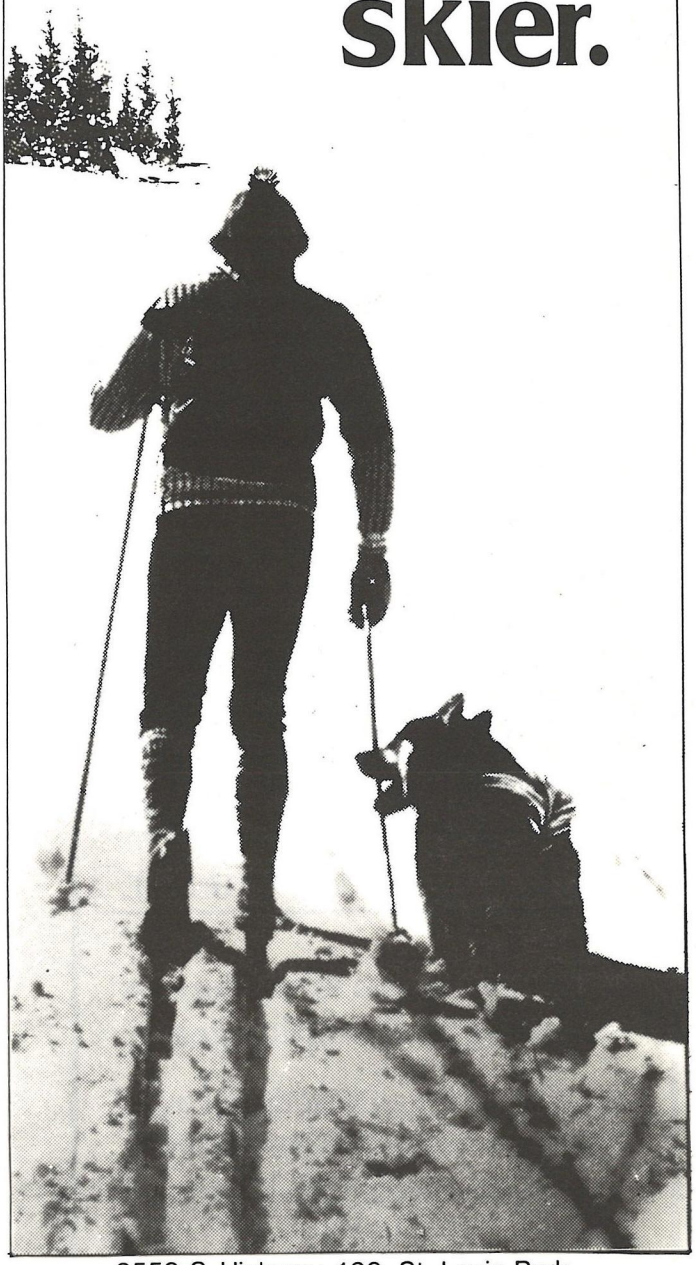




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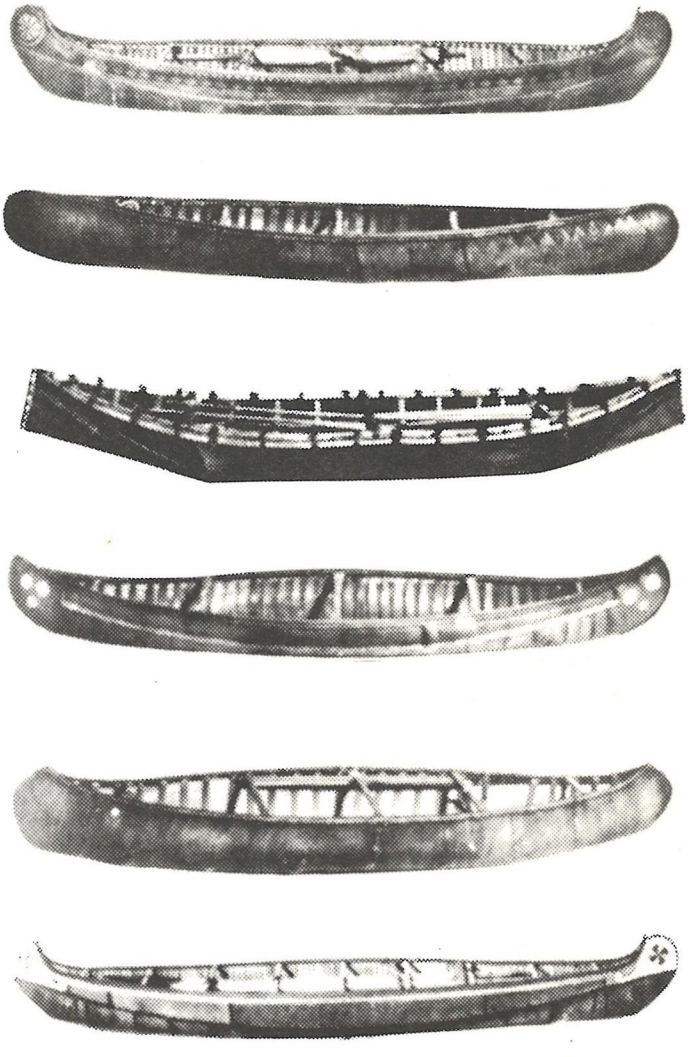
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Jerry Ackerman	Brooklyn Park, MN
Kurt Schulzetenberg	St. Paul, MN
Susan Scobell	River Falls, WI
Karl Breitkreutz	Redwood Falls, MN
Patrick Coleman	St. Paul, MN



Photos from the Survival of the Bark Canoe, by John McPhee, which will be reviewed in the next issue of HUT!

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Solo canoe: Wenonah C-1 Whitewater. PVC core, skin coat, cane seat, weighs 39 lbs. Perfect condition! $375. Charlie Evenson, 922-6144.

17'4" Guide, redwood/spruce accents, spruce gunwales, cane seats. Built 9/81. Need room for '83 models. $450. Terry at (507) 437-3794 or 437-7882.

FOR RENT OR SALE

Forms for Guide model, up to 17'10". $10/members. Kevin Johansen, 927-9855.

WANTED

Kayak plus equipment. Call or write Jan Tamble, 1103 N. 7th Ave. E., Duluth, MN 55805, (218) 726-0967.

HELP WANTED

NEEDED: Members living outside metro area to help distribute club announcements, sell advertising for HUT! and do other public relations work. If interested, contact Kurt Kemppainen, (612) 535-4852.

WANTED

Four men interested in Northwest Territories trip. 45 days in late July and August 1982. If interested, call Marv at (612) 646-6482 or Bob at (612) 545-0748.

First 20 words free to members. 10¢ per word thereafter. Make your checks payable to: Minnesota Canoe Association. Submissions must be received by the 10th of the month preceeding publication, and must be typed, double-spaced on white, 8½"x11".

Minnesota Canoe Association Membership/Order Form

☐ Renew ☐ New ☐ I wish to order materials/supplies indicated below ☐ I'm changing my address

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I would like to join the Minnesota Canoe Association as a:

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- ☐ 15' 6" Solo Canoe Pirate (Brown)
- ☐ 15' Solo (Ketter)
- ☐ Griffen II, Kayak (Brown)
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FULL PAGE	$100	$88	$80	$72	7 1/4 x 9 5/8
BACK COVER	$100	(PER ISSUE PRICE)			7 1/4 x 8

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