ISSN 0739-7445

HUT!

MINNESOTA CANOE ASSOCIATION INC. October 1984 / Volume 20, Number 10

CALENDAR OF EVENTS

(FMI= for more information)

CALENDAR RIVER RATING CODE

example:**@Q,I-A (trees,cold)**

@ = code following
Q = quiet water; **W** = Whitewater
I-A = skill level required: **B**eginner, **N**ovice, **I**ntermediate, **A**dvanced
( ) = special conditions requiring rating

BETTY KETTER'S MOONLIGHT CRUISE
If you are interested in this cruise. Contact Betty Ketter at (612)561-2208

OCTOBER

MONTHLY DIRECTORS MEETING
3 Wednesday 7:00 - 10:00 P.M.
All members welcome.
John Wexler's
2923 16th Ave. S. Minneapolis
(612)722-7069.

HAWAII CANOE RACES
5 contact: Karl Ketter
1957 Lake St., Roseville, MN 55113

LAST DITCH SLALOM
5-6 Sat- Sun
Langlade, Wisconsin
FMI John Wexler (612)722-7069.

RAPID RIDERS MEETING
9 Tuesday 7 P.M.
Coffee House Extempore
Cedar & Riverside
FMI John (612)722-7069.

ST CROIX COLOR CRUISE
13-14 Sat-Sun @Q,B,
Saturday Wild River - Taylor's Falls
Sunday Builders Contest and
Interstate to Wm. O'Brien
FMI call Jim Robinson (612)588-5402.

RAPID RIDERS ACTIVITY MEETING
16 Tuesday 7:00 P.M.
'Paddling the Suncosi' and
British Columbia Whitewater
FMI John Wexler (612)722-7069.

MCA ANNUAL MEETING AT 8:00 P.M.
17 Wednesday doors open 7:00 P.M.
STROH Brewery (former Olympia, Hamms)
707 East Minnehaha, StPaul
Members over 21 welcome; free beer

MCA ANNUAL BANQUET
20 Saturday 6:00 P.M. - 11:30 P.M.
Dinner at [illegible] program to follow
Twins [illegible], 1975 University,StP
FMI [illegible] Nickerson (612)535-1373

CANCELED

UPPER IOWA COLOR CRUISE
27-28 Sat-Sun @Q,B,
Bluffton Campground
FMI Jim Robinson (612)588-5402.

NOVEMBER

MONTHLY DIRECTORS MEETING
3 Wednesday 7:00 - 10:00 P.M.
All members welcome.
Harlan Nickerson's
6483 Magda Drive, Maple Grove
(612)535-1373.

NOTE: If you are planning on attending a trip, inform the trip leader of your intentions. This will help the leader and they can let you know of any changes or special arrangements.

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. Copyright 1984, all rights reserved.

HUT! STAFF

Winnie DauSchmidt, *Editor* **Jim Robinson,** *Ass't. Editor*

Deadline For Each Issue:

Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: Winnie DauSchmidt, Editor, 1679 W. Minnehaha, St. Paul, MN 55104.

1983-1984 Board of Directors, Minnesota Canoe Association, Inc.

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Minneapolis, MN 55404
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(612) 459-8290

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Burt Levy *Education & Safety*
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Minneapolis, MN 55406
(612) 729-8874

Mike Van de Vyver *(1986)*
2608 West 60th Street
Minneapolis, MN 55410
(612) 922-7633

Chapter Representatives

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Long Distance Canoe Racers
1957 Lake
Roseville, MN 55113
(612) 636-8116

Mike Zapf
St. Cloud Chapter
1714 Woodland
St. Cloud, MN 56301
(612) 251-5807

Rick Luck
Twin Ports Chapter
18 W. Owatonna Street
Duluth, MN 55803
(218) 724-7992

John Wheeler
Voyageurs
2690 Huron Street
Roseville, MN 55113
(612) 633-6500

Ardel Gorman
Desert (Austin)
810 Tenth Avenue Southwest
Austin, MN 55912
(507) 433-7465

John Wexler
Rapid Riders & Kayak
2923 16th Avenue South
Minnepolis, MN 55407
(612) 722-7069

WETSUIT MAKING CLASS

by Bek Kragh

Cold Weather is approaching soon and that means less than six months to some of the best whitewater around. But also its time to start thinking about your cold water paddling gear.

The MCA is making a bulk purchase of neoprene wetsuit material and other necessary items to make your own wetsuit mittens, vest, jacket, pants, hat, socks, or spray skirt. A wetsuit is an essential piece of equipment to protect against hypothermia when cold water paddling.

On Thursday, October 25th you can learn how easy and economical it is to make and repair neoprene items, (no sewing involved), at a one night workshop.

The workshop will be held at Powderhorn Community Center, located at East 34th Street and 15th Avenue South in south Minneapolis. Come any time between 6 and 9:30 P.M. Wear old clothes, bring a pair of good scissors, and bring money to purchase your materials. The neoprene is about $8.50 a yard; the neoprene cement is $4.00 a can. Think about it before that night and come with an idea of what type of project you would like to start that evening. Questions?

Call Bek Kragh at (612)929-9454.

SUPPORTIVE MEMBERS

Members who would like to support canoeing through the Minnesota Canoe Association, Inc. may become Supportive members by submitting $25.00 or more for their annual membership. Smaller donations are also welcome from any one who would like to promote canoeing.

A few individuals have been supportive members for a number of years without any recognition from the M.C.A. To show our appreciation to these members, the Directors have voted to list all supportive members regularly in HUT!

The present supportive members are:

Holace Nelson	StPaul MN
Michael L. Andrews	Burnsville MN
Clinton Waddell	Minneapolis MN
Old Town Canoe Co.	Old Town ME

MINNESOTA CANOE ASSOCIATION

NOTICE OF THE 1984 ANNUAL MEETING

The annual business meeting for all members will be held on Wednesday, October 17, 1984. The time will be 8:00 p.m., at Stroh Brewery Company 707 East Minnehaha Avenue, St. Paul.
For more information, contact Verna Robinson, Secretary (612) 588-5402,
There will be a program starting at 7:15 p.m. to distribute prizes that are usually given away at the banquet. The banquet will not be held at the usual time this year. We are planning on having it the evening following the Builders Show.

DOORS OPEN 7:00 P.M.

PROGRAM AT 7:15 P.M.

MEETING STARTS AT 8:00 P.M.

FREE BEVERAGES

ALL PERSONS ATTENDING MUST BE OF LEGAL AGE

SLATE OF OFFICERS 1984-85

PRESIDENT:	AL GUSTAVESON
VICE-PRESIDENT:	OPEN
SECRETARY:	VERNA ROBINSON
TREASURER:	JOHN KOPP
MEMBERSHIP:	STEVE STEDMAN
PUBLICATIONS:	OPEN
CRUISING:	JIM ROBINSON
BUILDING:	BOB BROWN
CONSERVATION:	OPEN
EDUCATION & SAFETY:	BURT LEVY
PUBLIC RELATIONS:	OPEN
3 YEAR DIRECTOR:	OPEN

Candidates Are Needed

Additional nominations will be accepted at the meeting. You should participate if you can help the MCA continue it's efforts, or if you are not yet satisfied with your organization and would like to help improve it. Directors spend at least a couple of evenings a month on MCA business, promoting canoeing and related activities.

Your proxy vote can be used if you are not planning to be present at the meeting.

PROXY FORM FOR ANNUAL MEETING

I, (print)_____, a voting member in good standing of the MCA, Inc., do hereby assign my proxy vote to_____ for the business to be conducted at the 1984 annual business meeting heretofore announced.

Signature_____

Mail to:

Verna Robinson
4421 36th Avenue North
Crystal, Minnesota 55422

or mail proxy form directly to the person you have assigned your proxy vote to.

POWER BOAT WAKES

by Venice Barsness

I hear canoeists complaining about the barges and power boats on the Mississippi and St. Croix Rivers. The following article appeared in the Florida Sport Paddling Club newsletter. I believe it will be of special interest to our readers; it MAY make our problems look smaller.

"Marine law places the operator of a power boat fully responsible for any damage his wake might do. But that doesn't help you when you're treading water while the culprit is speeding off round the bend. Some of the cruises coming up will take canoeists from their sheltered waterways and put them in an area where they may encounter speeding water craft.

It would be nice if all powerboat operators would slow down for canoeists but after a few years experience I just assume no one will slow down and I paddle defensively.

You can do three things to paddle defensively and make your experience safer. You can set-up your boat for expected wakes. You can learn to paddle in big waves. You can learn to avoid waves and avoid places where waves can be more dangerous.

Even if your canoe is not a whitewater model, set it up as though you were liable to run Niagara Falls today. Keep the weight low - take the cushions and the back rests off the seats. Clear out the area under the seats and practice getting into a kneeling position fast. Hopefully you won't be kneeling long enough to require gluing padding to the deck. Now brace your rear against the seat and rock the canoe on purpose so you can see how stable the canoe has become. If you have bucket seats, you may not be able to kneel because you don't want to get your legs trapped under the seats in case of a capsize. With bucket seats, a foot brace will help place you more securely in the canoe.

Keep all heavy gear as low as possible and as close to the center as possible; the boat should be slightly bow light. (Don't pack the ice chest in the bow on top of two folding chairs.)

Always carry something you can bail-alot-of-water-quickly-with. A cut down clorox jug should be the smallest device to use for a bailer. And keep it handy in the lowest part of the boat, (the stern).

Wear your life jacket. There are lots of more experienced paddlers than we that wear them, even on placid streams. They must have a reason.

Now for a 'HOW TO PADDLE' scenario. The 45' houseboat has passed in front of you at 25 knots and the five foot wall of water is a boat length away. Kneel quickly; bend low forward (never bend back away from the wave; keep the boat going slowly into the wave); keep both paddles deep in the water. (Its hard to knock a cat off a tree when its claws are in the wood.)

If you're going to take alot of water over the bow, do it with grace and dignity. You've gotten wet before. DON'T throw your paddle, grab your gunnel, and lean back to get away from the wave. Thats the perfect setup for a capsize! You need to keep low, keep your paddle in the water, and compensate for the rock and roll.

Experienced canoeists in racing hulls get as low as they can, turn their canoe almost 85 degrees sideways, and hold their paddles out to the side as far as possible, flat side down. Then they brace the canoe as the wave rolls under them.

Which reminds me of the advice of old Jess Valey, the Canadian Ranger who filled my head with woods lore when I was about 7 or 8. Jess spent much of his year patrolling either on snow shoes or in a canoe. He said if a fellow got into bad weather, far from shore in a big lake, he should lie down flat in the center of the canoe and hang on till you heard the surf under you. The wind would blow the canoe sideways and with the weight that low, nothing could capsize it.

WHERE CAN YOU PADDLE TO REDUCE WAKE DANGER? Try to keep shallow places or weed beds between you and the wake. Speed up or slow down to be in a safer place when the wake hits. Paddle in shallow water; it breaks the wave on the bottom.

Stay away from seawalls or the wave will come back and hit you from both sides. Paddle on the other side of the channel from the seawall. Avoid (like the plague) narrow places with seawalls on both sides such as under bridges. Wait till the coast is clear and paddle like mad!!

TRADING POST

WANTED

A good used Royalex or aluminum (Grumman, Alumacraft, or Michicraft) canoe. Call **Cliff Jacobson (612)437-7497.**

FOR SALE

16' Wood & Canvas Old Town canoe -- 1944 model. Needs some work. $500. or best offer or trade. **Paul Rem (612)645-3538.**

Lightweight, low volume, Sneaker kayak in reasonably good condition with good outfitting. Built by excellent builder. Only $100. **Call Bek Kragh (612)929-9454.**

Very small, very light, very cheap canoe. Ideal for putzing around on lake or in easy whitewater. **Call Jess Fauchier (612)537-4907 (H) or (612)540-6578 (W).**

We-No-Nah 16'6" Fiberglass Echo. $350. **Call Jackie (612)777-8421.**

16 Ft wood and canvas Old Town - Serial #167493. Needs minor repair, may leak, best offer over $600. May inspect at Minneapolis or Eau Claire. **Write P.O.Box 3, Eau Clare, WI 54702-0003.**

Strongback & forms for a 17' Explorer. First class equipment. **(612)432-7557.**

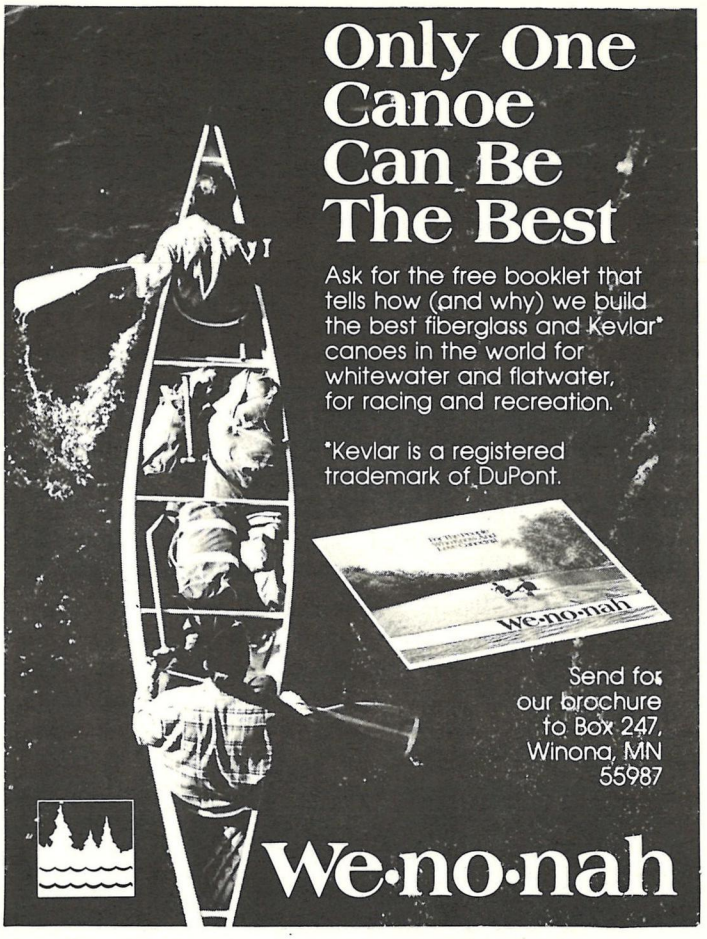
Olympic K-1, Phoenix Comet. Excellent condition, with 216 CM left hand fix paddle. Will consider any reasonable trade. **Fritz Hansen (414)878-2777.**

UPPER IOWA COLOR CRUISE

If you missed the Upper Iowa canoe trip in May, now is your opportunity to join us for a fall color cruise on this scenic river in Iowa. Enjoy nature's beauty of fall colors as well as the magnificent 200 to 250 feet limestone bluffs.

It will be cool weather camping, as we are planning this trip for Saturday and Sunday, October 27th and 28th. Bring your warmer sleeping bags along. We will be camping both Friday and Saturday night at the Bluffton campground.

FMI Jim Robinson (612) 588-5402





101 - 79th Avenue North / Minneapolis, Minnesota 55444
561-2208

WOOD STRIPS: Ceder or Redwood-16, 18, 20 foot lengths. 3/4" and 1 1/2" widths. Wood is carefully selected and cut by a little old Swedish carpenters who mix sawdust with their coffee.

CANOE RENTAL: Winona, Sawyer, Beaver, Alumacraft, Paddles,PFD. $13.00 a day. Call to reserve specific high performance models. Group and shuttle service arranged.

CANOE LESSONS: On most any day you can paddle our rental canoes while we yell a few hints to get you out into the current. For a complete canoe technique analysis and personalized instruction with all equipement- $15.00 and can be arranged for one or three people. Instruction will be tailored for your next canoe adventure.

MCA RESIN & FIBERGLASS DEPOT: also stocking web and cane seat, thoarts, yokes, gunnels, footbraces for those builders under pressure to get the project out of the living room.

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President: Karl Ketter (612)636-8116/561-2208
MUD Editor: Jenny Graham (612)729-3475
Membership: Steve Nelson (612)822-4164/333-5336
Rookies: John Wexler (612)872-8282.

Editor's note: Congratulations to all the Racers!! I hear by the grapevine that you really showed your colors at Shawinigan. I hope to have the full details in the November HUT! so all the non-racers can read the good news. Great going!! RAH! RAH!

1984 USCA ANNUAL MEETING REPORT

by Mike Cichanowski

The Annual Meeting of the United States Canoe Association (USCA) was called to order at 9:23 A.M., January 14, 1984 at the Colonial Inn, St. Petersburg, Florida by President Chuck Weis.

The Competition Committee made a motion and it was approved to add the Over/Under class on a trial basis at the U.S.C.A. Nationals. The senior paddler is to be 29 or over as of January 1st and the junior paddler of Fledgling age.

A motion was made and approved to add Article 11, Section 2, Geographic Location, of the Rules and Regulations. This addition to read: "However, only citizens of the United States or those who have resided in the United States for at least two (2) years immediately prior to a championship event can hold a National Championship title".

A motion was made and approved that in all team events it must be a United States team to hold National Championship status.

A motion was made and approved to drop Junior Aluminum as a Championship class.

A motion was made and approved to recognize with a First Place Award, the first womens Masters team and first Mixed Masters team to finish within the Women's and Mixed Cruising classes.

Bids were received for the 1985 Nationals. One bid was received from the Lafayette Canoe Club, Lafayette, Indiana. A motion was made and approved to accept the Lafayette bid. The motion carried.

The floor was opened for bids for the 1985 Annual Meeting. Bids were received from Cincinnati, Ohio and Winona Minnesota. A vote of the delegates showed that the 1985 Annual Meeting will be held in, you guessed it, Winona, Minnesota.

You are all welcome and encouraged to attend. Plan now; its the 2nd full weekend in January 1985.

THE DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER

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

TWIN PORTS

September was quite the active month for our chapter. First the Apostle Islands Cruise, the elections, the Open Boat Slalom and finally the Flambeau Color Cruise. Trip reports will be available in next month's HUT!, as all the activities were after the deadline for this issue.

After buying a waterproof pack and a throw-line our treasury is down to $88. Once we stock the pack with a few more items we"ll be ready for this year's chapter rebate to get our treasury back in the black. Oh well, after the elections these are issues for the new officers.

It's not too early to start thinking about winter activities. Rick Luck and Dave Garron are trying to get together a New Year's Eve winter camping trip. Dave has been doing a winter trip over New Year's for the past several years and various club members have joined him. This year they're looking for a cabin rather than the traditional tents and snow caves; but they would still like to find one where the only access was by skis. If you are interested in this type of a New Years or know of such a cabin, get in touch with either of them. They'd like to keep the trip size down to about 8 people so it wouldn't hurt to get ahold of them early.

CANOE BUILDING

The Minnesota Canoe Association, Inc. was founded in 1961 by racers who liked to design and build their own canoes. Out of this developed the MCA program for canoe building.

The MCA offers to its members one of the better canoe building books, canoe plans on a variety of hulls, fiberglass cloth, and resin. Under Minnesota law, the MCA can supply these items to current members. Prices for MCA materials are listed in each issue of HUT! Plans are sold with the understanding that they will be used for non-commercial canoe building, and will not be manufactured for sale. If you would like a custom design for your own use, the MCA has designers who can draw canoe or kayak plans to your specifications.

The book, "HOW TO BUILD A CANOE", was first published in 1968 and is the original woodstrip canoe building book. It is now in its fourth edition. This is one of the better woodstrip canoe building manuals available today. It describes the system and techniques developed by the inventors of woodstrip canoe building.

30' VOYAGUER PLANS

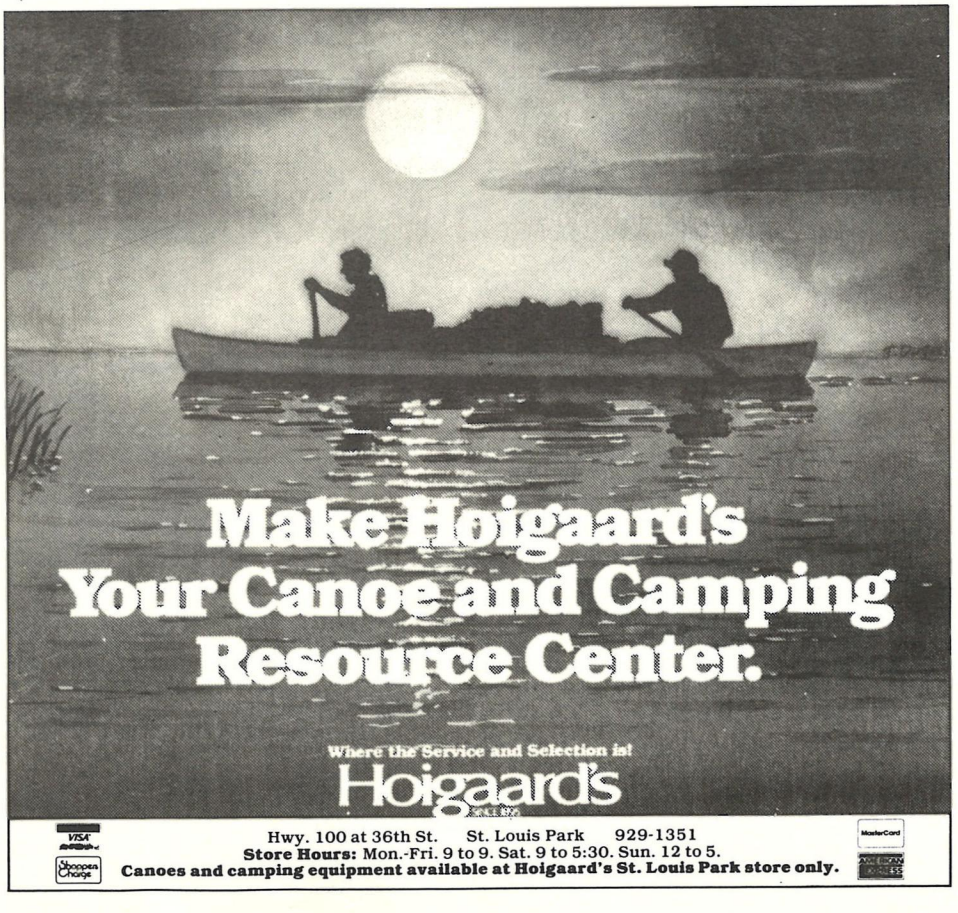
by Venice Barsness

The Voyageurs Chapter of the MCA built one. It is 30 feet long and seats about fifteen people. Its great for a large family. It is not lightweight, but it is a great canoe for camps, Boy Scouts, YMCA's, or for the handicapped.

The Voyaguer was designed by Roger Gies, and the plans are now available from the MCA. Due to the size of the plans and the fact that each set is handmade the cost per set is $25.00.

If you have never built a canoe you will not be able to build one by just looking at the plans. You will need to order the MCA building manual, also. Delivery of each set of plans will take a couple weeks. You may request these plans and a list of other plans available by writing the MCA.

In addition to your MCA membership of $10., the Voyageurs have a one time joining fee of $5., then they only ask for an additional donation when they have a special project. If you live in the metro area and would like to join the Voyageurs Chapter, make out a check to the Voyageurs Chapter in the amount of $5.00 and send it to the MCA., P.O.Box 14207, University Station, Minneapolis, MN 55414.



FOG...

by Bob Brown

I woke to the sound of a distant train. It took me a minute to remember that I was camping on an island at mile 723. Things were real quiet except for an occasional truck across the river rolling up Highway 61.

There was a dampness in the air that seemed unnatural for a September morning. I peered beyond the tent flap and my world disappeared 50 feet away in a fog. None of the boats were in sight that had kept this section of river so busy last night. I guess on a Saturday morning all the yachtsman were sleeping in.

I had miles I wanted to make today. My plan was to paddle down into God's country. A little fog needn't stop ME. It was just nine miles to lock 6, I decided to try to make it before the fog cleared. Often towboats stop just short of a lock then want to lock through in the morning as soon as it clears. Then the locks would be busy.

After a quick breakfast I loaded the CJ and headed out. The fog shut in behind me so quickly that my campsite was lost in about four strokes. I traveled on down stream; I hoped it was down stream. Little hints of things came into my limited view and were gone again - very quickly. A quick glimpse of the shore would come and go. The stern of a parked boat would appear and be gone in seconds.

I was okay passing over wing dams, they were harmless to me at this river stage. I found them reassuring to see because I knew that I was out of the main channel. Just below Homer I paddled in a narrow channel between islands. These islands showed up right on schedule. It was really nice to know where I was.

At mile 719.5 I ran out of islands. I had to make a run for a while completely blind. The channel made a crossing at this point. I didn't want to cross it. Somewhere out there is a railroad track, it runs right up the middle of the valley. I had to find it in this fog. No more wing dams to guide me, just the highway noises and fog -- and fog.

Minutes passed. It seemed like forever. A swirl of water to my left reassured me. "A wing dam", I said, "I'm still right on course. There should be a marker just ahead. Funny I can't see it! There it is, (relief) boy is this fog thick. Mile 718.8 that has to be Blacksmith Slough light, good I'm still on course. The railroad has to be just to my left."

I found the track and my navigation problems were over. Four miles down this shore and I'd be at Trempealeau. "718.1 Mount Trempealeau Day Mark" I thought, "Gee I'd like to see that mountain." I know how Moses must have felt when the Red Sea opened up. Just as I was abeam of this monolith the fog broke, not for long but my mind snapped a picture of this mountain framed in fog.

The fog closed in and I paddled on. "How are they biting?", a voice from the fog asked. I almost collided with a couple fisherman at the upper end of the state park. "No luck at all this morning" I replied. I didn't have the heart to inform them that I didn't have a rod on board.

A couple more miles following the railroad. A few signs of town. A few houses passed through my view, then, more of them. I saw a sign that said 1200 and I knew that I had arrived.

This was not the end of the trip. The trip went on for two more days as I paddled deeper into God's Country. Reaching the dam was the end of an experience; an experience that I'm very happy to have had.



NEW MEMBERS

Bruce Almquist	Minneapolis MN
Johan Bergstrom	Gnesta Sweden
Patrick Besanson	Minneapolis MN
Warren Bilkey	Minneapolis MN
Mary Ann Bown	Arden Hills MN
Oren Brown	Lancaster CA
Pat Brown	Glenfield NY
John R. Dickinson	New Hope MN
James M. Dopp	Lakeviue MN
John Fay	White Bear LakeMN
Charlotte Forsythe	Long Lake MN
Muir Gilbert	Mt Clemens MI
Bob Hanson	Hastings MN
Mark Kindseth	Kenyon MN
Paul Krogvold	Finstadjordet Norway
Fred Mades	Plymouth MN
Manitoba Paddling Assoc	Winnipeg Canada
Dennis Marhula	Eden Prairie MN
John C. Naber	El Paso TX
Nancy S. Nash	Superior WI
Wilbur Nissley	Columbia PA
Jack Ray	Minneapolis MN
Earle Roberts	Middletown CT
C. M. Schwab	Cupertino CA
Tom Steckling	Plymouth MN
Tom Strewler	Superior WI
John R. Thompson	Woodbridge VA
Karen Thormodson	Hanska MN
Sarah Vest	St Paul MN
Mary Wenzel	Minneapolis MN
Darwin Wilde	Minneapolis MN

NEW LIFE MEMBERS

Venice Barsness	Eau Claire WI
Les Martin	Saginaw MN
Walter E. Thatcher	Stillwater MN

ATTEND THE ANNUAL MEETING

OCTOBER 17,1984

YOUR VOTE COUNTS !

HELP WANTED:

MIDWEST MOUNTAINEERING

NEEDS EXPERIENCED CANOERS, KAYAKERS AND AND X/C SKIERS

APPLY AT THE STORE

309 CEDAR AVE SO

PSSSST!

It's that time of year again...Ski Sale Time! This is just a reminder to let you know that Midwest Mountaineering's Ski Sale is in progress too. 1983 skis, boots, poles and bindings are selling **now** at 20% off or more. 1984 gear is coming in also—all at sale prices.

—PLUS—

All XC Clothing 15% off or more. All Cotton Sweaters 10^{00} off. All Wool Sweaters 10% off. MEI Daypacks 19^{95}. Corduroy Rec Pants 24^{00}. Norwegian Ragg Wool Socks 4^{95} (6^{95} Value).

MIDWEST MOUNTAINEERING

309 Cedar Ave. So., Mpls. • 339-3433 • Weekdays til 9, Sat. 10-6
Park free across the street behind Caesar's Bar.

Ask us. We've been there.

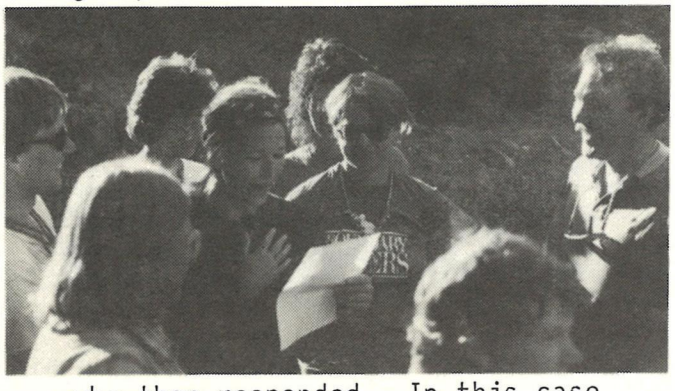
RESCUE CLASS REPORT

Burt Levy, Education & Safety Director

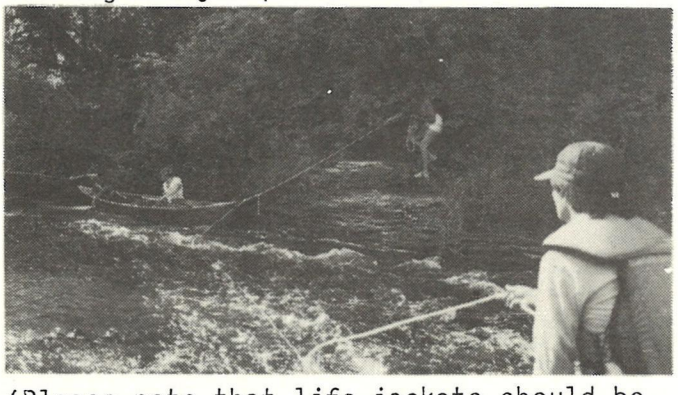
The place was Sand Creek in Jordan, MN on July 7th when the Rapid Riders and MCA presented it's first ever River Rescue Clinic.

Words such as Z-drag, 'biners, tag line, telfor lower, prussick, and throw rope could be heard eminating from this group of concerned whitewater paddlers. To some these terms might sound technical and complicated. In actuality the equipment is simple and the techniques were easily learned by the 14 MCA members who participated.

On land demonstrations, discussion, and practice were followed by a move to the creek to use these newly learned skills. First a whitewater accident scenario (based on actual incidents) was read to the group....



....who then responded. In this case freeing a kayak pinned in a sweeper.



(Please note that life jackets should be worn by all persons involved in an actual rescue. This rescue was simulated under extremely safe conditions.)

Infinite thanks to Bek Kragh for making this clinic possible and working out the civic details with the city of Jordan, whose cooperation we greatly appreciate. Also, special thanks must be given to all who participated, because now our fun and thrilling sport has become even safer with their knowledge.

OLD DOGS -- NEW TRICKS

by Cliff Jacobson

Can an old dog learn new tricks? You bet! Here's a couple of neat ideas I gleaned from the mind of Jim Robinson, the MCA's cruise director and official "font of wisdom".

My procedure for padding cartop cariers is to wrap wet pieces of scrap carpeting around the bars, then tightly coil light nylon cord around the carpeting. When the carpet dries, it firms into place so the padding stays put on the bars.

Jim's procedure is slicker: He secures one inch diameter heater hose to the one inch diameter steel tubes of his "Quick 'n Easy" carriers. Jim lubes the rubber with brake fluid (best rubber lubricant) so it'll slide easily onto the steel tubes. Eventually, the hose takes a near permanent set and becomes "glued" to the bars. Neat looking, protective, and absolutely impervious to the weather or chemicals. Good thinking Jim!

Jim has also developed a neat inexpensive way to convert high quality teflon-lined skillets into state-of-the-art camp cookware. A captive thumb-screw, which he designed, replaces the factory screwdriver actuated handle screw and allows the bakelite handle to be quickly and completely removed from the skillet. From personal experience, I've found there's no such thing as a "good" commercial camp skillet. Jim's invention allows you to attach/detach the handle of a quality skillet in a matter of seconds. I'm impressed enough to want one. Jim might manufacture this product if there is sufficient interest. Call him for details!!

HELP!!

I am presently assembling material for a new book entitled CAMPING TIPS ONLY THE EXPERTS KNOW (or some similar title). If you have any obscure camping tips (no canoeing tips, please) which you would like to share, please send them to me. If your tip is used, you will receive full credit for it as well as a five dollar payment for any black and white photo used. Contributors may purchase as many books as they like at the publisher's cost. Deadline for tips is May 1, 1985. Thanks for whatever help you can provide.

CAUTION!!

by Cliff Jacobsen



A number of MCA members have built fabric canoe covers from plans in my book, CANOEING WILD RIVERS. Unfortunately, a few have overlooked important safety considerations. These include:

1. The cover must be secured so tightly to the canoe that it can't possibly come loose. That's why I suggest securing snaps at eight inch intervals along the belly and four inch intervals at the ends. Some folks are allowing too much distance -- and too much unsecured fabric -- between snaps!
2. Safety requires that the tail section of a split solo cover be snapped (not velcroed!) to the tail section. Snaps are much more secure than Velcro. If you don't believe that, see the discussion of "canoe covers" in Bill Mason's excellent book, PATH OF THE PADDLE.
3. Sizing of the skirt is critical. If it is too small, escape can be difficult if you upset. If it is too big, water which pools in the skirt pocket when you punch through a big wave, may unbalance and sink the boat. A cockpit size of around 26 inches (measured across the oval, front to back) is plenty if you begin the hole at the back edge of the seat. If you try to allow for the full range of a sliding seat when you build the cover, you'll have too much unsecured material in the skirt.
4. The Velcro closure patterned in my book is foolproof in an upset, but you must not forget to add the glove snap at the place indicated. Otherwise, a hefty wave will shear the Velcro and you'll have gallons of water pouring in.

As I've repeatedly pointed out in past articles, covers add considerable comfort to the canoeing experience. They reduce wind resistance by as much as 50 percent, and add considerable warmth on bone-chilling days. They also markedly increase the seaworthiness of a canoe and make it possible for you to use low volume craft on big water. However, they can be dangerous in an upset if you don't give due consideration to the safety factors I've outlined here and in the book.

Bibs and suspenders which are designed to keep the fabric skirt from pooling water are, in my opinion, death traps in the event of a capsize. And don't let anyone tell you otherwise. Anything which tends to hold you in the canoe when you go over should be looked at carefully with a jaundiced eye.

My cover designs have been field tested on at least five different occasions I know of. In every case the paddlers exited Class II-III water quickly and completely...and the covers remained firmly attached to the boats, which floated benevolently upside down.

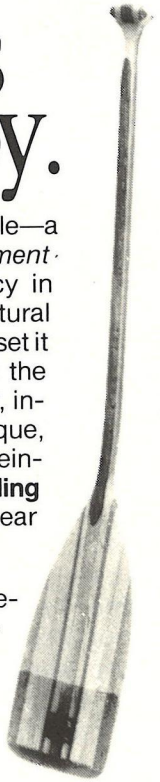
If you make a fabric cover for your canoe, please pay careful attention to the small, seemingly insignificant features which affect your safety.

Thanks for keeping "the sport" safe...

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CANOEING WISCONSIN'S RED CEDAR

by "Good Ol' Nels"

This trip was planned to be a pleasant and reasonably non-exhausting one and it turned out to be just that way. There were also some interesting and special happenings and pretty nice scenery besides.

We started canoeing at Colfax where the Good Lady Mavis' Mother and Dad and other relatives reside. We were heading the 7 or so miles to Lake Tainter which was described to me with some 'drama' while canoeing the upper portion a couple of years ago. Not counting the rapids below the Dams, it seems that the fastest current of the whole river is in that portion. A father and all his family ran afoul with a tree at a fast bend and had quite a time before fishermen pulled them all out and got them all to a warm dry place! We could notice the current picking up just north of town so we would be conservative in our interaction with trees. The water is clear this Mid May and probably is of medium depth. The bottom looked the same as it did when I canoed it all the way from Rice Lake and that is that the bottom is TOTALLY covered with those 3" to 5" round and oval smooth stones! I also well remember that just 10 miles up stream from where we started we got invited in to one of those local Wedding receptions that are held at those rustic country Taverns. The FREE beer Pitchers were passed with rapid regularity!

Fishermen are met with their boats every so often and now and then we see a rod bend and quiver. My friend Charlie Knost, formerly of Eau Claire, regularly caught good walleyes in the Red Cedar and in Lake Tainter.

This is a bright pleasant day with lots of lush greenness all around. The trees generally protect us from what was a very strong West wind in the earlier morning. We are wondering what the wind will do to us on Lake Tainter! Just ahead the river gets constricted between a grass island and some trees to the width of a Narrow Alley and at a square sharp bend. Sure enough there is a low limb coming out over the water! The river has made a swamp out pond just to the right, so I dash in there to use it as a turn table to get around and approach that booby trap place at a more favorable angle. After observing carefully, we charge through and it is faster and more powerfull than we thought I graze the limb and luckily am not unhorsed. Son Vance and daughter Cindy just charge right in there and thrash around and come through there with no trouble whatsoever! I've seen him charge through one of those short, steep rapids next to a cliff and just let the pillow water fend him off the rock.....Lucky! Lucky!

Soon, we are in Lake Tainter and there is only a gentle breeze on it. The lake cabins are a pleasant change of scenery. As common as cabins and green yards can be we nevertheless saw that combination one place that was so outstanding that it was truly a memorable picture in Camera as well as Mind!

The lake sprawls 6 or 7 miles first West and then S.W. and a well developed Hay River comes into it also and is probably quite canoeable.

Cedar Falls is mostly a name, I guess, but a large Dam is there and it is very photographable. One side portion seemed real sporty to saucer riders I would imagine.

We enjoyed a pleasant lunch break and pondered the considerable drop for a few blocks below the dam. The rapids looked a little formidable with big enough waves. We found deep enough water and stayed in just the right sized waves and then split out. Vance and Cindy charged right down the pipe! Over our shoulders we could hear Scrape, Scrape, and a THUMP, and then Cindy's exhilarating cry! They basically got through just fine, but Cindy caught a wave that pretty much drenched her from head to foot! I don't think Vance got a drop on him.

It was fun going under the US #94 bridge that we have all driven over enough times and soon entering Lake Menominie. The town with its unusual skyline lay mostly to the South of the lake three miles away.

The portage is made amidst a sprinkling of rain. Downstream a few blocks a fairly good sized rapid is seen. It gave me a little concern. The river can change drastically through here and all the way to the Chippewa depending on what the Dam here in Menomonie is doing. It happens in

a hurry, too. Plenty of water is coming through the dam and Vance and Cindy really bounce around just ahead of us. We go through with little trouble, but looking around the bend we can hardly see the others who are in the big troughs between big waves on this 2nd and much greater rapid! They bounce around wildly but come out nicely and found a "dry" path through.---We arrive, but don't find that nice "dry" route. We are in a big heavy place that I don't want to be so we back paddle furiously and try to Ferry off to the left. The angle gets too wide and we are not making the progress to the left nearly as fast as I wish. We go into the 1st deep troughs not at all like we want and we struggle to get the points going the right way. We are forced to fight for alignment and stay alert to react quickly as we thrash through the worst of it. We clear out okay but I know the Good lady caught at least two or three big waves and I end up none too dry sitting way in the back either!

We all stay cheerful and enjoy the changing mood of the river. Earlier in the day, Vance and Cindy saw a Beaver, and I just spotted a Raccoon relaxing on an angled ground limb. A bicycle and running path went along the West side and was made of the brownish crushed rock. It was once a railroad bed that ran from Menomonie to the Chippewa River. It was in regular use all the time we were in the area. A Club is holding activities on the shore, and a Canoe Race now, also.

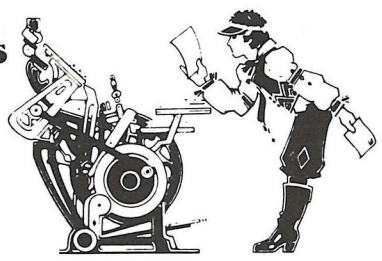
Soon we came to Irvington, a real small town with a friendly Tavern right next to the River. We ordered a Pitcher of Beer (Pabst) and some "Crunch" and a couple of those good Hot Sandwiches. The Beer was the most outstanding that I have run across in years. With full respect to "Mannings" Cafe-Tavern in S.E. Mpls, which has been there over 50 years and is always a fine place and has great and well known beer, I must give a sincere compliment to Irvington! We ordered a pitcher of "Old Style Lager" next, and it was equally as good as the first. The Beer stayed especially creamy, smooth and flavorful through the bottom of the pitcher and the bottom of the glass!

While there, we heard mention of a Pig Roast along the river by a "Riding" Club. As we got downstream a ways, we saw the persons on horses standing around next to the mechanical cooking contraption with the Pig turning inside. If it were in the cards, our stomaches could do real justice with getting involved with that event!

The "Downsville" bridge was soon slipped under and we knew we had just over 3 miles to reach our day's camp and destination. I was sent ashore to scout when we got near a place where Mavis had rememberances as a child. With a phone call from the farm next door, Cyril Webber & Carmen, our hosts told us that indeed I was within a block and 1/2 of their house but that the road from the River was three fourths of a mile further around a wide bend. Spiritedly, I trotted back to the canoe group. Cyril told us a flag would be at the take out spot in case he wasn't done with his chores. He also warned us of some dangerous tree limbs near the small island by the takeout!

to be continued next month.....

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AUGUST MINUTES

MCA Board Meeting August 1, 1984
Verna Robinson, Secretary

The meeting was called to order at 7:00 P.M. by **Venice Barsness, President.**

The annual meeting will be at the Stroh Brewery Company on Wednesday, October 17th. from 7-11 P.M.

Canoe Day at the State Fair will be August 26th. Dave Nelson will be there to be in charge of the kayaking demonstration. Al Gustaveson and Jim and Verna Robinson will be there to discuss river routes and demonstrate some canoeing in the fish pond.

Motion was made to censure the president for failure to settle the prizes on the membership drive in 1982. The motion was seconded. Motion to be tabled until Venice can get this straightened out.

Harlan Nickerson, Public Relations; Harlan will get news releases out this week for the Presidential Cruise on August 18th, and for the Poling and Picnic program on August 21st.

Bob Brown, Building Director, (as reported by Venice); Bob plans to have a solo night sometime in September. The builders show will not be in November, because we were not in time to reserve the building. It will probably be at the Brooklyn Center Civic Center in February.

Jim Robinson, Cruising Director; Cruises are as scheduled in the calendar. However, the Crow River Cruise is for Saturday, September 8th only, not Sept. 8th and 9th as listed in the calendar. Jim was interviewed by Ralph Thornton who covers the outdoor section of the Star and Tribune. This article appeared in the Mpls. Star and Tribune on Sunday, August 5th. We had a very good turn out for the Summer Pleasures Cruise. 19 canoes were there, and 6 of those canoes belonged to MCA members. We gave everyone who was not a member a copy of the July "HUT" and a brochure.

Steve Stedman, Membership Director; informed us of even more enlightening facts on our membership status.

Winnie DauSchmidt, Publications; was sick and did not attend. There was a discussion of the cost of printing "HUT". Jim requested that there be some promotion articles in the "HUT" for upcoming cruises. There was a discussion of the calendar, some items don't say anything. Individual events should say "Race" or "Cruise" or code "C" for Cruise and "R" for Race.

Verna Robinson, Secretary; The July minutes were approved as read. There was no further business, and the meeting was adjourned at 8:30 P.M.

Respectfully submitted,

FROM THE BOW

Venice Barsness, President

The MCA is a membership corporation, and each member will receive by first class mail a notice of our annual meeting. (See article this issue for meeting time and location.) At the bottom of the annual meeting notice is a Proxy form. If you are not able to attend, PLEASE sign your proxy form. Indicate any officers you would like to vote for, or write any name in for a position, or don't specify any vote. Give or send your proxy form to anyone who will be attending. You can mail the form to the secretary and still specify a certain director to vote your proxy for you. We need a certain number of member votes to make our election legal.

PLEASE NOTE!! The place reserved for our annual banquet had some scheduling problems, we lost our space/ our night. This close to Banquet time we could not find another opening, so we canceled the banquet for this fall. We are looking forward to having one early in 1985 on a Saturday after one of our all day programs. Then our members from out of town can make one trip for both events -- a major MCA program and the banquet.

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