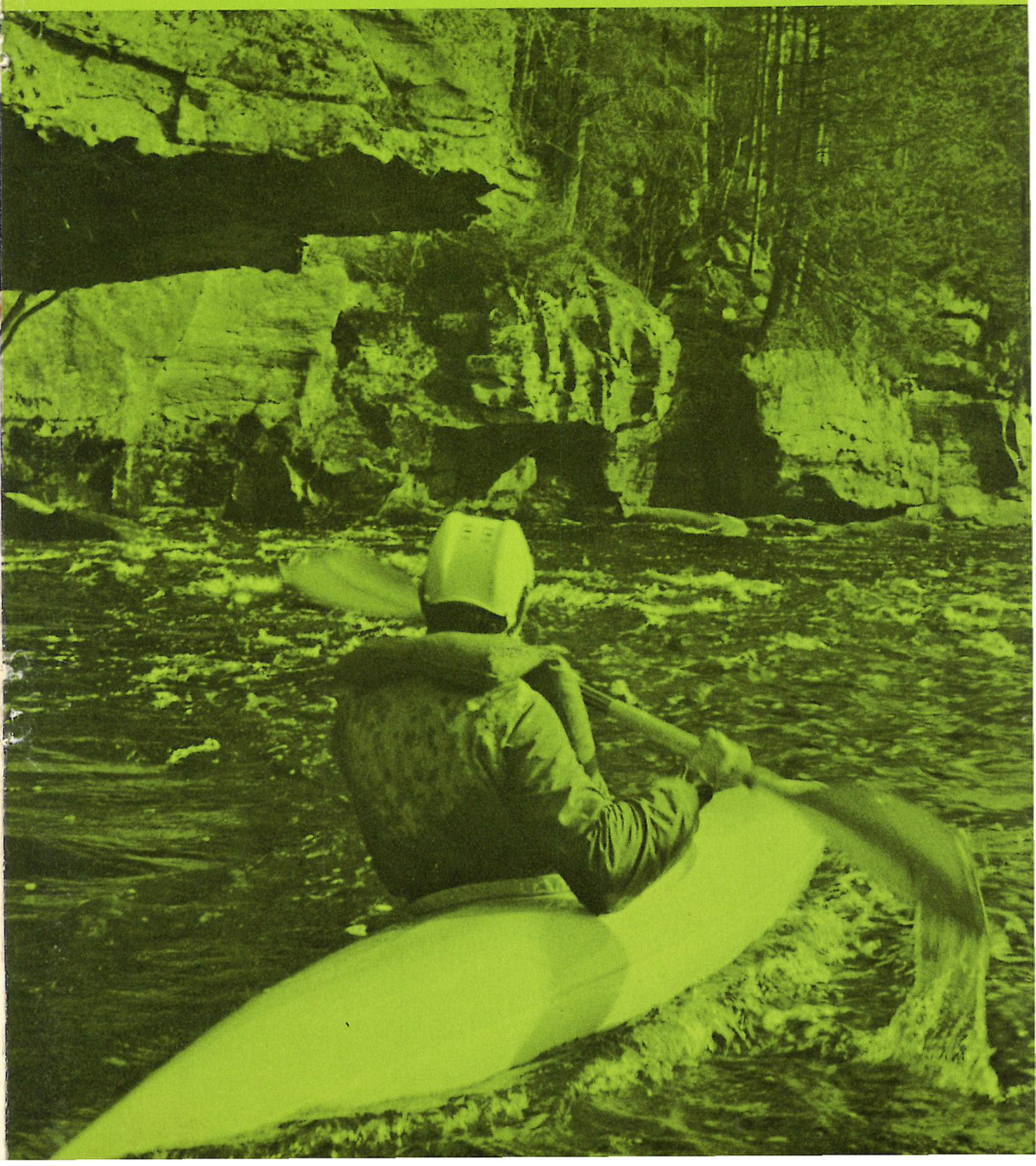
HUT!

NOVEMBER 1970

MINNESOTA CANOE ASSOCIATION

BUILDERAMA — NOVEMBER 18-21
HAR-MAR MALL — ROSEVILLE



FISHHEAD STEW* (1 hour) 4 servings

I hate to disappoint you, but you don't actually eat the heads. They're just simmered to make a stock (base) for the stew.

1 envelope (1-3/8 oz.) onion soup mix
1/2 c. rice
1 tsp. dill seed, in envelope
1 recipe Loaf Biscuit mix

Heat-seal biscuit mix in pouch. Put rice, envelopes of soup mix and dill seed, and pouch of biscuit mix into plastic bag; tie shut. Keep in mess kit.

At camp

Remains of Portage Smoked Fish (including heads and skins) or uncooked heads, skeletons and skins of freshly caught filleted fish
2 quarts (8 c.) water
Margerine

Put fish parts, dill seed and water in pot; cover and simmer 30 minutes. Strain broth into another pot – make sure no bones go through. Add rice and onion soup to broth. If you did not use smoked fish, add 1/2 tsp. salt and some of the fillets. Cover pot and simmer 20 minutes. Meanwhile, prepare biscuits. Serve stew and biscuits spread with margerine.

LOAF BISCUITS* (70 or 20 minutes) 1 loaf

Baking time is increased if biscuits are steamed. This recipe is an adaptation of baking powder biscuits.

2 c. flour
1/2 tsp. salt
1/4 c. margerine
1 tsp. baking powder
1/4 c. milk powder

Mix flour, salt and margerine well with fingers. Stir in baking powder and milk powder. Heat-seal mix in pouch.

At camp

2/3 c. water
Margerine for greasing pan

Add water to mix. Spoon all of dough into well-greased skillet. Smooth surface of dough with back of greased spoon. Bake by steaming (preferred) or frying. Cool to lukewarm and cut into squares or slice like bread.

*from A FINE KETTLE OF FISH And Other Things: A Wilderness Chef's Handbook, © 1970 Jean-Marie Fisher

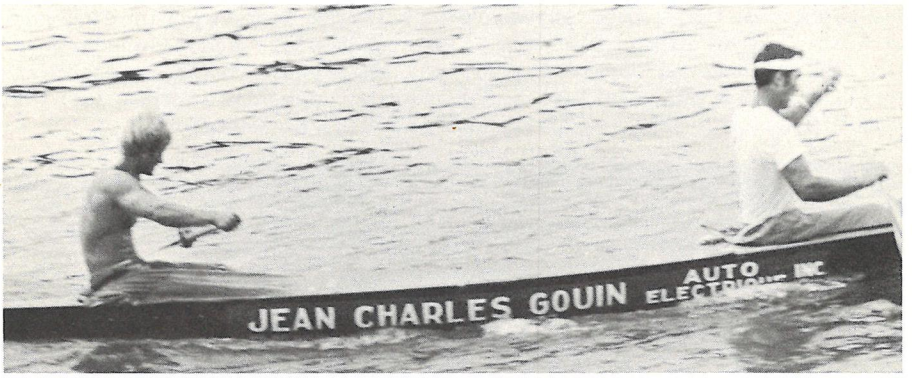


Profiles of the Quebec Racers

Photos by Barb Ketter



Claude Corbin & Jean Guy Beaumier (Cap de la Madeleine, Quebec): Having won the top four Canadian races, this team is undoubtedly the 1970 champion. They were threatened only once--when a Minnesota team finished just two seconds behind them on the first day of the Classic. Claude has won 20 of his last 21 races. This feat was accomplished with two partners, Jean Guy and Luc Robillard. Jean Guy is considered the grand master of the Quebec paddlers, and they paddled one of Jean Guy's canoes which is the dominant canoe among Quebec paddlers.



Gary Neddermeyer & Steve Peterson (Long Lake & Coon Rapids, Minn.): They were a "dark horse" team who made the winners work for their victory. Gary and Steve placed seventh at Sorel, fifth at Mt. Laurier, and they climbed to second in the Classic. They began to move late in the season and finished very strong, to the delight of Marcel Gauthier (Shawinigan, Quebec), their sponsor, and Buzz Peterson, Steve's father, who was eliminated from contention by a ruptured appendix during the Sorel race. On the first lap of the Classic, Gary and Steve finished with a strong driving sprint that put them two seconds behind Corbin and Beaumier! The MCA is proud of Gary and Steve and hopes their careers will continue to be successful.

WALT'S CORNER



Canoe Rambling

In the northern part of the Superior National Forest, there is an incredibly hard to believe canoe country. That is the way it was described to me 45 years ago. It's an accumulation of land and water at different elevations, creating rivers, waterfalls, and rapids. It's a galaxy of water and rock, and is covered with a dense forest of pines, all 1,034,852 acres of it.

If you think there is a scarcity of roads, you should have tried it 45 years ago. As space does not permit telling of all the roads, I will tell you of one--the one we call the Gunflint Trail.

At that time I had the most common of all cars, the Model T Ford. (At that time who had money?) By taking the body off the Model T, we had a runabout with 28 horsepower possible, 35 to 40 miles per hour at full throttle, 30 by 3 inch tires, 70 pounds of pressure per tire. By bending a few pipes and drilling a few holes in the right places, we could use the canoe as a top. Around my seat I piled packsacks, extra gas, oil, and other gear used for paddling and camping. At that time there was a trail (not much, but a trail). It grew during prohibition when it was used as a trail for running whiskey, so I have been told. It was narrow, hilly, and full of ruts. About all I could do was get as far as Poplar Lake where I started my first canoe trip all by my lonesome, as my buddy took sick and was unable to make it.

At that particular time of my life I was endeavoring to be a land surveyor, so I had become accustomed to measuring everything by walking, say forty steps per one hundred feet, plus visual observation. I figured this whole trip, quite a few miles on water--give or take a few yards on portages, to be 46 miles of paddling and just over five miles of portaging. If you were alone and had to make two trips on each portage, then that would triple the miles on the portages. The route went from Poplar Lake to Winchell, Brule, Temperance, Cherokee, Long Island, Omega, and back to Poplar Lake, an easy, beautiful one-week trip.

If you leave home on a Friday evening and start canoeing Saturday morning from Seagull Lake to Alpin, Red Rock, Saganaga (pronounced sag'-na'gaw), and back to Seagull Lake, you will be back home Sunday. You will have gone 23 miles by water. On this one, your wife could portage that old log you sometimes call your canoe over the only half mile portage.

Another old favorite of mine is from Sawbill to Cherokee, Long Island, Snipe, Copper, Tuscarora, (that tonguetwister) Gabimichigami, Little Saganaga, Polly, Alton Lakes, and back to Sawbill Lake, 62 miles of paddling with two miles of portaging.

Walter B. Jones

none of what was about to happen. Very soon our challenge swept into sight--the May Ledges. Now, I will admit, these gave me a fright at first. They are a series of shelves of rock with a sheer drop of three or four feet each. But then, the obvious chutes combined with our superior skill soon made me forget my fears. Once we were committed, however, the river showed her true colors. She lured us into one chute, then spit us into another; rolled boulders in our way and threw water in our faces. Being experts, we didn't deserve this kind of treatment. To show our disdain, the first canoe swept over backwards, the second upside down and the third broadside. Needless to say, a few hardships were endured by the occupants, but all for the sake of honor. We let her keep a few of our minor belongings and floated leisurely down the rest of the route. It took us a few hours longer than planned, but we hardly noticed and took out at the Highway 13 bridge.

You see what I mean by insolent. You may want to warn your members to be leary of her tricks. I, for one, am in favor of giving her back to the fishermen, that is, after this next trip where we show her who is boss.

Sincerely,
Pat Fahey



THREE EYEWITNESS REPORTS

70 CANOEISTS ENJOY ST. CROIX CRUISE

On October 4, 30 canoes carrying 70 MCA members made the annual St. Croix cruise to O'Brien State Park. Most of the paddlers put in at Taylor's Falls and were joined by the latecomers at Osceola.

At first glance, it seemed there were 30 different types of canoes participating. There included Curt Mommsen's rebuilt Old Towne canoe, three cruising canoes of the new type developed by Bob Haug and Al Button, Jeff Howe's racing canoe, several K-1's, Joe Conrad's C-1, many woodstrip canoes and even a few commercial aluminum, fiberglass and plastic canoes.

The weather, despite the usual St. Croix headwind, was delightful and prompted many of the canoeists to lunch, rest, take pictures, and enjoy the beautiful Fall colors along the way.

We straggled into O'Brien State Park between 4 and 5 p.m., with most of the members staying for a picnic lunch and the Canoe Builder's Contest.

Larry Johns

level of any lake or stream thus preserving the natural beauty of shorelines.

In 1934 President Roosevelt created a Quetico-Superior Committee. Its purpose was to consult and advise Federal Agencies and the State of Minnesota, and to make timely recommendations....

The Thye - Blatnik Act of 1948 expedited the acquisition of lands within the area. In 1949 President Truman established an airspace reservation, prohibiting commercial or private airplanes from flying lower than 4,000 feet above sea level over the area except in cases of emergency or official public business....

In 1964, Congress passed the Wilderness Act, which established the National Wilderness Preservation System, and the BWCA was included as a unit of that System. That same year, Secretary of Agriculture Orville L. Freeman appointed a special BWCA Review Committee to study and make recommendations on its management and administration. Secretary Freeman issued regulations in December 1965, governing the administration of the BWCA in keeping with its primitive type recreation qualities. The regulations were for the general purpose of maintaining, without unnecessary restrictions on other uses, including that of timber, the primitive character of the area, particularly in the vicinity of lakes, streams, and portages....

The BWCA is now faced with the gravest threat to its continued existence which has long been recognized as a possibility, but only lately has it come out into the open. The threat is mining, an activity that would be most incompatible with this canoe area. This threat comes from all manner of adverse effects from mining upon the primitive environment within this unique area.

The Government does not own all the mineral rights within the BWCA. Of the total 1,029,000 acres involved, the Federal Government owns only 455,000 acres or approximately 44% of the mineral rights. Over 289,000 acres are controlled by private interests, and the remainder by the State and County units of government. When the Federal Government acquired land in the area, only a small part of the mineral rights were sold to the United States with the surface. Most of the Federally owned mineral rights in the BWCA underlie original public domain tracts which were never patented.

Late in 1969, a mineral rights holder announced his intention to start core drilling in the BWCA. He proposed to move drilling equipment into the heart of the area in the early winter of 1970, when the ice was thick enough to support heavy equipment. The Forest Service has announced that it will use every official means at its disposal to protect the BWCA from the adverse effects of core drilling and mining.

In December 1969, the Izaak Walton League of America brought suit to prevent mineral exploration, drilling or mining in the Canoe Area. Besides seeking an injunction to prevent such activities, they also seek to prevent Forest Service officers from acknowledging that the prospectors have a right to conduct mining operations in the BWCA, and to prevent the State of Minnesota from allowing them to carry on mining activities over which they have control.

cruise, but some guy broke his camera taking a picture of a certain large mustachioed gentleman gobbling down a drumstick at Osceola.

Charlie began to talk to himself about "all those great people--Margie and Larry Johns, Ralph and Shirley Fernandez." I tiptoed away as he began to get set up for sawing some oak strips for his new canoe. "Joe Conrad, the Bob Haugs, Joe Plante, Kim Williams, the Dick Nelsons, Al and Dan Button, Ian Richards, Roger Wedin, Roger Goeppinger, the Paul Drapers, the David Claptons, Dick Youngquist, David and Rich Dethmers, Walter Ohlson, Laurene Simmons, the Tom Quicks, the Andy Westerhauses, Larry and Carl Haugesay, Milton Zion, Warren Stenberg, Gerd Fischer, Steven Sarafolean, Joerg Heinbach...."

Joe Conrad (with apologies to Ham Kurtz)

CHARLIE HAS A PARTY TO NAME HIS CANOE

When Charlie called to say his cast iron canoe was finished, I could tell he was excited. "Yeah," he said, "and I'm having a party for a bunch of the guys Thursday night to name the canoe. Can you come?" I told him I wouldn't miss a gala social event like that for love or money. He seemed delighted and hung up.

Two nights later as I drove up I recognized several of the cars. It looked like mostly Charlie's high school buddies and neighbors would be there. At the front door Charlie's wife, Doris, met me and told me they were all around in the garage. Approaching the rear I could hear the loud shouting and noises of the party. Upon entering Charlie came over. "Let me show you around," he said. "You know most of the guys." It was then that I got a good look at the canoe. I stepped closer. One end rested on a large anvil, the other was propped between two acetylene tanks. The lower end was filled with ice cubes and cans of beer. Seeing my glance Charlie said, "Sure makes a fine cooler. The iron really holds the cold beautifully." The front tractor seat, which Charlie claims are contour seats, held an assortment of little sandwiches. "The wife made those," he said. In front of the seat the canoe was half-filled with potato chips and pretzels. The paddles were leaning against the bow. They were made of inch and a half steel pipe with the blades cut from boiler plate. They looked laminated because Charlie brazed strips of brass lengthwise to the blades. Actually the paddles looked pretty good. But the focus of the eye was the canoe itself! Charlie had taken a grinding wheel to it and then steel wool to make it positively shine. Even in the garage lights it looked like a gleaming metal monster. It glistened, it sparkled, it seemed to almost glow. Charlie was clearly pleased. "Everyone who comes in here gets that look on his face. Like he can't believe it." I knew what he was thinking. This would be his big chance to win the homemade canoe contest at the annual St. Croix Cruise. Who could resist such a pretty beast?

After a couple of beers the party seemed to get louder. Then Charlie nearly deafened everyone by banging on the side of the canoe with a flat iron. "Listen, everyone. Now I want you all to start thinking about names for my canoe. How about it?"

One of Charlie's neighbors, a World War II vintage type, spoke up immediately, "How about the U.S.S. Arizona? I've been calling

ary Waters Canoe Area.

Since the other signatories to your petition did not include their addresses, I would appreciate it if you would make known to them my views on this issue.

The announcement of a mineral rights holder's plans to undertake drilling and exploration in the BWCA came as a shock to conservationists everywhere and launched intensive efforts to preserve America's unique primitive recreation area. The U.S. Forest Service, with my complete support, is enforcing existing BWCA regulations to the fullest extend possible in an effort to forestall this intrusion upon the wilderness.

The Izaak Walton League has filed a lawsuit to block mineral exploration by private interests in the BWCA. At stake in the lawsuit are a number of major legal issues which the federal and state governments and the League wish to settle, and I have agreed to withhold congressional action until this case has been disposed of in the courts. In the event the League is unsuccessful in its lawsuit, I have prepared and will introduce federal legislation to permanently resolve this matter.

Thank you for taking the time to write and share with me your concern over the future of the BWCA.

Donald M. Fraser, U.S. Representative from Minnesota, 5th District:

Thanks for sending me the petitions gathered from the members of the Minnesota Canoe Association, and expressing concern about the potential exploitation of the mineral rights within the Boundary Waters Canoe Area of Minnesota.

You can be sure that I have been in frequent consultation with Congressman Blatnik's office and with the Forest Service to insure that every necessary step is taken to prevent the spoiling of the Boundary Waters Canoe Area.

Harold LeVander, Governor of Minnesota:

Thank you for your recent petition expressing your concern about the possible exploitation of the Boundary Waters Canoe Area. Enclosed herewith is a copy of a newspaper report in which I publicly state my opposition to the mining interests. Although the Boundary Waters Canoe Area is subject to federal regulations, I will use every resource available to me at the state level to preserve the BWCA in its present state.

Enclosed news clipping entitled "LeVander Opposed to Prospecting" from the St. Paul Pioneer Press dated December 29, 1969:

Preservation of Minnesota's wilderness, except in the case of a national emergency, is far more important than exploring for minerals in the state's wild areas, Gov. Harold LeVander said Saturday.

The statement was prompted by the announcement of a New York concern that it planned to move heavy equipment into the Boundary Waters Canoe Area (this winter) to drill and explore for minerals.

George St. Clair, New York businessman, indicated his right to do this was based on the fact that he had approval of private interests who retained mineral rights when they gave up land to

Ralph Sawyer & Stan Hall (Oscoda, Mich.):
Considered Michigan's fastest entry in the Quebec races, Ralph and Stan finished third in the Classic. They won the Classic in 1967. This year they paddled a new canoe that had a full plastic deck and cockpits similar to the whitewater canoes. However, problems still exist, as on the third lap after 15 minutes in the St. Lawrence Seaway they were forced to shore to dump excess water. Ralph and Stan paddled their usual graceful style but didn't have the speed in the 16-foot canoes.

Gil Tinker & Luc Robillard (Mt. Laurier, Quebec):
Gil and Luc, both past winners of the Classic, teamed up at the last minute to compete in it. Luc won the race last year in near-record time with Claude Corbin. Gil won in 1960 and 1961 with Irvin (Buzz) Peterson and in 1968 with Jean Guy Beaumier. This year Gil was to paddle with Irvin Peterson who was trying for his tenth victory, a feat unequaled in the history of the event. Luc and Gil made a valiant effort, but they couldn't match the pace set by their ex-partners. Their chances were nearly hurt when they took a bad fall on one of the portages over a very steep, rocky trail. They didn't let that bother them, though, and went on to pass three teams in the rapids that have been the deciding factor in many previous races.

Jim Lafever & Albert Kempt (Franklin & Otego, N.Y.):
These men were the fastest of the half dozen teams from New York and finished a respectable thirteenth. They were usually one of the top five teams for the first three hours of each lap and, with more conditioning, next year could be a threat.

Tom Olson & Keith Canny (Coon Rapids & Blaine, Minn.):

This year was Tom and Keith's first year in Quebec, where they learned a little of what pro racing is all about. They finished well for their first year, placing 21st in the Classic. Both paddlers plan to race next year in the Quebec races.

Priscilla Clark & Raymond Peabody (Waterford, Conn.):
Priscilla Clark, the first woman in the 37-year history of the Classic, set out on the first lap of 60 miles, but withdrew after three miles. She and her partner, Ray Peabody, began with two strikes against them: a slow canoe and high kneeling (try that for seven or eight hours sometime). Things weren't going so well for them on shore, either, because when they pulled out, they had to hitchhike back to the start because their driver ran their car into a ditch. Priscilla promised to return next year with a faster canoe. (We wish her luck.)

MCAers, Meet Your New Officers

The amendment allowing board members to set dues won by a landslide, Bob Haug won the Presidency, pro racing films showed Minnesota pros in top form. The following article focuses on this month's highlight: A New Slate of Officers.

President Bob Haug is as ready as any incoming president has ever been to step into this demanding office. He has experience on the Board of Directors as Vice-President and is active in whitewater, building, cruising and amateur racing. This year his house has been a real MCA headquarters with much of the HUT! work and committee work keeping the place buzzing and keeping Bob in the thick of the action. He says that a most important part of his administration will be to get the MCA organized to handle the increasing activities of such a large and growing organization.

Vice-President Pam Foster is no stranger to the Board, having attended Board meetings all year as regularly as most directors. Her work this past year on the program committee will give the Board valuable expertise in that important area. Pam has already started her vice-presidency, since she volunteered this spring to fill the post when Jeff Howe became Acting President.

Jean Thielen, elected secretary by a landslide, jokingly accused the "opposition" of unfair campaign practices. (She ran unopposed.) Jean, who works as a secretary at the University of Minnesota, is a real professional at this position. Her MCA interests this past year have been in HUT! publication and in whitewater boating.

The treasury is safe for another year; Ian Richards, a shrewd mathematician at the University of Minnesota, has promised to account for all the funds somehow. Ian's re-election as Treasurer gives the board continuity. His enthusiasm and knowledge of active canoe clubs in Germany will give the Board fresh new ideas to chew on. Ian has stimulated building and whitewater sport here by importing two new boat designs from Europe.

Joe Conrad hardly needs an introduction; he has been almost everywhere in the association and knows the history of the club firsthand as well as having worked with cruisers; builders; conservationists; and pro, amateur, and whitewater racers. Joe's three years as a director will assure each interest group a voice in MCA affairs. Joe feels that a must this year is to assure a balanced budget and to balance MCA dreams with realities.

Curt Mommsen was enticed out of semiretirement to serve as a one-year Director. Curt is a true family canoeist with three sons doing well in their first year in whitewater. Curt is also a canoe builder, rebuilder and designer. He says he feels real good about being back in harness again.

Jeff Howe has been a key man in the MCA's total reorganization this past year as Acting President. All of us are fortunate to have the benefit of his experience this year on the Board. One of our top young pro racers, Jeff is relieved to have more time to devote to this demanding sport as well as helping the club to gear up for continued growth in 1970-71.

Let's all wish these people well this year; they are topnotch. More important, let's all get behind them and <u>push</u>. A 1000-plus member club needs 1000 active people to make it really go, in addition to the able leadership of these directors.

Al Button



Builderama Will Offer Know-How for Many Canoe Models

TIME: November 18-21, 9 a.m.—9:30 p.m.

PLACE: Court of Har Mar Mall, Roseville

PURPOSE: To show examples of various canoes that can be built through the MCA and its chapters.

Are you a builder or would you prefer to buy your canoe? Would you like to build, but feel that you don't have the time or the knack? Try building a molded canoe. In a weekend you can have a canoe out of a mold.

Are you in love with the beauty of the woodstrip canoe? Do you like the reward of having successfully met the challenge, and turned out a veritable work of art in wood? Or would you prefer a quick-to-build utilitarian canoe?

There are good points in favor of each approach. Do you think an all-fiberglass canoe has to weigh 80 to 100 pounds like some of the earliest models on the market? Not so. Heft some of these lightweight but strong canoes, and touch them. You will soon be building one of your own.

We'll build a strip canoe and possibly a molded one (if the fumes don't get too bad). We'll do some canoe patching and paddle repair, as well as displaying of various stages of paddle building. People whose canoes will be shown should furnish their own sawhorses..

We need:

- Canoes to show, one or two of each kind.
- People to hand out brochures and take memberships.
- People to circulate and talk to other people.

Call Jeff Howe, 331-3154, or Bob Haug, 331-5634.

*KAYAK FEVER**

I must go down to the river again, to the
whitewater river and race,
And all I ask is an eddy to turn, and
a haystack on which to brace,
And the paddle's kick and the roaring
sound of the water racing by,
And the red and green poles on the river's face,
And a kayak that's cheap to buy.

Dale Mensch

*This poem appeared in 1969-70 "Red Feather Writings" by Hosterman Junior High students.

MINNESOTA CANOE ASSOCIATION, INC.

P.O. Box 14177, University Station, Mpls., Mn. 55414

Address correction requested:

The Minnesota Canoe Association, Inc. is a non-profit organization dedicated to promote all aspects of canoeing.

MCA OFFICERS

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