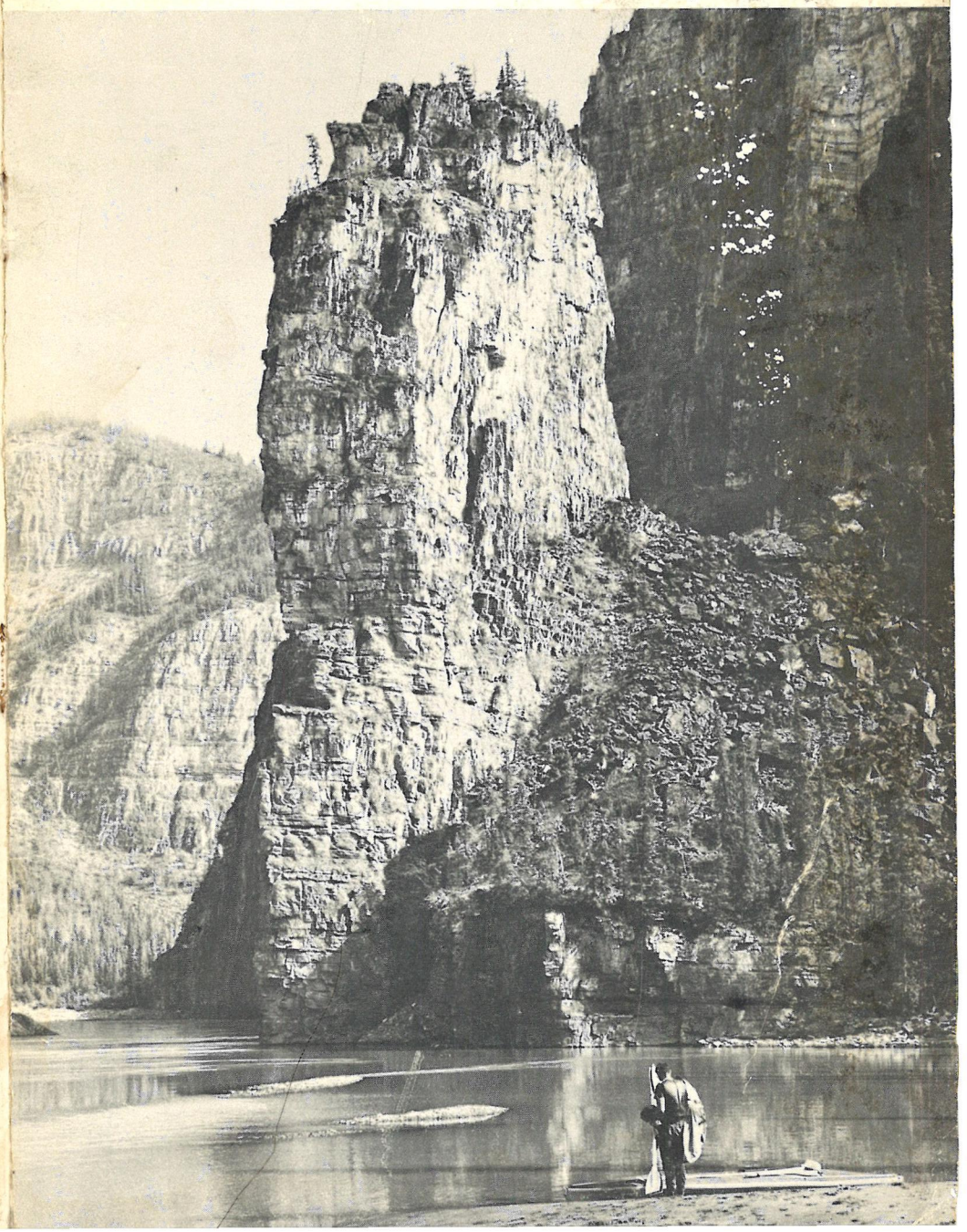
HUT!

February 1969
Volume 3 No. 4



CALENDAR OF EVENTS

1969 MCA CALENDAR

MEETINGS

Feb.	19	Activities Meeting - Building and Canoe Expo
Feb.	26	Board Meeting - Longtin
March	19	Activities Meeting - Whitewater, U of M
March	26	Board Meeting - Conrad
April	16	Activities Meeting - Canoeing Film
April	23	Board Meeting - Ketter
May	21	Activities Meeting - Movie: Waters of the St. Croix
May	28	Board Meeting - Button

RACES

March	29 30	Western Division Slalom Championships, St. Francis River, Fredricktown, Mo.
May	3	Kettle River Whitewater Race and Slalom
May	25	Jensen Handicap, Mississippi River, Ketter's
June	8	Grand Rapids, Minnesota State Championship Canoe Race

CRUISES AND RECREATION

April	13	Rice Creek Cruise (tentative) Ab Jones, Leader
May	4	Lower Kettle River Cruise
June	28 29	Crow Wing River Cruise, Bill Marcouiller, Leader
July	13	Lockwatennial Cruise through Mississippi River Boat Locks

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COVER: Pulpit Rock on the South Nahanni River
Photo by Jim Harding

OFFICIAL PUBLICATION
MINNESOTA CANOE ASSOCIATION, INC.

HUT!

February, 1969
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FEBRUARY MEETING TO FEATURE CANOE BUILDING EXPOSITION

A canoe building exposition will be the feature attraction at the February activities meeting. Birch bark, plastic, and wood strip canoes will be displayed.

The meeting will be held at 7:30 pm at Stevenson Elementary School gymnasium, 60th and East River Rd. NE, one-half mile north of Hi 694 on East River Rd, Fridley. Don't forget the date - Wednesday, February 19.

A limited number of MINNESOTA RIVER TRAILS BOOKLETS will be available at the meeting at a discount rate for PAID UP members.

If you want to bring a canoe to exhibit at the meeting, call Bob Haug 729-0177.

MCA TRADING POST

WANTED

I am very interested in purchasing a cedar strip 18 ft canoe for racing. Send description and price to:

Joe Polo
Assistant Prof
School of P.E.
Ithaca College
Ithaca, New York

3M CANOE CLUB CHAPTER REPORTS

December Meeting

Even with competition from the pre-Christmas rush, 25 enthusiastic 3M Canoe Club members turned out for a successful canoe building show on Wednesday, Dec. 11. On hand were two of the new molded guide model canoes built by Dick Oehmke and Ken Nelson from the 3M Club mold; this was the first chance for many of our members to see the finished product of last summer's mold making efforts. Three strip canoes, a Popular Science design cruiser built by Jim Kropp, a cruising modified Explorer built by Al Bucholz and a racing modified Explorer built by Al Button showed the versatility of the MCA-developed wood strip and fiberglass technique.

Barry Tungseth showed his original design cruising kayak, also built of wood and fiberglass. Barry used three-dimensional calculus to generate the hyperbolic and elliptical curves for the hull of his fast but roomy boat. An epoxy whitewater canoe built by Bob Haug and Al Button rounded out the show - a cross section of the 27 boats built by the 3M Canoe Club this year.

The program featured a slide talk narrated by Al Buchholz using the canoe building slides of Terry McGaughey. From the number of questions asked afterward, we'd guess a large number of strip boats and molded boats will be built by club members this coming year. After refreshments and more canoe talk we all portaged our canoes down the long hallway and onto the cars. On the way home we were amused by the incredulous looks of other drivers probably wondering if we weren't carrying the canoeing season a little far.

3M CANOE CLUB CHAPTER REPORT

January Meeting

On Wednesday evening, January 8, 25 members of the 3M Canoe Club disregarded near-blizzard conditions to attend the first meeting of the 1969 season.

Al Button and Al Buchholz gave a fascinating and very worthwhile slide-talk on Reading and Navigating Rapids. Stressing the necessity of taking appropriate safety precautions, they described the four main types of rapids, and the most advantageous techniques for conquering each. A film depicting the principles in action concluded the meeting.

The newly-elected officers for the upcoming year are: President - Phillip Winter; Vice-President - Roy Conradi; Secretary-Treasurer - Joan Utvik; Membership Director - Al Buchholz; and Directors - Jim Kropp and Curt Nordrum.

NEWS 'N' NOTES

The Conservation Department has expanded the new Voyageurs' Highway Canoe Book over that originally proposed. It now has 48 pages and maps of 16 rivers and the Boundary Waters Canoe Area. Because of increased distribution needs within the Conservation and other state departments, they have decided that they will have to charge $2.00 (+6¢ tax) for the booklet. The MCA regrets that because of this we cannot obtain the free copies originally promised to the MCA members. The booklet is available from the Documents Section 140 Centennial Building, St. Paul 55101.

BUILDING

INNOVATION IN A BIRCH BARK CANOE

by Gerry Moore

Ever since my first canoe trip in 19 8, to the Saganaga-Knife Lake area, the subject of canoeing has become one of increasing interest and importance. This developed into a kind of commitment in 1965 when Les Eck and I saw Terry McGaughey's 16 ft old town guide project at Curt Mommsen's. We were able to help as well as watch and learned much--especially from Curt's expertise and carpentering knowhow. Since then, I have built or helped build two cedar strip canoes and my own has seen a number of lake and river trips since.

Last year I began to think about the old Indian birch canoes and in an experiment with a miniature strong-back, I built a two foot birch bark canoe in scale to 18 ft. The results were so encourageing that I decided to build a full scale 18 ft canoe using the templates from my old 16 ft guide model.

To do this, I set up the strong back, made one extra center template, and placed them 7 $\frac{1}{4}$ in. either side of the midpoint. By experimenting with the placement of the other templates, and stretching the stem templates as far from center as I could and still have them secured properly and cutting the stem pieces a little wider, a 17 ft 8 in. canoe was achieved. If I extend the bark 2 in. beyond the bow and stern, the total length will be 18 ft.

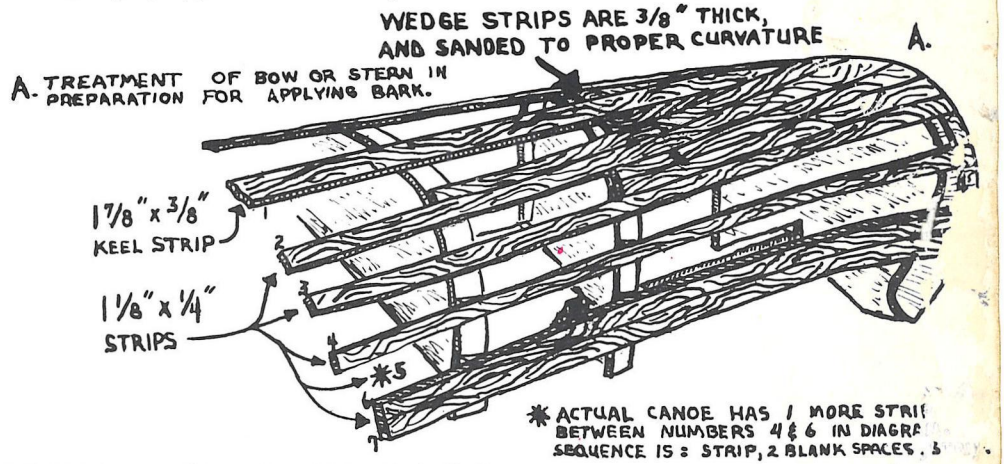
The element of innovation plays some part in three areas:

1. using fewer ribs and long strips in contrast to the old Indian canoes which had many ribs and a sheath of overlapping cedar shakes between bark and ribs.
2. using fiberglass over the exterior bark surface for waterproffing and strength to compensate for the weakness of fewer ribs and of using an open lattice frame.

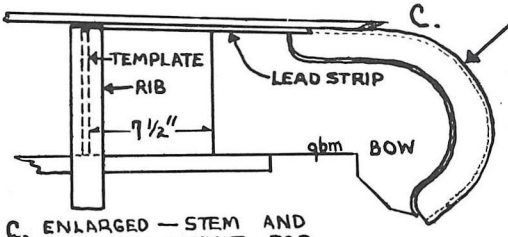
3. Inversion, particularly in the bow, to partially correct the awkward paddling angle the bowman is subjected to. The result will probably be increased drag and, therefore, a slower canoe, but at the same time this may be compensated for by the fact that this is essentially a 1' ft. canoe in dimension, except in length, ar an elongated middle section defined by the wo 16 center templates.

The wood is northern white cedar (obtained only by chance and after many phone calls). Epoxy resin will be used with 7 oz cloth. I put this on the exterior of my 16 ft old town guide model after stripping off the polyester coating, and Bob Haug is right -- it is about 30% tougher. I hit rocks last year that would have delaminated the polyester but the epoxy suffered no delaminations and less severe scratching.

Anyone interested in seeing the project can call me at 929-7380 after 6 pm or leave a message at 824-0667.

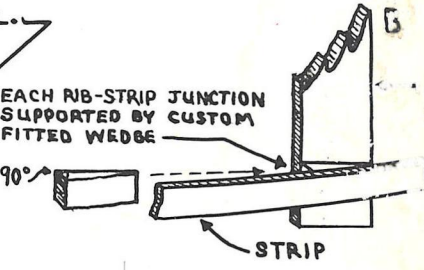


THE STEM IS A 16' GUIDE MODEL STEM, BUT IS ENLARGED ALONG THE OUTER CURVE TO THE EXTENT OF THE THICKNESS OF THE RIB YOU CHOSE FOR THE CANOE. 16' GUIDE MODEL DIMENSION IS SHOWN BY DOTTED LINE IN STEM. LEAD STRIP FROM RIB TO STEM IS OPTIONAL.



C. ENLARGED — STEM AND RIB ALLIGNMENT FOR LAYING KEEL STRIP.

B. WEDGE DESIGN.



CANOEING ON A FROZEN STREAM

story and photo by Bill Thomas

(Reprinted from December issue of FORD TIMES with permission of FORD TIMES and the author. Our thanks.)

It could have happened quite by accident. A winter canoeist came to an ice-choked portion of a stream where no channel provided a way. So, dragging his canoe onto the ice, he poled his way swiftly over it, each stroke sending the sleek craft skimming 30 feet. And thus was born a new winter sport -- canoe skating.

Novelty that it is, canoe skating probably will never be a widespread winter sport, nor a competitive one. But for those who enjoy the outdoors in cold weather, who believe that fresh air is for year-around use, and who are canoeists besides, canoe skating could become quite popular. It's different, and it's fun. It offers the canoe owner something to do with his craft when the streams are mirrors of ice.

My first experience in canoe skating was in southern Ohio on one of the state's most picturesque streams --the Little Miami River near Fort Ancient. Bob and June Morgan, who operate a canoe livery near Morrow, introduced me to this sport.

It was Sunday afternoon in January and we had decided to shoot some rapids near the Morgan's farm home. The temperature registered below freezing. The rapids of course, were free of ice, but in places where the current slowed to an eddy, there was a thick layer of glazed ice.

We picked up as much speed as we could. The curved metal bow of the canoe struck the edge of the ice, slipped upward and onto it, skimming along. We had

brought some round tent poles about eight feet long with spikes at the ends. We quickly traded our paddles for these, scrambled to our feet, and began to pole. Safety experts say never stand up in a canoe, but it's different when you're on ice.

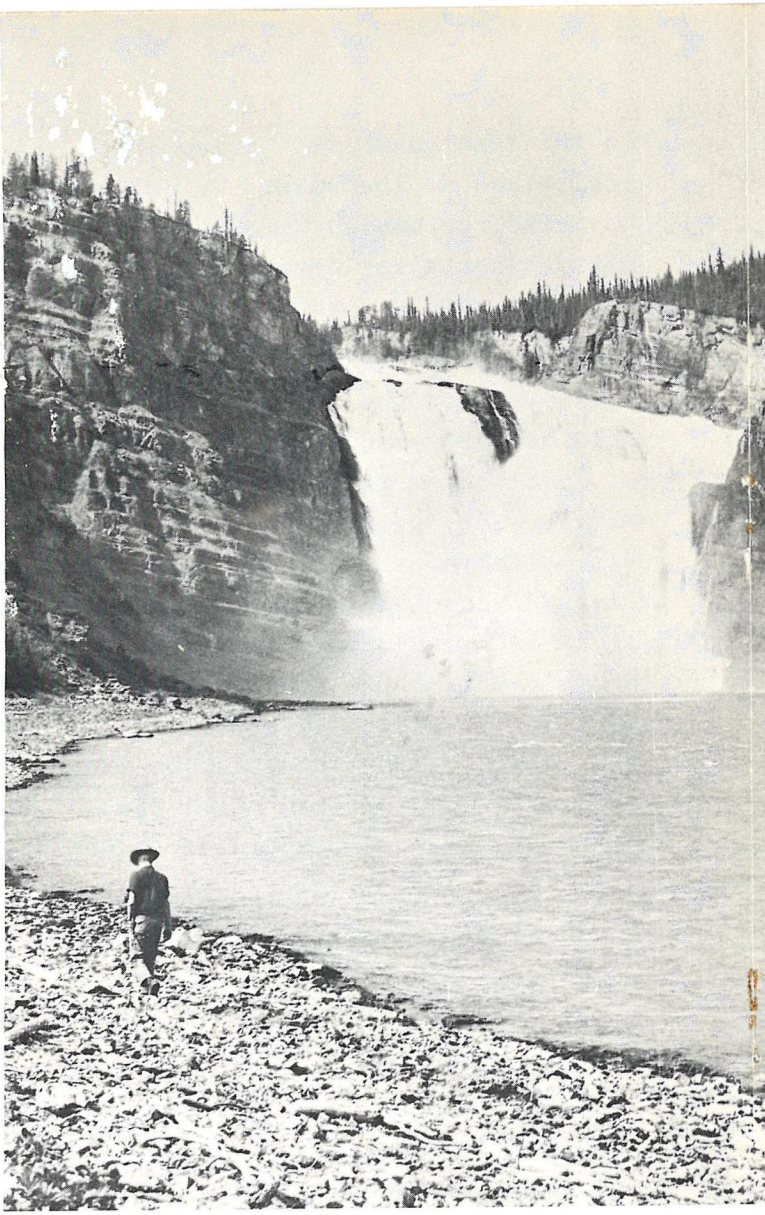
Standing up is the only way you can provide enough thrust to push the canoe. I had thought the craft would be wobbly and unstable on the ice, but the keel cut into the surface just enough to stabilize it. And away we went, skimming breezily along. With two canoeists poling on smooth ice, speeds of up to 20 or 25 miles an hour can easily be attained. But make sure all of the ice in your path is smooth! A sudden change can send you sprawling head over heels if the front of the canoe strikes rough ice and suddenly slows down or stops completely. Naturally, this sport works best with a metal canoe. The aluminum bottom is almost as smooth as an ice skate.

If ice conditions are right, canoe skating can be fun for the entire family. Bob's wife, June, and their 11-year-old twin sons, Gregg and Gary, came along with us.

Gary was in my canoe and although we had only one pole, he helped to guide the craft with a paddle. Picking up momentum, we sped along, the cold wind stinging our faces and sending tears streaming down our cheeks. It was great fun, and exhilarating sport, and I wondered that so many canoeists were missing out on it.

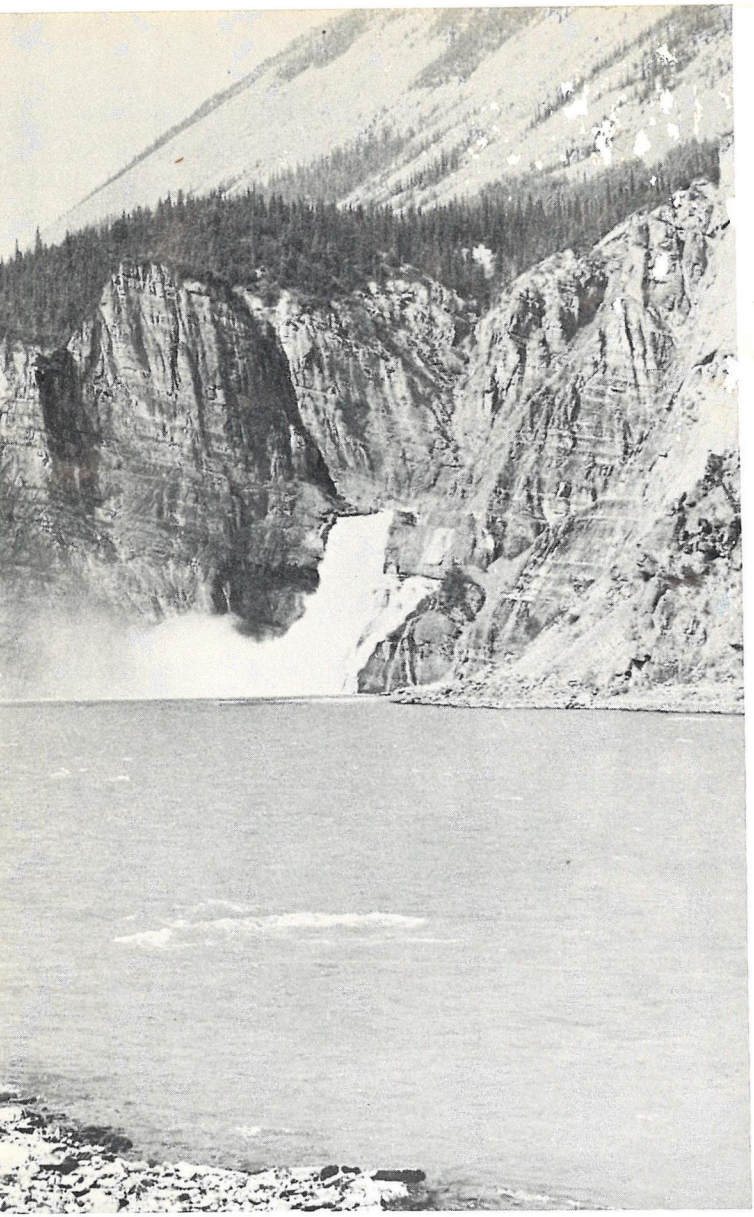
From a safety viewpoint, canoe skating is more practical than ice skating. If you break through the ice with a canoe, it floats. If you fall out of the canoe and t through the ice, the canoe is still there for you to hold onto. (On the other hand, if you're thrown from the canoe, ice is harder than water!)

CONTINUED on page 10



RIVER

Beautiful Virginia Falls on the South Nahanni River, Mackenzie Territories.



WILDERNESS

Photo by Jim Harding

Danger Signals

The winter canoeist must study the ice and learn its danger signals, such as air bubbles, pockets under the ice, or cracks that have not thoroughly healed. If you hear the ice popping, this can mean that the ice is freezing harder or that it is thawing out. To determine which, consider whether the temperature is rising or falling.

Even with thin ice, you have no worries while canoe skating as long as you do nothing that might upset the craft. Perhaps the most difficult moment is when you reach the point where the ice ends and water begins. Unless you hit the water straight-on, slowly and cautiously, you may be chancing an upset.

We canoe skated for a couple of hours, sometimes in a straight line, sometimes in circles. We had forgotten about running the rapids now -- this was too much fun. And when our faces grew stiff from the cold, we skated ashore, built a fire from some twigs, gathered drift-wood and soon had a roaring blaze. June had brought some hot dogs for lunch and we opened the Thermos jug and had hot chocolate.

"You know," said Bob, "we'd been canoeing just about all our lives, but we'd never done any canoe skating until a couple of years ago. And it's such great fun, we were sorry we'd never tried it before."

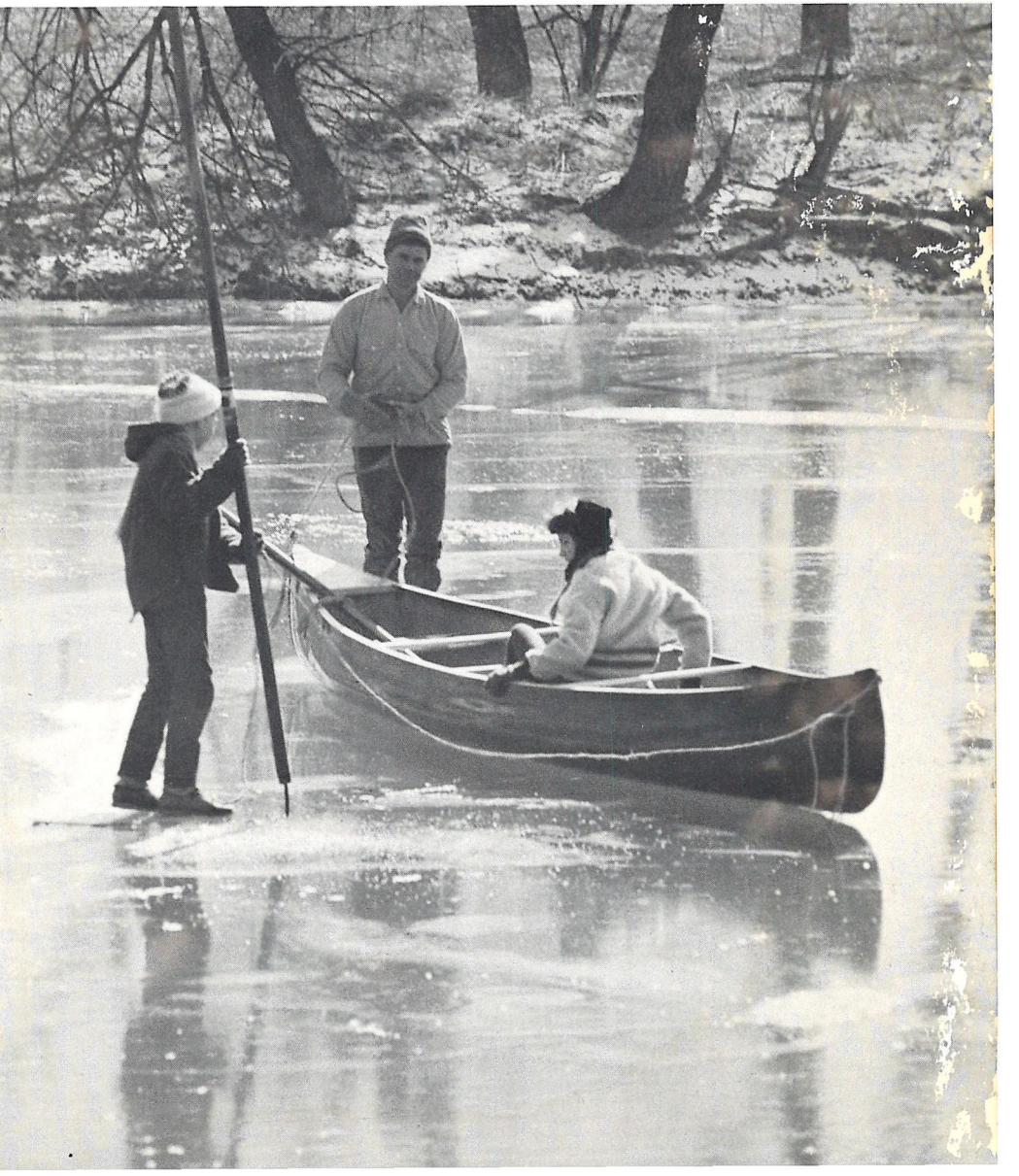
"Is this hard on the canoe?" I asked.

"Not in the least," Bob asserted. "And being in the canoe renting business, I ought to know. Of course, if you get some roughnecks who don't take care of the equipment, they can tear a canoe to pieces on rough ice, but then they could also do that canoeing the streams in the summer."

We blanked our fire with snow and shoved off, heading dow downstream toward the rapids below the pool. Coming to the edge of the ice, which was marked by a thin

meandering line across the stream, we broke into open water and could hear the rapids only a short distance away. Changing our poles for paddles again and finding a seat, we glided and bucked our way through the whitewater and came to a halt on the right bank.

The temperature was dropping and the sun was sinking low, but we'd had an experience that I hope to repeat many times.



SKI TOURING

Have you ever wished for access to the silent beauty of the BWCA in winter? Have you looked in vain for a winter activity as convivial as group river canoeing? Do you want to keep in trim for the canoe racing season?

If so, ski touring is for you. No other skill opens so many door to winter activities. Like canoeing, ski touring is a flexible sport that can be blent to your own abilities and interests. The canoe racer will find that cross country ski racing is as demanding of balance, strength and stamina as marathon canoeing. Races vary in length -- up to 40 miles or more. The usual race in Minnesota is 9.5 miles and takes between 45 and 55 minutes to complete.

The group river canoeist has his couterpart in the club ski touring group which makes weekend trips to northern Minnesota and Wisconsin. The tours are over wooded trails and through forest areas adjacent to ski lodges or overnight accommodations. The pace of the tourer can be as brisk or as leisurely as individual enjoyment dictates. At days end, the fellowship around the fireplace is as warm as the canoeist's campfire.

Wilderness ski touring, like wilderness canoeing, opens up the whole world of BWCA to the outdorrsman. Careful planning, good physical condition, and good equipment are necessary, but the rewards of beauty, solitude, and appreciation of nature are worth the effort.

Unlike downhill skiers, the tourer is not burdened with high equipment costs. A top quality set of skis, boots, and poles can be purchases for less than 80 dollars. No special clothing is required; in fact, most tourers wear practical hiking clothes or long socks and knickers.

...It's the perfect complement to canoeing!

(Have a question? Drop a line to Glen Bennington, 3615-13th Ave. So., Minneapolis, Minnesota. I'll take a minute and tell you everything I know.)



REVIEWS

● CANOE COUNTRY and SNOWSHOE COUNTRY by Flo nce l g. Jaques, with illustrations by Francis Lee aque. University of Minnesota Press, $3.00 and $5.50, 80 and 100 pages each.

These two books have been around for a long time. The author is a woman who exhibits tremendous wilderness feeling and expresses the mental and physical experiences of the Minnesota North Country. Both of these fine books are of personal experience in the days wh the BWCA was hardly traveled. Of all the books I have seen relating to canoeing and winter hiking, it is always these two that stand out distinctly as being the real thing. The illustrations are worth the price of the books alone. Mr. Jaques has illustrated many books of this type; he did much of the illustration for the American Museum of Natural History and also for the University of Minnesota James Ford Bell Museum. If you are beginning a collection, then begin with these two books.

All reviews by the Editor



Cartoon courtesy of Jerry Wagner, Michigan

ADV NTURE WAS TOPIC AT JANUARY MEETING

Al Button

Have you ever dreamed of taking a long wilderness trip, traveling light, seeing places rarely visited by man? Such a dream trip became a reality last summer for MCA member Jim harding and three friends, Ned Thierien, Ron Haakensen and Loren McDonald. Jim is an avid photographer so we were very fortunate to also share a part of the trip with him through the very beautivul slides he brought back. He explained how they chose the light, compact folding kayaks because of anticipated rough water, mountainous portages and an airlift to the starting point, Glacier Lake, high in the Canadian Rockies on the border of the Yukon Territory and the Northwest Territories.

After some mountain climbing on Mt. Sydney Dobson the rugged trips began with a 15-mile cross country portage (no trail!), to the South Nahanni River, the "River of the Setting Sun", a wild river of canyons, rapids and waterfalls from which some explorers have never returned.

The area abounds in mountain goats, Dull's sheep, moose, grizzly bear, black bear, marmots, ptarmigan and other birds and animals which are rare in the states. The party was armed only with a rifle for self defense against bear who occasionally invaded camp.

The highlight of the trip was probably the portage around a waterfall three times higher than Niagara. Jim paid a lot of climbing to get the beautiful pictures of the falls taken from many angles, demonstrating the awesome power and fury of the big river

at that point.

Below the falls were some dangerous rapids in a deep canyon. Some slides here showed little but the tops of the kayakists' heads in a jumble of waves.

The four adventurers survived the hazards of mountains, rapids, cold water and grizzly bears and returned to civilization with a story to tell that had the rest of us all ready to invade the wilderness in search of adventure of our own.

THE ORACLE

Q. I have heard great claims for canoes made of Cycolac. How do canoes made of this plastic compare with aluminum or epoxy?

A. It's tough stuff. Check carefully the quality of construction. It may be heavier than other materials. Check the design of the canoe itself is it sleek or fat?

T.O.

Q. Could the Oracle suggest a good light weight head protector for whitewater use?

A. A hockey helmet is good, inexpensive, and enjoys widespread use. Remember that you want visibility. Prices range from $4 to $20.

T.O.

Q. I own a fiberglass olive drab canoe. I am anxious to paint it. What kind of paint would be best and what surface preparation would be required?

A. Lightly sand the surface, wipe with acetone, and paint with marine epoxy paint (1 or 2 coats).

T.O.

EDITOR COMMENTS

Now that the Secretary of the Interior has been appointed, those of us in conservation must play the watchdog role. It will be up to us to see that our legislative representatives in Washington are fully informed of our feelings regarding the Conservation Issues that will arise in the next four years.

In reviewing the material presented to us from the Minnesota Department of Conservation, a few points are worth mentioning. One is a definite promise by the Commissioner that "Trails developed by the Conservation Department, unlike some of those on county lands, will never be diverted into providing auto vehicle access to remote forest areas."

A very interesting comment from the same area is tha the timber crop in Minnesota is presently being underutilized and timber is being produced about 2.5 times faster than it is being cut. I wonder, then, if it has to be cut? If total utilization is not taking place then some of the timber lands could well be put into recreational use.

A sad point for Minnesota is that of the 12,000 burning dumps in the United States, about 1000 of them are in our state. This is an estimate made by the U.S. Public Health Service and the Minnesota Pollution Control Agency.

In line with pollution is the thought that in streams, lakes and wells, the presence of detergents is an indicator of the presence of sewage, since detergents are entirely synthetic and not found in nature. Sudsy rivers are man-made!

Those of us in Minnesota should be alert for the following Conservation Department Legislative Proposals

to be submitted this year:

Predator control plan
Trail and easements program
Omnibus Park bills
shoreline regulation
Natural and scientific area
Snowmobile legislation
Conservation education
Outdoor safety bills
Water usage fees incentives
St. Croix bill
Accelerated park land acquisition
State dam program
Flood plain management
Mining land improvement program

It is up to us to become aware of these proposals and to study them in light of our feelings and ideals. This year may be the beginning of much effor, state and national, to preserve and protect lnds and waters for public use.

Moving?

So that you won't miss a single issue of HUT!, please send your new address to Karl L Ketter, 101 - 79th Ave. N., Brooklyn Park, MN, 55430.



NOTICE: Bulk mail cannot be forwarded by the Post Office. Therefore, it is necessary for you to inform Karl Ketter if you have a change in address.

HUT! STAFF

EDITOR: BOB O'HARA, JR., Minneapolis, Minn.
Ass't Ed: Janet and Janice Robidoux, Fridley, Minn.
Mailing: Karl and Betty Ketter, Keith and Pat Canny, Brooklyn Park, Minn.
Printing: Adgraphic, Minneapolis, Minn. 781-7711

Mail news items, reviews, feature articles, questions for the Oracle to:
Hut! Editor, 6001 Goodrich Avenue, Minneapolis, Minn. 55416 or call 561-3007.

MINNESOTA CANOE ASSOCIATION, INC.

101-79th Avenue North
Minneapolis, Minnesota 55430

The Minnesota Canoe Association, Inc. is a non-profit organization dedicated to promote all aspects of canoeing. Member of the American White Water Affiliation.

MCA OFFICERS

President	Joe Conrad 1489 West Minnehaha St. Paul, Minn.	645 - 2477 55104
Vice President	Bob Haug 5222-34th Ave. S. Minneapolis, Minn	729 - 0177 55417
Director	Karl L. Ketter 101 - 79th Ave. N. Brooklyn Park, Minn.	561 - 2208 55430
Director	Terry McGaughey Pine River Minnesota	
Director	Abner Jones 7966 Eastwood Drive Moundsview, Minn.	784 - 5302 55432
Treasurer	Alvin Wisniak 5216 Colfax Ave. N. Minneapolis, Minn.	521 - 5029 55430
Secretary	Georgia Longtin 115 Lincoln White Bear Lake, Minn.	644 - 0820 55110

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