HUT!

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Twila Brase and Janet Young exude total satisfaction and confidence while running Five Foot Falls on the Peshtigo. They haven't see Horserace yet though.--**Photo courtesy Burt Levy**

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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.

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FROM THE BOW

Happy New Year! Here's wishing you and yours a happy, healthful '87, and the time to enjoy the fruits of your labors...!

I hope you've had a chance to fill out the survey form and enter the MCA Sweepstakes. We are very interested in your feedback because we want to be responsive to your vision of what the MCA should be. Help us to grow in the right direction... mail your survey form in today.

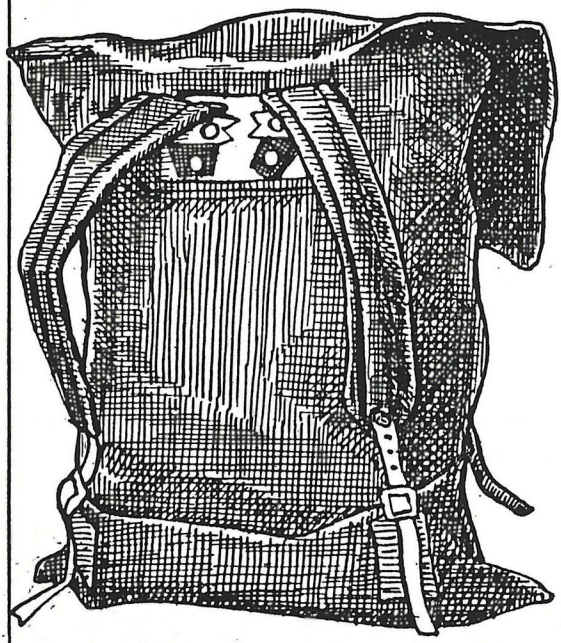
Just a note here that the Building Show and Annual Banquet is coming up on Feb. 21... and that you should plan to attend. More about this elsewhere in **HUT!**

Cliff's letter about MCA cruises struck a responsive chord at our last board meeting. I would like to point out however, that our erstwhile cruising director, Bill Simpson, instituted just such an "ABC" system last year when he took over in that position. Bill has a form for prospective trip leaders to fill out that covers the "ABC's" and a lot more. All you trip leaders out there planning on a leader-led cruise this year should fill out one of those forms when you plan your cruise. The forms come from Bill; just give him a call, his number is on the inside cover of **HUT!**

1987 should be another banner year for canoeing in Minnesota. Your MCA continues to grow and prosper. This year we are again holding a complete series of classes from beginner to expert; our canoe school will be in its third year, as well as the Duluth chapter's North Country Canoe Weekend. Then too there is the Governor's Family Canoe Day, the Jensen Handicap, the Mississippi Classic, the Paddle Nights at Lake Nokomis, and so much else that makes Minnesota truly the Canoe Capitol of the nation.

I'm looking forward to '87, and I hope you are too. The invitation is always out, come paddle with us!

--Al Gustaveson, President



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I'D RATHER BE CANOEING - EDITORIAL COMMENT



In reviewing back issues of **HUT!**, it is obvious that the controversy over which canoe is best has been raging for a long time. Perhaps it started when the second dug-out canoe was made. Elsewhere in this issue you will read my comments concerning this. This subject could be dragged on forever, with no one ever reaching an agreement. If you want to make your views known, send them in time to get into the February issue as that will mark the close of the subject.

Even though we have been provided with a wealth of material by writers such as Bob Brown and Cliff Jacobson, we need to hear from the rest of our members. Send in reports of the trips you take. Let others know about your favorite river. If you have had an unusual experience, let others know about it. I strongly suggest you read Sue Hix's article about her near tragedy on the Crow River. We hope we don't see many articles of this nature, but we all benefit from the knowledge that is conveyed by information such as this.

If you have developed a better way of doing something, let others know. Chuck Holst's suggestions on modifying Yakima racks in the November '86 issue was particularly good. Pass along any tips you have.

Our new Conservation Director, Greg Lais, is keeping us well posted on conservation issues. If you have a conservation axe to grind, contact Greg and get it into **HUT!**

--James Robinson, Publications Director and HUT! Editor

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THROUGH THE DROWNING MACHINE

It seemed like a lazy summer day, the kind that tempts you to play Huck Finn and just lie back in your boat, soak up the sun, and let the current carry you to New Orleans. But on this day of illusions, the warmth and brightness we enjoyed were flukes of Indian summer, masking the overt signs of fall around us. As we drifted on the rain-swollen Crow River from Hanover, my friends and I sensed that this would be our last warm-weather canoeing day. Early on we decided that paddling would make our trip end too soon, so we stroked just enough to keep the boats in the mainstream and to hand refreshments back and forth. Definitely a relaxed trip.

Midway through the afternoon, however, this idyllic cruise scene changed abruptly to one of near tragedy. Even as I write this, I feel strangely detached from the situation--as I did while it was unfolding on September 27. Yet this scenario was not flashing by on a movie screen; it was not the chapter of an adventure novel. It was unreal and horrible--and it was happening to me.

The victim in this instance, instead of an observer, I avoided becoming an item on the obituary page by mere seconds. Today, alive, well, and physically recovered, I feel compelled to relate my experience with the hope that it may seem justified somehow if I can prevent the same fate (or worse) from befalling even one other person.

Let me recount:

We were a group of five. I was paddling solo. In one of the tandems were two MCA'ers (also whitewater course grads), and in the other a Cascader with a novice who had come along for the sun and scenery. When we spotted the warnings at the north end of Crow Hassan Park, we decided to scout the portage at the Berning Mill Dam, a sufficiently frequent site of disaster to merit a "mandatory portage" sign. We hiked to the bridge downstream from the dam and stood there for at least fifteen minutes, mesmerized by the rushing water and soaking up the sun like so many garter snakes. The sight before us was impressive: the water was so high that it obscured the dam entirely, and the churning waves looked as much like rapids as Hell's Gate itself.

Those of us in the group who salivate at the suggestion of whitewater discussed elaborate strategies for running the imaginary "rapids." Of course, we knew that even a dam one foot high could be fatal, because none less than George Skinner had made a big point of that during our whitewater class in May. Nevertheless, this was no longer a dam--or at least it didn't look like one--because water levels were the same above and below it. Still, the signs said "mandatory portage," and I, a great respecter of authority, concluded rather wistfully that I would probably have to portage. But when my fellow whitewater enthusiasts announced that they were going to "go for it," a terrible struggle ensued between my usually conservative, safety-conscious, "risk it only if there's a 99.9% chance of success" self and a new "go for glory--it's only whitewater--don't be chicken" side.

I decided to assess the scene very carefully from another, closer angle and also to concentrate on every minute movement as the other paddlers went over what would ordinarily be a dam. Meanwhile, the novice waited with the "gallery" on shore while her partner, who had already portaged around the dam, watched from his boat below the bridge. As the Coleman came around the bend with my two friends in control, I felt a fleeting sense of panic, since I had nothing--not even a paddle-- to throw or extend to them if they had a problem. It was too late now, but they skimmed over the "dam" with nary a bump and guided their craft expertly into the eddy on the downstream side, declaring that paddling definitely beat portaging in this case.

My conscious thoughts at that moment were that my canoe weighed only half of what theirs weighed, I would have the weight of only one body in my boat, and I would have only myself to generate momentum. Yet, I knew that I could steer the boat precisely where I felt it needed to go. So I zipped up my PFD, cinched down the belt, and headed for my boat.

I came around the bend exactly as planned; I went across the "dam" exactly as intended. But fate had other plans for me after that. Apparently my stern did not fully clear the back-curling wave at the edge of the dam. For whatever reason, though, I soon found myself turning sideways to the current and being tipped downstream. I decided to fall in as gracefully as possible, grab my boat, and slink back to shore. (How embarrassing!) However, the same force that had tipped the canoe was now tugging at both me and the boat, and I realized that I was moving backward toward the dam--not a safe place to be. Suddenly I felt as if something immense was grabbing my legs and pulling me down into the brown, foamy water. I kept waiting to bob back to the surface, but I only went deeper.

It was like being caught inside a Maytag during the spin cycle; even the Incredible Hulk would have been powerless to fight this force. My eyes were wide open, and I was very rational--even calm--as I watched for any hint that I could be coming back up. It came as a shock when I discovered that I was inhaling water. At this point I remember thinking, "This could be it. How stupid." I wasn't frightened, but I was confused, surprised, frustrated--and totally helpless.

I don't know exactly what happened next, except that I noticed, like clouds parting, the boiling water becoming lighter. This was my chance; I made a big push for the top and (according to those on shore) came shooting out of the liquid hell that had almost made me a permanent resident. My return to air and light was certainly not the result of any human effort.

Now, totally spent, I was floating well out in the middle of a raging torrent, after having started only about ten feet from shore. It seemed like another miracle when my friends appeared, coordinated as a trained rescue team, instructing me to grab the stern painter so they could tow me to shore. They were as charged with adrenalin as I was spent from exertion. In retrospect, I have concluded that they must have been much more distressed as powerless onlookers than I was as the hapless victim. The thirty-some seconds when I disappeared from their view were uncomfortable for me, but this must have been a most extreme torment for them. It goes without saying that we were all very glad to be reunited!

With near disaster averted, it would be easy to preach, judge, criticize, and moralize (One man at the scene muttered that we all deserved to be issued tickets.) A situation like this, though, is beyond all that. I emphasize that we did not believe that we were being foolhardy. Sporting, yes, but not reckless. The truly frightening thing is that, had I been as successful as my friends, we might have dared the same thing at some point in the future. And who knows what influence we could have had on the other witnesses!

Since this incident, I have discussed the experience with others more knowledgeable than I and would like to share the collective wisdom of our combined experience:

1. Never, ever depart on any canoe or boating trip without proper safety/rescue equipment, including good PFD's, throw ropes, extra paddles, etc. Practice using rescue techniques so that you can recognize and be effective in an emergency. (Consider enrolling in MCA's safety and rescue course.)

THROUGH THE DROWNING MACHINE - CONTINUED ON PAGE 8

THROUGH THE DROWNING MACHINE - CONTINUED FROM PAGE 7

2. If you should ever round a bend and find yourself careening over a dam not shown on your map, put steering on hold and paddle furiously to try to clear the recirculating wave below the dam.

3. If, despite your efforts, you are caught in this recirculating froth (or if you become trapped in a hole while running whitewater), be aware that the way out is down, not up. You can dive even in a PFD, or you can extend a paddle below (if you have one), but the object is to catch the current that is being propelled away from the dam near the bottom of the river. I was lucky enough to be sucked to that depth by accident. Judging from the way I emerged (and, incidentally, my boat, too), that current is very powerful and will literally eject you downstream, clear of the dam or hole.

4. If you are in a water accident and inhale water, do as I did and go as soon as possible to a hospital emergency room for a chest x-ray and blood gases analysis. Far too many people have survived near drownings only to die as much as 48 hours later from pneumonia or other respiratory complications.

5. Finally, if this isn't already obvious, realize that dams of any size and type, but expecially dams on rivers at flood stage are dangerous. STEER CLEAR OF DAMS, from the top or bottom, regardless of your confidence in yourself, your partner, your boat, or your rescue equipment. Sometimes it takes days to recover bodies after accidents at low-head dams.

All I actually lost as a result of my accident were my hat and some pride, but that day of illusions was an expensive one for me. To its credit, my boat, designed brilliantly by Bob Brown and crafted expertly by Martin Van, sustained relatively little damage. (Nothing like the one on the cover of the October '86 **HUT!**) It's insured, but it will still cost me the $100 deductible to have the boat restored to its original condition. I have medical insurance, too, but I'll be paying 20% of my $225 ER and doctor bill. The significance of the dollar signs fade, however, when I realize that I could have paid for this experience with ultimate currency; my life.--**Sue Hix**

MORE ON LOW-HEAD DAMS

I am very familiar with the Berning Mill dam, having led trips on the Crow river for several years. There have been many drownings at this dam in the past few years. (Fortunately, no MCA members.) Sue was extremely fortunate to have survived to tell of her experience.

The mill has been out of operation for many years and the dam no longer serves any useful purpose. The dam is already starting to deteriorate on the left half. This may have contributed to Sue's being spit out by the current. Perhaps the MCA as a group should seek the removal of this dangerous hazard. Let us hope that something can be done before any more deaths occur.

One point that Sue did not mention that is extremely important is rescue attempts for anyone caught by a low-head dam. DO NOT GO INTO THE CURRENTS PRODUCED BY THE DAM. Rescue attempts by boat will only produce more victims. Rescue by rope is the only way that can be used with safety. The Minnesota Department of Natural Resources has a pamphlet entitled "The Drowning Machine" which tells of the hazards of low-head dams and should be required reading for all canoeists and boaters. Burt Levy has informed me that the "Drowning Machine" pamphlet will be available at the Whitewater Expo. There is also a movie by the same title available from the DNR film library. This film shows the proper rescue techniques to be used at low-head dams. Even though the graphic scenes of actual drownings may be upsetting, it is well worth seeing and will educate the viewers to the dangers posed by these dams.--**James Robinson**

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Editors note: Cliff's submission for this month was a proposal for changes in how MCA cruises are conducted. This was refered to the Education and Safety Director and the Cruising Director for review and comment.

We have taken the liberty of reprinting an article of Cliff's from the September 1981 **HUT!** See if you can detect any changes in Cliff's outlook on canoes. Perhaps a "toughening" of his views.

****

CLIFF'S CORNER--THE ONE AND ONLY



Let's begin with a basic assumption--you want to buy one canoe that will best meet your paddling needs. Unfortunately, that's asking a lot from a single craft, for no one canoe will do everything well. And the farther away you get from the non-intimidating, reliable, but basically "un-fun to paddle" 17-foot Grumman, the more you're apt to realize that you need a shedful of canoes, one for each paddling purpose.

The important thing is to realize that form follows function. You can't expect a sleek racer to negotiate a whitewater slalom course or a Royalex Blue Hole to win a flat water race. If you're a purist, you'll demand the best from your equipment. You won't compromise by using a boat that's less than the best for the purpose you have in mind. In short, you'll own two canoes, or three, or more. (I have four, which isn't nearly enough.)

Let's define some "use categories;" these are my definitions.

CRUISING: Spooning around Lake of the Isles, running the Croix, Cannon and Rum. Maybe a 3-day stint in the BWCA. Cruising is fun, so you want a boat that spells F-U-N when you paddle it. My choice? Maybe a Jensen Cruiser, Sawyer Cruiser, or Outrage, Mad River Northwoods, Lincoln 5.8, or MCA strip Explorer. Sure, you can cruise in a plastic bleach jug canoe if you like, and it'll still be fun. But no way can you compare that fun to what you'll experience in a sweet, skinny cruiser.

FLAT WATER RACING: The idea is to run the fastest canoe downstream in the shortest possible time. Canoes are designed for sheer helacious speed. These "pro boats," which measure but 27 inches at the 3-inch waterline, are constantly refined to keep them competitive. Many folks consider them too squirrely for general cruising, but they're not bad after you've been in them for a few minutes. They're great for a day's fun and acceptable transport for a weekend campout in predictable waters. But they're not wholesome all-around boats. They're racers, pure and simple.

WILDERNESS CRUISING: A week or so in the BWCA with maybe 150 lbs. of camping gear. Small lakes, infrequent small rapids, and lots of portages. Occasionally a wind blows up on a mid-sized lake and pushes rollers to two feet or so. Most any canoe will do here, even a flat-out racing hull, although you'll learn to dislike square stems because of the damage they incur on rocks and the weeds they catch. The pro boat and pure cruising canoe can be used with success here by experienced paddlers, but they're out of their element. Try loading any skittish, straight-stemmed, zero rocker hull while straddling two rocks with a 60-lb. Duluth pack on your back, and you'll get the idea. And watch out when the wind blows. Neither of these canoes will run dry in 2-foot rollers when loaded, even in the hands of

experts. Racers cover their canoes when there's rough water ahead, but such treatment is overkill and a hassle in the BWCA. Most likely you'll occasionally be either wet or windbound when your friends in larger canoes are simply enjoying the day.

Boats? I'd pick a We-no-nah Jensen WW II or Sundowner, Mad River TW Special, 18-1/2' Alumacraft, or maybe one of the new Beavers. The idea is lightweight (under 65 lbs.), ease of paddling when moderately loaded, and enough initial stability to allow you to confidently cast a lure into a beckoning weed bed without fear of upsetting.

SERIOUS WILDERNESS CRUISING (remote trips): No experimenting here. You're going to northern Canada where the small lakes look like oceans and the "little rapids" are similar to the Dells at Taylors Falls at high water. Figure on walking 50 or 100 miles to the nearest road or rail line, and you get the idea. What works for WILDERNESS CRUISING will work in remote country if you're very careful! An upset in the sometimes near freezing waters may prove fatal, so you want the biggest, dryest running canoe you can find. That means boats like the Old Town Tripper, Sawyer Charger, We-no-nah Jensen White Water, Mad River Voyageur, and 16 1/2' Explorer (short in length, but big in volume).

Some argue for use of USCA spec cruisers with fabric covers. These long, skinny canoes can be used safely if covered, but only by teams of experts who understand their limitations and realize that discretion is often the better part of valor.

WHITEWATER: International Class II or greater is generally considered "whitewater" (the Dells at Taylors Falls usually rates II, as does Hells Gate on the Kettle when the MCA runs open boat classes in June). Open canoes designed for SERIOUS WILDERNESS CRUISING can safely handle Class III water when loaded for an expedition while WILDERNESS CRUISING boats will work in Class II similarly loaded. But if whitewater is your thing, if you like to "play" in rapids, you'll get a boat designed for it. Maybe a Blue Hole 16', an Old Town Tripper, Shoe Heel Grumman, or one of the fancier, partially decked boats like the Seda Explorer or Easy Rider. None of these canoes is fast; they're too portly for that. But they climb over the big ones. They run dry. And that's the name of the game.

So you see, what works for me may not be best for you. I put a lot of miles on an Old Town Ranger, a slow but determined and eminently seaworthy craft. And I paddle a Sawyer Charger in the BWCA and northern Ontario. Admittedly some overkill, but not with wife, two kids, dog and gear aboard. My favorite canoe? A 15-1/2 foot woodstrip solo model designed by Bob Brown, Darrel Foss, and me. Its midsection measures just 3 and 27. (Now known as the CJ Solo by Old Town.)--**Cliff Jacobson**

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BUILDERS CORNER - GUNNELS AND OTHER THOUGHTS

Recently, I wrote an article discussing glassing called "How Much Is Enough?" I discussed keeping it light.

All too often I've seen well-built nicely glassed canoes that had 5 to 10 pounds too much wood. Ornate is fine, folks, but it won't help much on a portage trail.

Again, let's ask how much is enough? The sizes and type of wood should match up to the size of the boat. Most builders, both amature and pro, err on the side of too much.

Some big names in canoe manufacturing seem determined to have massive outwales; "keeps the water out of the boat" they try to tell me. Let me abbreviate my reply--B.S. If you depend on the outwales to keep the river out, you are in over your head.

An inch of outwale makes the boat 2 inches wider. You must paddle over this wider beam. The hull could just as well be built wider, that might help keep out water.

Outwales look keen, if you really feel you need them, keep them minimum 3/8 x 3/4 inches, and round off the corners. I prefer a rail 1/4 or 3/16 x 1 inch, just a thin rub strip. See Fig. 1.

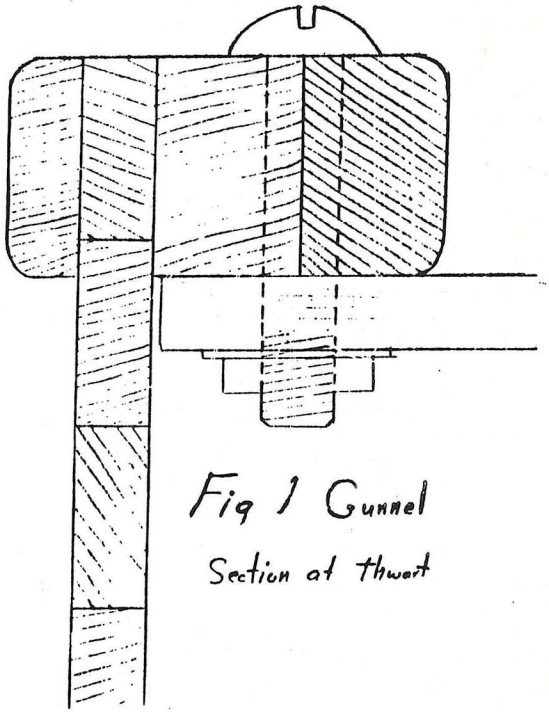


Fig 1 Gunnel
Section at thwart

I really like the gunnel system first introduced to me by my friend, Bruce Kunz. This "Kunz Gunnel" seems to do everything real well. His system overlaps short gunnel sections, effectively doubling the dimensions at places where thwarts and seats attach.

The attachment points are the key to a good system. Thwarts rarely break, they break loose, due to poor attachment.

A "Kunz Gunnel" for a solo canoe can be built of Mahogany (Phillipine) or Fir 1/2 x 3/4 inches. On a tandem, increase this to 5/8 x 3/4 inches. This should be all the wood you need. Should you use a denser wood like Ash or Honduras Mahogany, the sizes can be reduced by 1/8" on the smaller dimension.

Pine, redwood, or cedar are really too soft for gunnels.

In order to install a "Kunz Gunnel", you must plan ahead. Where should the seat go? How about the thwarts? How many thwarts? How long are the decks to be and of what type? Get all these things clear in your mind before you cut any wood.

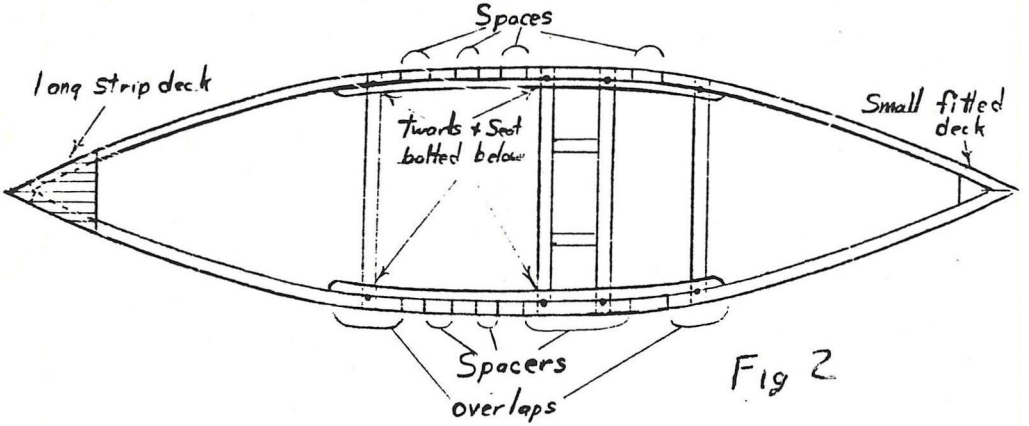


Fig 2

Fig 2 shows a "Kunz Gunnel" on a solo canoe. Notice the overlap where the thwarts attach. You now have a 1 x 3/4 inch section of wood to drill through. Bolt your thwarts to the bottom surface of the overlaped area. Use 3/16" steel or 1/4" brass bolts with flat washers, and the thwart will be very secure. I've seen screws, dowels and all kinds of hardware used to hold the thwart flush with the top of the gunnel. None are as strong.

On a typical solo canoe, the seat should be at gunnel height. Again, bolt it to the bottom of the gunnel with a bolt in each corner. Use spacers 1/2" to 3/4" on the forward edge only, to lower this edge for comfort. Simple, solid and light.

Notice the spacers between the center gunnel section and the inner skin of the hull. These spacers should be 3-4 inches long with nearly equal spaces. The space on a solo canoe must match with the seat placement. On a tandem canoe, they match the thwarts. This creates the doubled area where you drill and bolt on parts.

I love long decks, but they add weight. Now I build long decks of 1/4" strips and glass them in place. Simple, strong and light. This deck also eliminates the need for fancy fitting of the end parts.

Remember when you trim out your canoe, keep it simple and keep it light. Save all that fancy woodwork for you living room furniture.

Old dogs can learn new tricks. My "Tern" was going to be a real show-stopper. When the stripping was done and the surforming well underway, I realized that I had too many large cracks to fill.

I had tried the Kunz method of mixing sawdust and glue with limited success. There had to be a better way.

I tried something that is working so well that I am still amazed. I mix sawdust and glue all right, but I do the mixing right in the crack.

BUILDERS CORNER - CONTINUED ON PAGE 14

Easy, folks. Just run some glue into the hole, then sand. I do all my initial sanding with 36-grit paper. This paper seems to hack off chunks of cedar fibers and packs them into the joint with the waiting glue. Cross-grain sanding seems to work best. The rest is easy; finish sand with 50 or 60 grit and you're ready to glass.
--Bob Brown

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14° Bend

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Champion Racers

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RECREATIONAL &
WHITE-WATER PADDLERS

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(517) 568-3702

SAFETY AND EDUCATION

I see many people in all sesons, who do not dress for their activity level in changing weather conditions.

I work outdoors in all conditions, and as a winter camper, I have learned it is easy to stay toasty warm even if the temperature is at -50 degrees with 40 mph winds. (No, I don't carry an axe or build fires).

You may find these charts helpful. I found them a good starting point. I think they are based on U.S. Army info.

Windchill Chart

air temp degrees F	40	30	20	10	0
wind 10	28	16	4	-9	-21
mph 20	18	4	-10	-25	-39
30	13	-2	-18	-33	-48
40	10	-6	-21	-37	-53

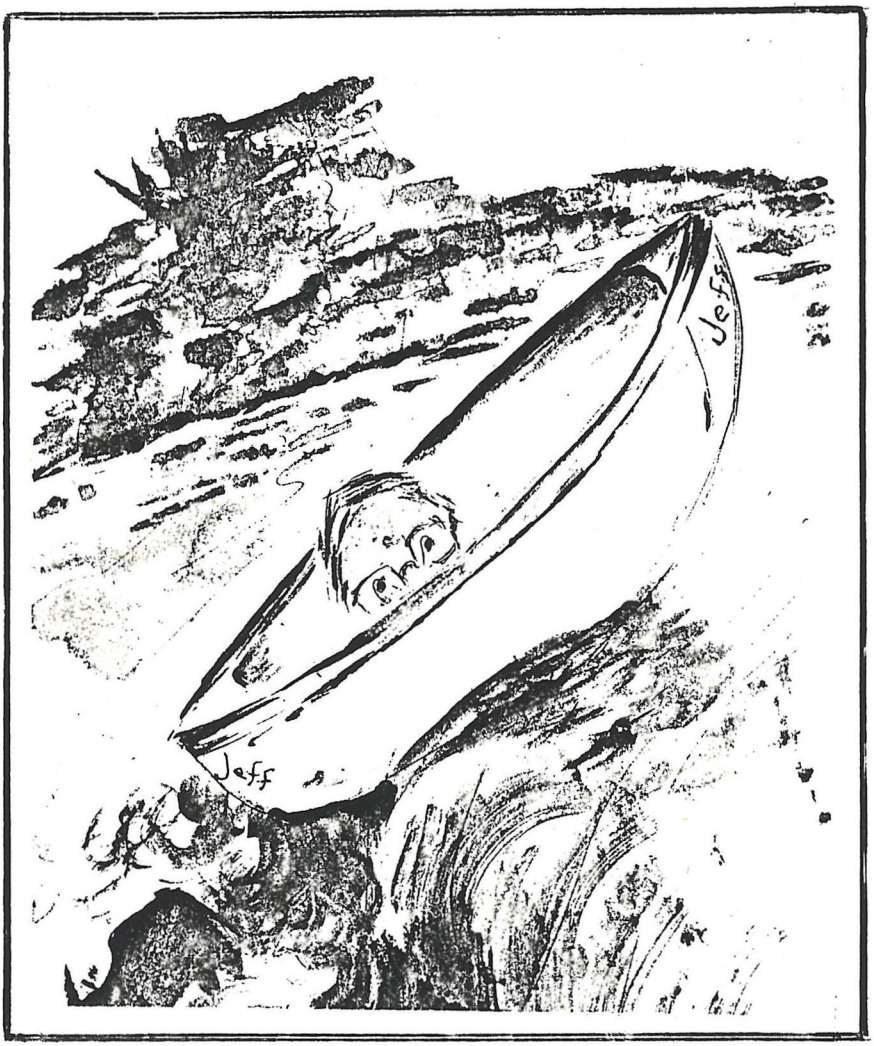
Clothing needs for windchill

Thickness of insulation (skin to air) in inches.

degrees windchill	sleeping	light work	heavy work
40	1.5	0.8	0.2
20	2.0	1.0	0.27
0	2.5	1.3	0.35
-20	3.0	1.6	0.40
-40	3.5	1.9	0.48

Remember: Don't wear cotton, dress in layers and carry both wind pants and jacket.**--George Skinner, Safety & Education Director**

Where is Burt or George or one of the other whitewater instructors when you need them?



They will be at the Fourth Annual Whitewater Expo on March 14, 1987 at the Edgewood Community Center. There will also be other speakers, films, exhibits and demonstrations in the pool.

CALENDAR OF EVENTS

JANUARY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	**19**	20	21	22	23	24
25	26	27	28	29	30	31

1 - 4
24 - 25 SKI OR SNOWSHOE IN SUPERIOR NATIONAL FOREST. Your choice of cozy log cabins or snow camping. Saunas and L.P. stoves included with quiet, relaxed basecamp near a little-used state trail system. Special group rates. George Skinner, (612) 473-4565.

6, 15, 20 WINTER CAMPING INFORMATION. Slide show and info on American Lung Association Winter Trek. 1829 Portland Avenue, Minneapolis. (612) 871-7332.

7 WED MCA BOARD MEETING. 7:30 p.m. at Al Gustaveson's, 1091 Hawthorne Ave. E., St. Paul. Call 778-8525.

7 - 11 JOHN BEARGREASE SLED DOG RACE. Duluth to Grand Marais and back. A great spectator event.

13 TUE RAPID RIDERS MEETING. At the Ground Round in Roseville, Snelling Avenue just south of County Road B. Room reserved for 6:30 p.m. Meeting starts at 7:00.

17 SAT APPLE VALLEY CANOE BUILDING DEMO. 10 a.m. to 5 p.m. Apple Valley Square, County 42 and Cedar Avenue, Apple Valley. Call Bob Brown for further info and to volunteer to work, 432-7557.

17 SAT WINTER CAMPING DAY AT REI. Join George Skinner for in/outdoor session, 10 a.m. to 2 p.m. Slides, films, equipment, sample treats. REI is one block east of 35W at 98th Street, Bloomington. 884-4315.

21 WED WOMEN AND WILDERNESS CLASS. (Independent study): Introductory meeting. For information call instructor Judith Niemi, 227-2284; registration, Metropolitan State University, 296-4465.

21 WED CANOEING THE FAR NORTH. Slide show series sponsored by Wilderness Inquiry Association and MCA. Session #1: Porcupine and Yukon Rivers--Yukon Territory/Alaska. Greg Lais. See center insert for details.

FEBRUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	**16**	17	18	19	20	21
22	23	24	25	26	27	28

4 WED MCA BOARD MEETING. 7:30 p.m. Bob Brown's, 12936 Galaxie Ave, Apple Valley. 432-7557.

10 TUE RAPID RIDERS MEETING. At the Ground Round in Roseville, Snelling Avenue just south of County Road B. Room reserved for 6:30 p.m. Meeting starts at 7:00.

16 HUT!

Session #4 4/15/87

Victoria Island
Northwest Territories
Tom Anderson

CANOEING THE FAR NORTH

"Third Wednesdays"
January/February/March/April
All Programs 7:00 - 8:30 PM
50¢ Admission for Hall Rental

Valley Co-op Meeting Room
215 North William St.
Stillwater

Directions:
Take Minnesota #36 East from Minneapolis or St. Paul until it drops to the St. Croix valley as Stillwater's Main Street. Turn left at the second stop light (Myrtle St.) and go all the way up a long, steep hill. Three blocks past the top of the hill take a right on William. Coop is two blocks down on the right.

FFI:
Don Mitchell
433-3284 (h)
433-5367 (w)

SLIDE SHOW SERIES sponsored by Wilderness Inquiry and

The Minnesota Canoe Association

Session #1 1/21/87

Porcupine/Yukon Rivers
Yukon Territory/Alaska
Greg Lais

Session #2 2/18/87

Winisk River/Hudson Bay
Ontario
Leigh Williams

Session #3 3/18/87

Northwest Coastal Waters
British Columbia/Alaska
Bill Simpson

N

14 - 21 BOUNDARY WATERS TREK. American Lung Association of Hennepin County Winter Trek. See ad on page 26.

18 WED CANOEING THE FAR NORTH. Slide show series sponsored by Wilderness Inquiry Association and MCA. Session #2: Winisk River/Hudson Bay--Ontario. Leigh Williams. See center insert for details.

21 SAT BUILDING SHOW AND ANNUAL BANQUET. Brooklyn Center Civic Center, Shingle Creek Parkway and I-694. Builders show, 12 noon to 6 p.m. See February **HUT!** for more details on building show. Banquet at 7:00 p.m. See Banquet registration form on page 23 for details of banquet.

27 FRI RAPID RIDERS ROLLING CLASS. See Rapid Riders Chapter news.

MARCH

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

??? TWO WEEK TRIP OUT WEST. Call now and help set details. Past trips to Tetons and Yellowstone. Low cost, great fun. George Skinner, (612) 473-4565.

6 FRI RAPID RIDERS ROLLING CLASS. See Rapid Riders Chapter news for further information.

14 SAT WHITEWATER CANOE AND KAYAK EXPO. Edgewood Community Center, Moundsview. Watch the February and March **HUT!** for details.

18 WED CANOEING THE FAR NORTH. Slide show series sponsored by Wilderness Inquiry Association and MCA. Session #3: Northwest Coastal Waters, British Columbia/Alaska. Bill Simpson. See center insert for details.

WHERE ARE MY BUILDING PLANS?

Our new system is working--sort of. We have shortened the turn-around time on plans orders by several weeks. This has been done by having members send their requests directly to me.

In the past, everything got sent through the P.O. box. One person had to sort through all the mail and decide who got what. That step took time, too much time. Our system works for all but new members.

I've been sending back self-addressed envelopes to folks that ordered plans, so that they can let me know if they built and how it turned out.

Take the time to look at the Plans Order Form. Send a stamped, self-addressed, business size envelope for the Canoe Description Sheet. If you are ordering plans, ask for the Description sheet too. It's FREE.

If you are ordering T-shirts, patches or stickers along with plans, don't try to combine the order and send it to one address. You will only delay things. It is better to split things up and send the order to the proper people.--**Bob Brown**

DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER
President: Fred Freeman, (218) 525-6486
Cruising: Gardner Ellis, (218) 728-5304
Whitewater: Rick Luck, (218) 724-7992
Racing: David Spencer: (218) 624-3413
Membership & Treasurer: Greg Furtman, (218) 525-6027

Another Christmas season is past, and everyone got all the outdoor "necessities" they asked for, right? Now, all we need is a mild winter with lots of snow so we can start using all that new equipment.

The Twin Ports Chapter has a few things planned to get us through the winter.

Dave and Sue Spencer are planning a ski outing in Jay Cooke State Park Jan. 11, 1987 with a pot luck dinner afterwards at their house. Call Dave or Sue for the details at (218) 624-3413.

Mark your calendar for Jan 22nd at 7:00 pm. That is the date Gardner is showing slides of his Canadian trip to those who attend the meeting of the Twin Ports Chapter at Godfather's Pizza at 1623 London Road.

A $20.00 deposit is all that is necessary to reserve your place on the Boundary Waters Ski Weekend at Borderland Lodge on Gunflint Lake the weekend of February 6th-8th. Contact Dale Stanek, 1620 Lakewood Road, Duluth, Mn. 55804. Phone (218) 525-4056.

Best wishes to all for a happy and prosperous New Year!
--Fred Freeman, Twin Ports President



NEWSLETTER OF THE LONG DISTANCE CANOE RACERS
President: Karl Ketter, (612) 636-8116
Race Calendar: Tom Nolz, (612) 689-5719
Rt. 1, Box 202
Cambridge, MN 55008
Coordinator: Betty Ketter: (612) 561-2208

Tom Nolz, current Race Calendar Coordinator, has already put together a pretty complete schedule of next season's events. Be sure to call or write him if you have race information. The calendar will be published in **HUT!** before next spring arrives.**--Bill Simpson**



NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER
President: John Tuttle, (612) 933-6603
Vice President: Rick Nagle, (612) 699-3862
Secretary: Kim Hochstein, (612) 544-4105
Treasurer: Paul Rem, (612) 645-3538
Membership/Cruising: Jeff Grigsby, (612) 636-4373

As of this writing, 12/14/86, our Christmas Party and December meeting is only one week away. We are anticipating a good time and much input from our membership.

THE WHITEWATER EXPO will be held March 14th at Edgewood Community Center, Moundsview. Much work and planning is being done, and we are looking forward to a fun and informative session. All Rapid Riders members wishing to help at the Expo, please call John at (612) 933-6603. The Expo is open to the public.

Our Whitewater Conditioning Program, featuring Carrie Hochstein, will be presented February 10th at our regular membership meeting. Come and see what you can do to stay or get into good shape.

All Rapid Riders members interested in getting in some pool time around February or March, call Gary Nagel, (612) 487-2079. this is not an instructional offering, but a good chance to "get wet."

The Rapid Riders Rolling Classes are scheduled for February 27th and March 6th at either the Oxford or Roseville pools. The classes will be 6:30 pm to 9:00 pm each night and total cost will be approximately $20. A limited amount of equipment is available for persons who don't have boats. All persons interested, please call: Ed at (612) 487-1811; Greg at (612) 633-0928; or Gary at (612) 487-2079.

Any Rapid Riders members who have changed address or phone, please contact Jeff at (612) 636-4373.

Happy New Year, Everyone!

--John Tuttle (I'll be the one that's upside down.)

NEWSLETTER OF THE SPERRY CHAPTER
President: Ron Dahl, (612) 888-4797(h), 635-5598(w)
Secretary: Tom Olson, (612) 786-9076(h), 635-6278(w)
Treasurer: Bob Breeden, (612) 454-2440(h), 456-2094(w)
****
NO NEWS FROM THIS CHAPTER THIS MONTH
****

NEWSLETTER OF THE ST. CLOUD CHAPTER
President: Bob Ellenbecker, (612) 251-7967
Vice President, Cruising: Steve Thrune, (612) 252-3027
Vice President, Education: Mike Zapf, (612) 251-5807
Publicity: Dale Schleppenbach, (612) 255-1781
Secretary/Treasurer: Mitch Albers, (612) 253-1646
****
NO NEWS FROM THIS CHAPTER THIS MONTH
****

NEWSLETTER OF THE AUSTIN CHAPTER
President: Ardell Gorman, (507) 433-7465
Vice President: Jerry Novak, (507) 433-1392
****
NO NEWS FROM THIS CHAPTER THIS MONTH
****

TRIP REPORT

December 5-7 found five of us up at Great Lakes Lodge, adjoining Superior National Forest. This area was covered with about 14" of powder while other areas in the state had no snow. We skiied, snowshoed, baked in a sauna, rolled in the snow, and some gave winter camping a try (with very satisfying results.)

We followed tracks of wolf, deer, moose, pine marten, and otter. We just plain got away from it all in cozy log cabins.

This area is very close to Governor Perpich's pet dumb idea-that National Guard air strike, tank and cannon range that really is alive and well, folks!

More trips are listed. Come up and enjoy your national forest. And if your forest is for timber, recreation, hunting and wildlife, you had better let the governor know.**--George Skinner**



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Bending Branches' glossy, all-natural wood paddles *are* beautiful. But good looks are only one part of a fine quality paddle. Bending Branches offers paddles of unusual durability, lightness, balance, and—feature for feature—spectacular value. We create beautiful paddles that last—for serious sportsmen and women. Insist on them at your local sport shop.

We invite you to write or call for our free color information packet and dealer list.

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1101 Stinson Boulevard, Minneapolis, MN 55413
612/378-1825

BENDING BRANCHES

LETTERS TO HUT!

SUPPORT YOUR MCA CRUISING DIRECTOR

It was with great interest that I read Cliff Jacobson's December letter to the editor. I would like to remind everyone that the MCA has a cruise information sheet to be filled out by leaders. It quite clearly rates the activity; i.e.: whitewater, efficient paddling, training run, recreational, leisure, etc. Pretty simple, self explanatory, and it does not take much time to fill it out.

We don't need new systems, we need people to better utilize those we have! And, if you don't see the cruises you desire, lead some, there is plenty of water for all.

George Skinner.

WHAT'S IN A NAME?

This is regarding Bob Brown's article on touring canoes. We seem to have a problem here with definitions. My dictionary is Wenonah Canoe's Catalog. To them and seemingly other manufacturers, a touring canoe is "easy to use" and "a means to an end." Using the Wenonah tandem canoe at the top of the page of each type as a reference, the typical touring canoe would be 18' long and 33" wide at the waterline. Wenonah says they tend to be wide for their length, which "limits efficiency." This is not what Bob was saying.

A cruiser would be 18' long and 32 1/8" wide. This is the 18' Jensen, which Bob lists as a touring canoe the cruiser makes "activities peripheral" to paddling. It has "high level performance", is a "pure form canoe," and is "versatile."

Now, think of the words. "Touring" sounds like something you do to see things and do things; "Cruising" sounds like teens traveling around doing nothing except showing off their "fine" car, and trying to impress people. Bob has switched the use of these words, and this makes his article confusing.

Now I'm going to really confuse the issue. These canoes were built for, and therefore descriptions written for, standard people. The standard man is 5' 8" and 150 pounds. My touring partner and I add up to about 450 pounds, a slight bit above average. So, I consider the Tripper at 18-1/2' and 32" wide my cruiser. In fact, with just one of us paddling easily, we hold our own with a couple in a standard 17' aluminum. Until I read Cliff's letter, I did not realize Bob was referring to MCA trips. But then, no one ever accused us of working hard as we paddle beside them, or past them.

Brian Larson, Cassville, Wisconsin

EDITOR'S NOTE: While I tend to agree with the definitions proposed by WENONAH, Bob Brown sticks to his guns. Bob also feels quite strongly that people are misled by the "Cruiser" definition put forth by the USCA. A USCA Cruiser is pure racing canoe and should never be consider anything else.--**James Robinson, Editor**

AN INVITATION FOR CLIFF

Please tell Cliff I will take him on a cruise with us. I can guarantee he won't be left behind.

Thank you,

Gilman E. Peterson

THE EXPEDITION CANOE

Since my article on touring canoes came out, many people have asked the difference between the cruiser and expedition canoes. I see a clear distinction, yet it is somewhat harder to define.

One method I've found that works is to look in my good friend Cliff's garage. Any canoe there has got to be an expedition boat. All funning aside, most of the canoes out there are cruising canoes, 95% of all canoes built. This includes most of the 17' and 18' canoes on the market.

Expedition canoes differ mostly in size (volume). They need to handle more gear and to carry it safely. The demands of an expedition differ from BWCA cruising.

As I see it, there are three types of expedition canoes. Whitewater, flat water and powered freighters. Let's forget the last one (hopefully none of us use one). They are all work horses, yet each fills a different niche.

I'm not a serious tripper (understatement), so undoubtedly there are many canoes in this area that I'm not familiar with. Let's discuss the one that I know.

In the past, every tripper needed a Prospector or a 20' E.M. White, they were the best available. In more recent history, such canoes as the 18' Alumacraft or 19' Grumman seemed the choice of the wilderness bound canoeists.

Today there is one boat that does the job so well that all the boats of the past are forgotten, this boat is the Tripper built by Old Town. This boat was named right. If I were to go on a far north whitewater trip, this would be my choice. What makes the Tripper so great?, you ask. Royalex, I'll answer. The boat is bomb proof (nearly indestructable).

The Tripper is the choice of many local whitewater people, these folks may have no desire to paddle wilderness, yet the boat is a platform that seems to handle the worst conditions as well as any open canoe out there. This same whitewater ability adds much safety to the expedition canoeist.

The 17' Tripper can be carried on the outside of an airplane like the Cessna 180's or inside of a Twin Otter. Eighteen-foot canoes can't do this.

Size is volume, folks, not length. The Tripper at 17' is a big boat. It can carry a tremendous pile of gear.

Combine indestructability, fly-ability, load-ability, and whitewater performance. It's no wonder that it's the expedition boat most chosen.

Some expeditions are run on flat water or run so all dangerous spots are portaged. This requires a different type of boat. Volume is still a must, but speed should substitute for whitewater ability.

Some of the best flatwater expedition canoes are no longer being built. they are rather special purpose, at least the buyers seem to think so.

My favorite is the Mad River TW Special. Great canoe, if you can find one for sale, grab it. This boat does everything well except whitewater. It is a large volume boat, yet it paddles like a touring canoe. Got lots of miles to cover, this may well be your boat.

Jim Henry had a great boat there, but doesn't see enough sales to keep it in production. If you like aluminum (some folks do), look around for an 18' Beaver. They will cover the miles fast and easy and carry the load needed. They are also out of production.

One boat in this class is still being produced (locally, at that). It is the WENONAH Sundowner. This is another one of the boats that paddles like a touring canoe, yet has what is required for expeditions (almost).

The Sundowner seems to love a load. I know several people that own them and they insist that the boat paddles better loaded. How much load? Paddle with our illustrious editor once, he will gladly let you help him across the portages. I've helped him once or twice, I KNOW this boat carries a load.

Did you spot the "almost" back a ways? Mike Cichanowski builds all his canoes like they were racers. Before I headed to the Arctic in a Sundowner, I'd take a long hard look at the seat and thwart attachments. My finished product would probably have gained a couple pounds, but pop rivets and 6061 tubing are hard to come by 100 miles from trails end.

The expedition canoe is a must if you are going on an expedition. They have a very special purpose. Don't bother to buy one to take to the BWCA.

Ninety-five percent of all canoes built are cruisers perfect for the BWCA. Why? That's what 95% of the canoeists do.

--Bob Brown

MCA BUILDING SHOW

Our building show will be held at Brooklyn Center Civic Center on February 21, noon to 6 P.M. Following the Building Show will be our Annual Banquet.

Details of the show are not firm at this time, so keep this date open and watch the February **HUT!** for information on this event. Plan to spend the entire afternoon. Meet the MCA's great builders, learn the latest techniques for woodstrip canoe building.

-- Mike Ludvigsen, Building Director

MCA ANNUAL BANQUET
February 21st, 1987--7 to 10 p.m.

Following the Builders Show at the Brooklyn Center Civic Center, the MCA will have our Annual Banquet. Make plans to attend now...reservations are required!

Janice Liberko has arranged the catering service for us with Distinctive Catering, Inc. Read the menu, and we're sure you'll agree it is an evening to look forward to. Meet and greet those canoe buddies from around the state that the Builders Show brings together...then join with them for the feast:

----Turkey and beef
----Mashed Potatoes and gravy
----Vegetable
----Relishes
----Assorted rolls
----Coffee and milk
----Sheet cake

All this...and more! For only $8.00 per person. Join us--reserve now!

Name_____

Address_____

Number in party_____@ $8.00 each = $_____

Enclose check made out to the MCA and send to:

Debbie Murphy, Secretary
7009 Upper 164th St. W.
Rosemount, MN 55068

JACOBSON/BROWN -- WHO IS RIGHT?

I would like to take the opportunity of adding my two cents worth to the Jacobson/Brown "best canoe" controversy. Cliff feels that a person should choose a "worst case canoe." I cannot agree with this. Instead of choosing a bomb-proof barge, try improving your skills so that you can handle the finer-lined canoe. While leaning towards Bob Brown's philosopy, I don't go quite to the extremes that he does. I want the "two-moose" hauler, but it has to be easy to paddle. Apparently not an easy combination to find.

We started canoeing in a seventeen foot, 85 pound, aluminum beast which was chosen by the scientific method--"We have a Ward's credit card, let's buy a canoe there." After paddling it for seven years we decided to upgrade to a WENONAH Sundowner. Canoeing became more fun. No, the pop wasn't any colder, but the paddling was easier. We kept the tin beast for the rough work--Minnehaha Creek; whitewater; loaning out.

Now we are fortunate enough to have five canoes: WENONAH Sundowner, 18' WENONAH Jensen, 17' WENONAH Jensen, Blue Hole OCA, and Old Town Camper. (The Ward's beast was sold.) Yes, this is a lot of canoes. Yes, you have to be a little crazy to own that many. Yes, we do have a chunk of money tied up in them. And, yes we do take our canoeing very seriously.

Which one is best? Which one is the "all around canoe?" If I had to choose just one, which one would it be? Let me take the questions in order:

None of them is the "best." Best for what? I wouldn't want to take any of the WENONAH canoes through Banning Rapids on the Kettle. Being fiberglass boats that are long and sleek with no rocker they just are a poor choice. The Old Town is too shallow to make it. The only choice would be the Royalex Blue Hole. It was designed as a whitewater play boat. How about the Boundary Waters? The clear choice here would be the Sundowner. Eighteen feet of fast, easy tracking, load hauler. Day tripping? Either of the Jensens. Float fishing down a quiet river? The wide, short (16') Old Town. The Old Town also shines when it comes to narrow, twisty streams like Minnehaha Creek. Being made of Royalex, it also can take the abuse that the Creek can dish out.

None of them is the "all around canoe." The Sundowner comes closest. We have had it through Class II rapids with a good load, on fast day trips, paddled high waves with a huge load.

To cut back to one would be painful. I would have to go with the Sundowner. On those occasions when it would not be appropriate, I would rent or borrow a different craft.

Longer is better. It is easier to make a long canoe turn than to try to make a short, rockered canoe track. Think about it: most of the time you are going in a relatively straight line. Fighting the short canoe all day will wear out the toughest paddler. Last month I recommended taking the MCA classes. By using the techniques taught in the Efficient Paddling Class, you can handle the longer canoes.

The ultimate choice is yours. Try other canoes every chance you get. Maybe you will want to change. Maybe not. I work with a man who thinks his Coleman is great. He floats down the river, fishing and rarely touching a paddle. When he hits the shallows, he just drags the craft over the rocks. For him, I would recommend no other canoe.

Above all, the idea is enjoyment. Don't worry if you don't have the latest hi-tech canoe. If you are having a good time in your Brand-X canoe that isn't bomb proof or sleek and lean, more power to you. Join a cruise that matches your skill and equipment level. If anybody is so insensitive as to comment about your canoe, tell them

that you're having a good time and that you won't ask him to paddle it. If he offers to let you try his, take the opportunity. Find out what a "lean, mean, cruising machine" feels like. If you like it, think about changing. If it doesn't suit you, go back to "the old faithful" and enjoy.--**James Robinson**

MINNESOTA CANOE ASSOCIATION BOARD MEETING MINUTES
November 5, 1986

The meeting was called to order at 7:35 p.m. by Al Gustaveson, President.

Those in attendance were: Steven Franklin (Membership), Verna Robinson (Sub-Secretary), Bill Simpson (Cruising), James Robinson (Publications), Bob Brown (3-year Director), Steve Stedman (former V.P.), Mike Ludvigsen (Building), George Skinner (Ed. & Safety), Don Mitchell (V.P.), Earl Liberko (1-year Director), Caryl Duke (Treasurer), Burt Levy (2-year Director), Al Gustaveson (President), Janice Liberko, and Jan Amberson.

The minutes were approved as corrected.

Al introduced old and new board members. We discussed who will be responsible to pick up the mail at our MCA P.O. Box. Al will talk to Greg Lais and see if he can do it.

The Building Show and Annual MCA Banquet will be Feb. 21st at the Brooklyn Center Civic Center.

March 21st the BCCC is reserved for either a BWCA program or a Whitewater Program.

We discussed the different programs. The concensus of opinion was to concentrate on the big shows in Feb. and March, our Canoe School Weekend, Paddle nights in the summer, and the Annual Fall Color Cruise. Bob Brown thought we should offer some smaller programs for Sept-Jan, excluding December.

We discussed a possibility of having a monthly general meeting at a given location, and after a general meeting, they could break up into special interest groups. Al assigned Bob Brown, George Skinner, and Jan Amberson as a steering committee to plan programs for 12 months.

Publications: Jim Robinson said that the Ad Revenue estimates are increased from 1985. We will have saved about $3,000 from **HUT!** costs from 1985 to 1986. Jim is asking for more input for **HUT!**, more articles, etc.

Education & Safety: George Skinner talked about the plan for Governor Perpich to establish an artillery range in Northeastern Minnesota.

George Skinner made a motion that the MCA Board go on record as opposing the establishment of a tank and artillery range in Northeastern Minnesota. We will write a letter expressing this opposition, and send it to Governor Perpich. The letter to be composed by Don Mitchell and George Skinner. The motion was seconded by Bill Simpson and unanimously carried.

New Business: Burt announced that there will be a Whitewater Chapter Christmas Party in December. Date and time to be announced later. All board members are invited.

Rice Lake, Wisconsin wants to form an MCA chapter. They will have a meeting in November. Al will be attending this meeting.

ACA has formed its own insurance company. Al needs to know ASAP what needs to be insured for 1987; classes, etc.

A motion was made by Bob Brown to adjourn the meeting and seconded by Earl Liberko and unanimously carried. The meeting was adjourned at 9:23 p.m.

Respectfully submitted,
Verna Robinson, Substitute Secretary

PORCUPINE CARIBOU HERD IN DANGER

This past summer, I had the privilege of paddling through some of the finest wilderness left on the earth--the Arctic National Wildlife Refuge in Northwestern Alaska. We traveled through areas that abound with an amazing diversity of wildlife, reminding me of what the rest of the continent must have looked like a mere 200 years ago. The 18-million acre Arctic National Wildlife Refuge is the untouched domain of polar bears, musk oxen, wolves, and the Porcupine caribou herd, the largest caribou herd in the world.

Although this area may be far removed from the reality of most MCA members, it needs your help or it may be forever lost. Along the shore of the Beaufort Sea lies the Porcupine caribou herd's ancestral calving grounds, and perhaps the largest remaining oil reserve in the United States. Interior Secretary, Donald Hodel, is considering approval of a plan for oil and gas exploration and leasing in this fragile, pristine remnant of pre-historic America. Considering the Reagan administration's attitude toward environmental preservation, it could be a disaster.

A recent panel of caribou experts, including scientists from ARCO Alaska, Inc., have issued a report stating that the development of this coastal plain would have a substantial and negative effect on the Porcupine caribou herd. They recommended that a 300,000 acre swath of the coastal plain be taken out of consideration for development. Unfortunately, this area covers what has been called one of the "hottest prospects" for oil development left in the United States.

This issue is representative of the classic battles between development and preservation. The State of Alaska and oil companies want development for the revenues. Environmentalists wish to preserve a piece of vanishing America. You can help by writing your Senator, or contacting Jack Hession, Sierra Club Alaska Representative, (907) 276-4048.

If you wish to become more familiar with this area, I will be giving a slide presentation on the Eagle, Bell, Porcupine and Yukon Rivers in the Yukon and Alaska on January 21, 1987, 7-8:30 pm at 215 North William Street in Stillwater, MN. Call Don Mitchell at (612) 433-5367 for more information.

--Greg Lais, Conservation Director



MINNESOTA WINTER WILDERNESS TREK

FEBRUARY 14-21

There's a way to beat the mid-winter hum-drums – that time of year after the holiday tinsel has settled and before spring is "just around the corner." But first, you have to slip into something wild and inviting.

It's called "The Minnesota Winter Wilderness Trek." You may have already heard about it. It carries quite a reputation. Challenging? Without a doubt. Rewarding? Most definitely!

From one of three towns, Ely, Tofte or Grand Marais, you'll quietly slip into the largest virgin forest east of the Rockies – the land of Boundary Waters – for a week of winter camping and skiing or snowshoeing.

In small groups and under the direction of experienced winter trek leaders, you'll traverse your way over frozen lakes and snowy portages. Best of all, no winter camping experience is necessary. Our training prepares you for a safe and comfortable winter experience.

Go ahead. Treat yourself. Join us this February for an experience of a lifetime on the Minnesota Winter Wilderness Trek VII.

CALL 871-7332

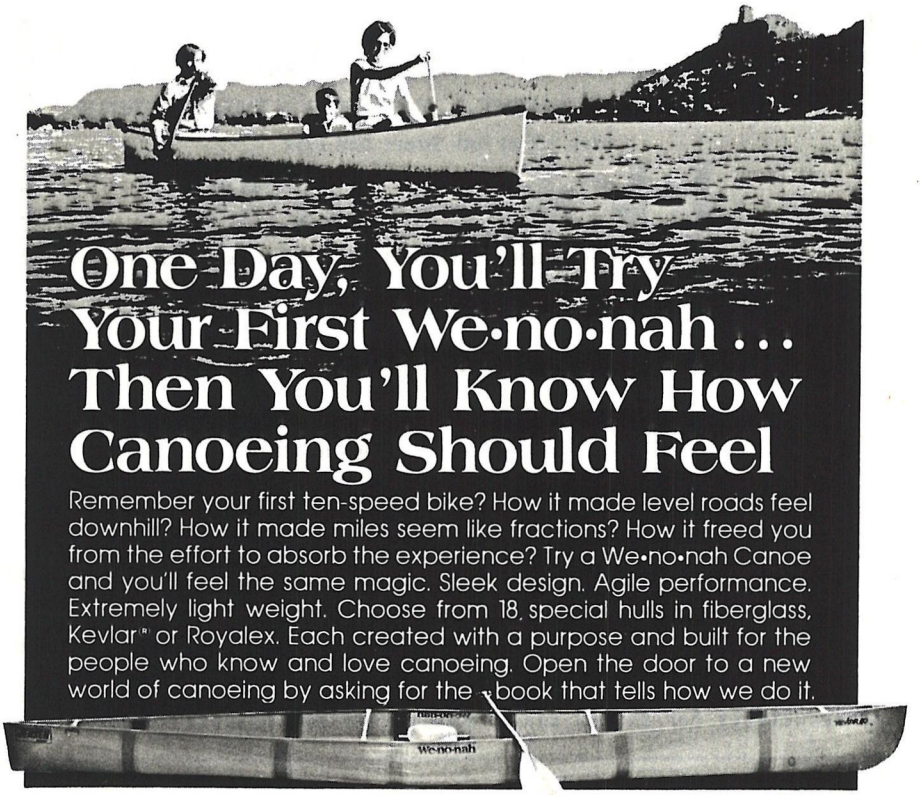
American Lung Association of Hennepin County

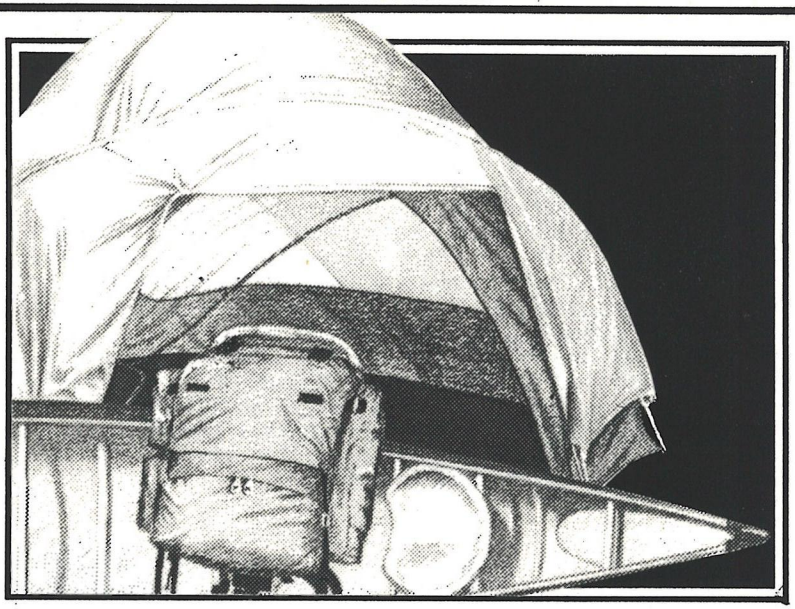
CRUISE NOTES

COMMENTARY: For several years Wilderness Inquiry Association has sponsored a slide series, in Stillwater, of Minnesotan's Arctic canoeing adventures. This Year, in cooperation with the MCA, we again have a full slate of slide programs scheduled in. Our trips range from the Winisk to the Porcupine to the Coppermine to the Alaska coast and finish up on Victoria Island in the Arctic Ocean. So if you need some winter-time vicarious canoe experiences, see the center insert and watch the **HUT!** calendar for further information.

The latest Two Continent Canoe Expedition newsletter, received December 8, 1986, has Valerie and Verlen paddling along the shoreline of the Great Lakes despite below zero temperatures and very strong winds. Progress appears to be slow but steady.

As I mentioned in the last issue, the greatest expense in a Far North canoe expedition is invariably the cost of a chartered plane. I was prepared for a jolt when trying to get an estimate for our next trip, but the quote of $14,000 for one plane, drop off and pickup, almost put me on the floor! As they say, it's time to consider other options.**--Bill Simpson, Cruising Director**





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Page Size	Monthly Cost*	Width/ Height
1/4	$20	4.7"/1.9"
1/4	$20	2.2"/3.9"
1/2	$30	4.7"/3.9"
Full	$50	4.7"/7.8"
Double page	$90	

Send photo-ready copy with payment to:
Verna Robinson
HUT! Advertising
4421 36th Ave. N.
Crystal, MN 55422
Make checks payable to the MCA.

ADS WILL BE PRINTED WITHOUT REDUCTION IN SIZE
ADS MUST BE RECEIVED BY THE 15TH OF THE MONTH PRECEDING PUBLICATION

*Monthly cost will be reduced by 5%, 10%, and 15% when ads are run consecutively for three, six or twelve months, respectively.

Company Name_____

Contact Name_____ Phone_____

City_____ State_____ Zip_____

Ad size_____ No. Issues_____ Payment Enclosed $_____

TRADING POST

Free personal ads to MCA members

****

FOR FASTEST SERVICE IN GETTING YOUR AD IN **HUT!**
SEND IT DIRECTLY TO THE EDITOR AT HIS HOME ADDRESS

****

WANTED:

DAMAGED OR WORN KAYAKS AND CANOES (need not be paddleable) for MCA River Rescue Class. You know you won't fix it, so donate it! George Skinner, 485 Vixen Road, Wayzata, Mn. 55391 (612) 473-4565.

FOR SALE:

RALEIGH SUPER COURSE BICYCLE. 12-speed racer. Very good condition. Call Bob, (612) 432-7557.

BEATER CANOE. Woodstrip with fiberglass (lumpy). Leave it at your cabin and not worry about it. $100 firm. Call Bob, (612) 432-7557.

007 RACING CANOE. The original. Still in good condition. Open to offers. Call Bob, (612) 432-7557.

GREAT WHITE WHALE. Immaculate 18'6" Kevlar/S-glass Mad River TW Special. Padded ash yoke, extra thwarts (beefed-up for tripping), knee pads, etc. Replacement cost on this boat is around $1800. Will sell for $1250. Cliff Jacobson, (612) 437-7497.

****

WINTER CANOEING

One good cure for canoe-withdrawal and cabin fever: paddling in Everglades National Park. Florida beauty and sun without the glitz and crowds--canoeing hasn't caught on big there, everyone is in RV's. The most-described route is the hundred-mile Wilderness Waterway from Everglades City to Flamingo. But I've met crabby travelers back from a week of toughing it out with tides, winds, claustrophobic campsites on "chickees." If you want a vacation, try a shorter route around Cape Sable. Exotic birds, mangrove tunnels, miles of uninhabited shell beaches. You might be windbound a day or two on the Gulf coast--no problem, with all that beachcombing to do.

Bugs are negligible in winter, at least to Minnesotans. You raccoon-proof your food, and keep your feet out of the home waters of sting-rays or gators. If you see a silver fin beside your canoe, you might not want to help the "stranded" beast, as an anonymous friend did--the nurse shark was benign, but seemed to think she was rude. You carry all your water, carry out solid wastes, and wear #15 sun block.

There are also great day trips near the Flamingo campground --endless possibilities for birding, wildlife, and photography.

RESOURCES-- Books, maps, guidebooks: Everglades Natural History Association, PO Box 279, Homestead, FL 33030; Park map and newsletter, regulations: Everglades National Park, same address; Outfitting, shuttle, and a wealth of local information: Everglades Canoe Outfitters, 39801 Ingraham Highway, Homestead, Fl 33034, (305) 246-1530; local information and encouragement: Judith Niemi, Women in the Wilderness, (612) 227-2284.--**Judith Niemi**

BACK ISSUES WANTED!

Back issues of **HUT!** are needed to complete the Archives and to permit the MCA to have bound volumes for 1985. The issues needed from 1985 are: January, February, March, April, May, September, October, November and December. While we know that many people like to save their copies, perhaps you would be willing to part with yours for the benefit of the Association.

The MCA also has many older copies of **HUT!** going back as far as 1969. These will be given away on a first-come/first-serve basis at the Builders Show and Banquet in February.--**HUT! Staff**

Canoe Building Plans, $5.00 each (SALES TO MCA MEMBERS ONLY)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send with plan order form to: Bob Brown, Canoe Plans, 12936 Galaxie Ave., Apple Valley, MN 55124

- -

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

[ ] Woodstrip canoe building manual with Explorer and Guide plans

[ ] BWCA Cruiser

[ ] MCA 14' Solo

[ ] Free Spirit Solo (Brown)

[ ] 17' Osprey (Zapf)

[ ] 17' Kootenay (Kunz)

[ ] 15'6" Kootenay Solo (Kunz)

[ ] 15'6" Solo Canoe Pirate (Brown)

[ ] 15' Solo (Ketter)

[ ] Griffen II Solo Kayak (Brown)

[ ] 18'6" 4&32 USCA Racer (Burley)

[ ] 18'6" 3&27 Racer (Ketter)

[ ] 30' Voyageur Canoe (The cost of this plan is $20)

[ ] Free leaflet describing canoes (**Enclose self-addressed, stamped, business size envelope**).

BUILDING SUPPLIES

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst and wax (if required) is $13.00 per gallon. Four oz. cloth, 50" wide is $3.00 per yard; 7 1/2 oz. cloth, 60" wide, is $4.25 per yard. Six oz. cloth, 60" wide, is available only from the Eagan and Apple Valley depots at $4.10 per yard.

West System Epoxy is available only from the Apple Valley depot. Call Bob Brown for prices and availability.

Rules for Purchase: Call ahead and schedule pick-up time. Payment must be by check or money order to: Minnesota Canoe Association. **No cash. Sales to MCA members only.**

Depots:	Betty Ketter	561-2208	North Minneapolis
	Bruce Kunz	454-7207	Eagan
	Steve Franklin	457-3369	So. St. Paul
	Bob Brown	432-7557	Apple Valley (West System only)

MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM

Send form with check (U.S. funds) to: **Minnesota Canoe Association, P.O. Box 14207 University Station, Minneapolis, MN 55414**

I am joining the MCA as a [ ] New [ ] Renewal member. Please check:

[ ] Regular Member--1 yr. $10 [ ] Supportive Member--1 yr. $ 25

[ ] Regular Member--2 yr. $19 [ ] Life Member $100

[ ] Regular Member--3 yr. $27 Fill in name, address and phone no.:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone:(____) _____

[ ] If you're moving, check here and fill in your new address above. Include your **HUT!** mailing label for proper handling.
The Post Office will not forward HUT!

ORDER FORM--Stickers/Patches/T-shirts (Sales to Members only)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.**
Send order form to: Verna Robinson, Minnesota Canoe Association, 4421 36th Ave. No., Crystal, MN 55422.

Stickers--Blue MCA logo on a white reflective background, great for canoe or car. $1.00 each.

Sew-On Patches--MCA logo. Gold paddles/silver canoe, $2.00 each.

T-Shirts--50/50 blend. $5.00 each, plus $1.50 mailing per order.
Adult sizes: S, M, L, XL.
Light blue shirt with navy blue MCA logo.
Green shirt with white MCA logo.
Red shirt with white MCA logo.
Grey shirt with navy blue MCA logo.
Dark blue shirt with white MCA logo.

To order: Fill in name and address below. Indicate quantity desired for each item. State second color choice for shirts if acceptable.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Description	Color (1st)	(2nd) choice	Size	How many	Amount
		Mailing (shirt orders only)			1.50
		Total amount enclosed			

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