HUT!

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"Quick, grab my paddle!" exclaims Mike Rogers in Teacher's Pet Hole on the Kettle River. Scott Pomeroy, knowing better, keeps his distance. Photo (c) 1987 by Burt Levy Photography.

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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

By the time you read these lines, you should have received notice of our Annual Meeting.

Along with that notice was a list of proposed candidates for your consideration. We have some new faces and some familiar ones--all in all a good combination to advance the MCA into its 27th year.

I hope that many of you will be able to attend and personally vote at the Annual Meeting and Election of Officers.

October is also the month for our Color Cruise and Builders Contest. Elsewhere in this issue of **HUT!** you'll find more information about this annual event. Note too, that there will be additional excitement provided during the day by Lieutenant Governor Marlene Johnson and the DNR at O'brien State Park.

We are starting again to have monthly meetings (as so many of you requested in our past survey). The first will be held November 17th and will be a social event where you can meet your new board members and generally talk of the past season.

I'll see you on the St. Croix.**--Al Gustaveson, President**

I'D RATHER BE CANOEING

This month we again cover some controversial issues in **HUT!** Cliff Jacobson again speaks out concerning cruise organization and safety. Since Cliff's remarks personally challenge the Board of Directors, they were given the chance to comment in this same issue of **HUT!** Don Mitchell has covered things quite well in his remarks.

Cliff's suggestions have great merit, but, long experience in the MCA cruising program has taught me that implementation and enforcement of the things he proposes would be difficult. Every Cruising Director starts out with great plans for reformation. Lack of cooperation by cruise leaders and participants has killed them all. If Cliff wants to see this in action, I would be glad to let him paddle "lead" or "sweep" on the Fall Color Cruise. Bill Simpson had a Trip Leader sheet that should have been filled out by each leader. I doubt if he received half a dozen of these sheets in the two years he served.

I personally disagree with Cliff on only one point; I feel that paid trip leaders are totally contrary to the founding principles of the MCA. We are an all volunteer organization. Paying people to provide their services sets a dangerous precedent. After all, maybe we should start paying the Editor of **HUT!** and the staff what their services are worth.

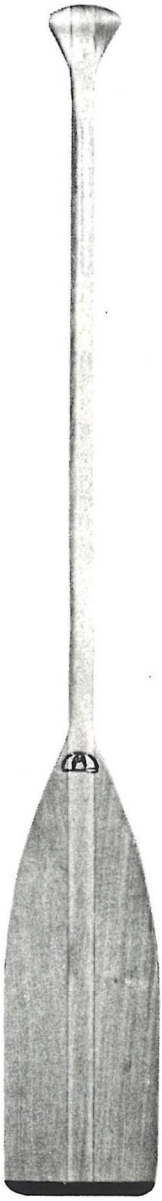
Bob Brown drags "Elitism" into the glaring light of day (again). This subject rears its head every few years in the MCA. The only thing I would like to add to Bob's remarks is that many of us lack tact. There is nothing wrong in showing someone a superior product or method, as long as it is done in a spirit of helping. Putting down someone else's equipment or lack of skill is not the way to go. Those of us who have gained knowledge should share it with others, but, in a manner which encourages rather than offends.

I wish I had had one of the elitists in the MCA watching over my shoulder when I purchased my first canoe (or tent, or paddles--and on, and on). The MCA has the greatest pool of canoeing and camping expertise existing anywhere. As Bob states, the MCA is here to educate--not by insulting, not by criticizing, but by showing that there are better ways of doing. When we teach in a spirit of caring and sharing, we lift the whole of canoesport. I personally hope that no one takes offense when I say one canoe is superior to another. After all, superiority is all relative. My station wagon would be worthless in the Indy 500, but an Indy racer doesn't haul canoes very well. Different strokes for different folks.

--James Robinson, Publications Director and HUT! Editor

HAVE WE GOT A TIP FOR YOU!

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CLIFF'S CORNER--A MATTER OF "PROPER TEACHING"



Some months ago, I bored you with my views of "how MCA trips should be run." I suggested that group leaders be responsible for their participants, carry a first-aid kit and be knowledgeable of its contents--and receive some token renumeration for their efforts. That the MCA board disagrees with my recommendations is a foregone fact, one which I take little exception to. After all, I don't lead MCA trips, so my wasted wisdom has no personal bias.

Hopefully, however, some of my ravings on preparedness and responsibility will become noticed. At least some discourse on the matter has begun, even if the organizational head must bite the tail before the legs will at long last move. To that end, I offer these RULES OF THE RIVER* with high hopes our board will seriously consider them.

1. **The leader leads. No one passes the leader. Ever!** This is more than a matter of "safety." It is a matter of basic courtesy. Supposedly, the leader knows the river--the reason why he/she IS the leader. So why not take advantage of this knowledge? On a whitewater or wilderness route the safety concerns are real. On the Croix, they're not. Nonetheless, a badly programmed float trip down a non-intimidating river leaves harsh memories: It makes "getting the act together" just that much harder later, on a "river that counts."

2. **The most experienced canoeist (next to the leader) paddles "sweep." The sweep canoe never passes anyone. Ever!** As far as I can tell, there are no "sweep" canoes on MCA trips. The nonchalant attitude of "I'll go when I wanna go...where I wanna go," is grand for non-intimidating unstructured trips, but it's less than a good idea when there are unknowns along the route. I've heard tell that on some MCA trips, the leader was at the center of the pack--even dragging tail. No matter, I suppose, as long as serious waters are not intended. Again, it's a matter of **training.** A matter of **procedure.** My opinion? We're an incorporated club with like-it-or-not legal responsibilities. We should have--and adhere to--both ideals.

3. **There should be one experienced leader and one capable "sweep" paddler for every four canoes.** This is my private regulation which suggests "as it should be." I'll stand by the dictum for rough waters. Cruisin' the Croix is another matter, that is, as long as rule #1 is rigorously enforced.

4. **Every canoe should carry a whistle, especially the lead and sweep boats.** Whistles should be blown ONLY in the event of an emergency. Frankly, I like the whistle idea, even on unambitious waters. Comes in handy when some dandy has pranced too far out front and the group decides the lunch stop is HERE. The leader **should** carry a whistle, even if fashion suggests otherwise.

5. **Each canoe keeps visual contact with the canoe BEHIND it, not ahead of it. Rationale: It's easy to drop back to take up the slack; it's not so easy to push ahead and catch a fast team.** Regrettably, the MCA trips I've been on, exhibit what may best be called "marginal" organization. Since leaders seldom have a roster of participants, there's probably little point in following this rule. A "missing" canoe will only turn up missing if, somewhere, there is a record of its existence. Once again, #5 is of minimal importance on a flatwater cruise but may be a matter of survival in a rugged environment.

On another note: No one likes to be last, especially when he/she is confidently huffing along with maximum effort. By following rule #5, everyone chugs along in unison. Safety is maximized and so is social contact--a reason why a lot of folks go canoeing.

6. **Emergency equipment (first-aid kit, fire starters, etc.) should be carried in both lead and sweep canoes. If only one set of emergency gear is carried, put it in the sweep boat.**

Hooray! I understand we've finally purchased some first-aid kits. That's a start in the right direction. But rescue and aid gear is only useful if it can be secured as needed--something that won't happen if the leader is a mile ahead of the group...or a mile behind it.

7. **In the event of a capsize, the first responsibility of nearby canoes is to pick up swimmers. Only after the canoeists are rescued should their canoe and equipment be salvaged.**

In all, I'd say we score A+ on this one. If it's one thing we MCA'ers know, it's canoeing. This one we do right. Just about all the time.

Okay, friends. I've offered some stern suggestions, some of which are plainly overkill for the often gentle cruises we offer. So why the big deal?

Consider this: All of you out there tend to get uptight when you see a canoe on the water without PFD's on the paddlers. And it makes no difference whether we're talking hairy water or a dead pan BWCA lake. CANOEISTS wear there life jackets. All the time! Canoers do not. Matter of principle, won't you agree? Sure, there are occasional quiet water exceptions, but basically the "wear your PFD" adage holds true for nearly all occasions.

Same for the rules I've offered. Let down your guard, permit paddling sloppiness on the gentle routes, and don't expect better at those times when safety counts. Sorry, folks, I cannot agree with some MCA members who extol sloppiness, sloven attention to safety concerns, and general disorganization. Like it or not, we ARE an incorporated club. Our literature goes out to thousands of paddlers. We are also the largest canoeing club, per se, in North America.

Haphazard organization and irresponsibility are wonderful... among friends! They have no place in a club sponsored, club organized, club responsible cruise. And oh yes, it's not a matter of "someone getting hurt." It's a matter of pride. Of respect. Of proper teaching.**--Cliff Jacobson**

*From Appendix B, THE NEW WILDERNESS CANOEING & CAMPING, by Cliff Jacobson. ICS Books, 1987.

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PROPER TEACHING AND COOPERATION

Once again it's time to thank Cliff Jacobson for stirring the waters and raising the issue of MCA cruise procedures and responsibilities. Who else can put down a little ink and make everybody in the organization excited about an issue? And I don't mean that casually--as usual, the "little ink" has lots of thought behind it, and the discussion will benefit each and every one of us.

I am not at all sure the board "disagrees with" Cliff's recommendations, this is certainly not a "foregone fact." I think the board is serious about improving all aspects of MCA offerings, including cruises. I think we recognize there are inconsistencies among cruisers, some of which reflect disoganization and may even compromise safety. (The same could be said of every canoeing program in this state; if you have a program you will have weaknesses, and you must constantly monitor for safe practices.) It is a credit to the MCA that these issues, considered dirty laundry in many organizations, are hammered out in the glare of print. If some day a court looks at these pages (which may be one of Cliff's understandable fears), it will find what God probably finds in a private conscience: three parts per million good intentions, two parts per million legitimate pride in having done things right, and the remainder an ocean of guilt for our collective failings.

Cliff's criticisms notwithstanding, let me express a little optimism about the MCA cruise program.

First, if we had a paid cruise director, if we had leisure to search the ranks of canoeists nationally and internationally, if we had an infinite budget and could offer any wage, we would never find a better cruise director than we have right now in Bill Simpson. I would gladly stack Bill's canoeing experience, his knowledge of camping and trip organization, his standards for safety, against anyone else's. 'Nuff said.

I want to also mention that our Education and Safety Director, George Skinner, works very, very hard to emphasize education and safety on the river for the MCA and other outdoor organizations.

Second, while the board admittedly moves painfully slowly, we are working on improving the standards for cruises. The new first aid kits are proof. There is talk of subsidizing first-aid training for people who plan to lead MCA cruises; I hope we can provide this kind of help. There is strong interest in leadership training.

Finally, I think it is to the board's credit that we do not jump at doctrine (like Cliff's or, in fairness, any number of other published methodologies) with our legislative stamp of approval. Outdoor leadership is much too complex for dogma--from any source, no matter how respected. In the final analysis, a leader can follow every last rule of the river and, with one slip in judgment (which can hardly be taught, much less legislated) come up fatally short.

I have paddled in groups where the "lead" and "sweep" canoes were unquestionably necessary, where the on-river organization had to be obvious and rigorous. I have been with other groups where the idea of "lead" and "sweep" would have been instantly interpreted (perhaps rightly) as the leader's attempt to be mother ducky--to have all the children neatly in line. Adults don't react well to this heavy-handed authority, however beneficient its motivation. Everything seems to depend on the circumstances--which leads us right back to the issue of judgment.

I am all for looking at ways to tighten up the safety on MCA cruises; I believe everyone on the board is in agreement on this. But let's get beyond the confinements of arbitrary rules and regulations. Let's get to the issue of instilling judgment based on canoeing facts, and on the breadth of canoeing experience that our organization brings to the sport.

--Don Mitchell, Vice-President

Midwest Mountaineering Presents

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To The St Paul Civic Center
Nov 21-22

LETTERS TO HUT!--REQUEST FOR ASSISTANCE

Dear Mr. Robinson,

Billy Curmano definitely has a paramount project and adventure ahead of him. He has a need for river crews for 1988. The article falls somewhere between a news article and an advertisement for crew members, I would call it a "Call for Canoers!"

Thank you for publishing this call for canoers, and I hope we hear from you and your friends soon.

Sincerely,
Denise Gibson, Winona Coordinator

TO ALL MCA MEMBERS:

Is fun, adventure and possible peril enough to entice your imagination and capture your spirit of adventure? How about being part of history in the making? If so, your opportunity is here!

Performance artist Billy Curmano is attempting a leisurely swim from the headwaters of the Mississippi river at Lake Itasca, over 2,000 miles from the Gulf of Mexico in an extended performance, "Swimmin' the River." This is not an athletic event, but rather a multilevel performance exploring the intermix of art and life, while expressing an ecological imperative.

On a more personal level, the performer and crew carry on daily activities for a changing audience of both people and wildlife. The single-minded performance shapes their lives, as art becomes life; life becomes art and art becomes bigger than life, taking on almost heroic proportions. On the most intimate level, it becomes a meditation as minutes turn to hours, days, weeks, and months as ambassadors for clean water travel with the river's flow.

Finally, it stresses the fragility of the human species in a tenuous environment often callously manipulated. As the "Father of Waters," the Mississippi symbolizes all water. Its problems are mirrored, to some degree, in all the planet's waterways right down to the smallest creek or stream. Creeks and streams that can no longer be deemed pure or clean, at best, they are labeled merely safe or acceptable.

Americans enjoy waving the Bill of Rights, those cherished liberties and freedoms, but "Swimmin' the River" suggests adding a most basic freedom: Freedom From Toxicity. It becomes a rallying point demanding a return to sanity and the freedom to enjoy safe water, air, and soil for this and future generations.

We are currently looking for people to fill river crew positions for the months of May through August of 1988. Because of current funding difficulties, we would like each crew member to supply their own camping equipment, food, and transportation to their point of departure. Some help in these areas could be arranged when necessary.

For more information, please feel free to call or write:

Denise Gibson
Rt 1, Box 116
Rushford, MN 55971
(507)864-2716.

ART WORKS USA
BILLY CURMANO
Route #1 Box 116
Rushford, MN 55971 USA
(507)864-2716 or 454-7720

LETTERS TO HUT!--PRODUCT REVIEW

HUT! Editor,

I thought readers of **HUT!** might be interested in reading this letter which I recently sent to the U.S. distributor of Ally Pack Boats. A brief introduction is in order. The Ally Pack Canoe is a PVC skin over aluminum frame collapsible canoe. It packs up small enough to be checked as regular airline baggage yet when assembled forms a fairly rugged full size canoe. It can be assembled in 30 minutes, broken down in five. If you are planning floatplane trips or don't have storage space or don't like roof racks, this might be a good choice-even though it is expensive.

Dimensions according to the manufacturer:
Beam (max. 38") (Gunnel 37") (4" waterline 34")
Depth 14" Length 18'
Weight 52 lbs. Capacity 830 lbs.

My only experience is with the 18 ft. DR model. I wouldn't recommend that anyone get the regular models because I think the heavier fabric on the bottom is needed. I also would caution anyone about using the canoe in heavy water without making at least some of the modifications I mention--especially the lashings, the painter attachments and the extra foam padding.

Sincerely, James V. Murphy

August 13, 1987
Mr. Alf Elvestad
Rt. 2, Box 165
Enfield, NH 03748

Dear Alf:

I just returned from a 580 mile trip down the Elk and Thelon Rivers in Canada's Northwest Territories in my Ally 18 ft. DR. I am writing to tell you how well the canoe performed.

We were a party of only two in a totally isolated area, so we literally were trusting our lives to the canoe, and it certainly didn't let us down. We paddled in conditions ranging from flat water to class III+ rapids to big wind driven waves on the larger lakes. The canoe performed superbly in the big stuff. The way that it flexed and moved with the waves minimized water take-on and made us stable and very maneuverable. We started out with 700 lbs including ourselves and a month's worth of food. Because of the weight we had to draw the canoe up on shore to load and unload. At first I worried about abrading the skin but it showed very little wear even with this constant abuse. When lining in shallows, it slid quite well over the rocks--again showing little sign of wear. And most surprising, when we encountered ice on the lakes at the end of the trip, we were able to drag it across for 10 miles- again with little sign of wear. Though hardly a race boat, the 18 foot length gives it surprisingly good speed on flat water.

I made a number of modifications to the canoe before we left. I reinforced the thwarts from side to side and top to bottom with pieces of ash. I made my own seats including a sliding bow seat. All intersections between longitudinal and latitudinal ribs were lashed tightly with nylon seine cord. I attached painters just above the waterline by threading a double wrapping of heavy nylon webbing with two D rings, through the skin and around the bow and stern pieces. The skin was reinforced at these points with an extra piece of fabric and then the whole thing was sealed with silicone sealer. I added extra foam by using pieces of blue 3/8" sleeping pads cut to the correct shape. These extended all the way to each end and up to

ALLY PACK--CONTINUED ON PAGE 12

ALLY PACK--CONTINUED FROM PAGE 11

the gunnels on each side. I tightly lashed in a padded ash portage yoke, and we used a full fabric waterproof nylon spray skirt attached with 66 heavy glove snaps. The only maintenance required during the entire trip was to push one of the intersections in the gunwale pieces back together. It worked apart from constant flexing in big waves. I just loosened a couple of ribs and pushed it back together.

We flew with the canoe as regular baggage both to and from the river and were able to use a smaller float plane (Cessna 185) for the charter. Considering the alternatives of either abandoning the canoe at trips end or paying barge, rail and stevedore charges the Ally nearly paid for itself on this trip alone.

I sold my Old Town Tripper to buy the Ally and I'm not a bit sorry that I did. To compare it to the ABS boat: Durability-- obviously it is not as tough. You do need to watch for sharp rocks, logs or obstructions which could tear or puncture it. You would not want to wrap it or pin it on rocks, but on a trip like we were on you wouldn't think of doing something that stupid anyway. It doesn't slide over rocks quite as easily as an ABS boat, but its resistance to abrasion was amazing. Performance--better. In white water it is more maneuverable and drier. It backferrys and surfs wonderfully, it flexes and bends with waves, rocks and ledges, even with a heavy load. On flat water I would rate it faster than the Old Town except when paddling into big waves where excessive flexing dissipates a lot of the forward momentum. Though I feel all of the modifications I made were necessary for a trip like ours, the basic boat is excellent and I would heartily recommend it to anyone for use in almost any conditions including canoeing through and over ice. You should seriously consider introducing an expedition model made entirely of the DR material, with foam all the way to the ends and up the sides, with painter attachments, and with a good portage yoke built on. The portage yoke adds considerable strength to the canoe when properly attached and has to be much easier and more efficient to use than your awkward backpack arrangement. You have a great product.

Sincerely, James V. Murphy

P.S. The repair kit arrived minutes before we had to leave. We were careful on the river and didn't use it.

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MINNESOTA CANOE ASSOCIATION--BOARD OF DIRECTORS MEETING
August 5, 1987

The meeting was called to order by President Al Gustaveson at 7:46 p.m.

In attendance were: James Robinson, Al Gustaveson, Debbie Murphy, Don Mitchell, George Skinner, Jan Amberson, Burt Levy, Harlan Nickerson, John Tuttle, and Verna Robinson.

The July minutes were approved as read.

Education and Safety: The repair class was held, but had low attendance. The river rescue class had to be cancelled due to low registration. George may have another donated canoe for the river rescue class.

Rapids Riders: The Rapids Riders have been paddling wherever they can find water. Their monthly meetings are still being held at the Richfield Ground Round and attendance has been good. They are currently working on a training movie for the whitewater class.

Publications: Jim Robinson reported that advertising revenue equals approximately 1/2 the cost of printing **HUT!**

New Business: The board of directors gave an official vote of "THANKS" to Harlan Nickerson for all his hard work while driving the large voyageur canoe to all the various events during the past year, and for his work in maintaining the trailer for this canoe.

Old Business: Burt Levy shared his opinions with the board on what the board should do to help get more people involved in the club. He feels that the club should have more visibility and possibly monthly meetings would help this. He also felt that the board should have more visibility and that definite annual goals for the club should be established each year.

A committee was set up to look into discussing the monthly meeting issue, they will meet during the month and report back to the board at the September meeting.

Don Mitchell presented to the board the canoe trip simulation game which he designed, and asked the board members if this would be something the board may wish to endorse, as it promotes river safety and other types of information pertinent to canoe trips.

After much discussion regarding the topic of MCA endorsement (not only just for Don, but other products as well), the following motion was made:

> A motion was made by Jim Robinson, and seconded by Burt Levy that the MCA board of directors go on record that the MCA has a non-endorsement policy with regard to consumer products. However, this will not exclude or prohibit individual board members from writing product reviews and having these reviews printed in **HUT!**

The motion passed with 6 "yes" votes, 1 "no" vote, and Don Mitchell abstaining.

Reminder letters will be sent by Debbie Murphy to all board members reminding them of the importance of attending the September board meeting.

The REI Fall Triathlon is being held on September 12 at Baker Park. It is again being tri-sponsored by the MCA, REI, and Hennepin County Parks. Al Gustaveson asked for volunteers to help at the triathlon.

The meeting was adjourned at 9:48 p.m.

Respectfully submitted,
Debbie Murphy, Secretary

CALENDAR OF EVENTS

OCTOBER

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

SPECIAL EVENT:
ANNUAL MEETING
Wednesday the 21st.

3 SAT — ST. CROIX RIVER CRUISE/CAMPOUT. Canoe with us from Wild River State Park to St. Croix Falls. Camp Friday and Saturday nights at the group camp at Interstate State Park. Join the Annual Fall Color Cruise on Sunday. Jim and Verna Robinson, (612)588-5402.

4 SUN — ANNUAL FALL COLOR CRUISE/OKTOBERFEST AT O'BRIEN. Our annual recreational fall event. From Interstate State Park to O'brien State Park. More details on pages 20-21.

6 TUE — MINNESOTA ROVERS OUTING CLUB. Introductory fall program. 7:30 p.m. in Room 150, Physics Building, U of M, Minneapolis. Beginners welcome. Learn about canoeing, hiking, climbing, skiing, social activities and more. Rovers is for people of all ages, backgrounds. For more information, call 522-2461.

7 WED — MCA BOARD MEETING. 7:30 p.m. Caryl Duke's, 1626 Kentucky Avenue South, St. Louis Park, (612)544-2668.

13 TUE — RAPIDS RIDERS MEETING AND ELECTION OF OFFICERS. Will be held at Ground Round in Richfield, located at 1500 East 78th Street. Room reserved for 6:30 p.m. Meeting at 7:00 p.m.

17 SAT — REI ANNUAL SERVICE PROJECT. Details on back of center insert.

21 WED — MCA ANNUAL MEETING. Election of 1988 Board of Directors. Location will be Brooklyn Center Civic Center, Shingle Creek Parkway and I-694, Brooklyn Center.

NOVEMBER

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					

SPECIAL EVENT:
MCA Monthly Meeting
Tuesday the 17th

4 WED — MCA BOARD MEETING. 7:30 p.m. Burt Levy's Studio. Contact Burt for details, (612) 823-4533.

10, 17 24 — WINTER WILDERNESS SURVIVAL. An intensive 9-hour course held at Wilder Forest including: Winter first aid; winter survival; techniques and tips for preparation. Times - 6:30-9:30. Cost - $35. Co-sponsored by Wilderness Inquiry, Lifelink III and Wilder Forest. For more information, contact Wilder Forest, (612)433-5198.

17 TUE — MCA MONTHLY MEETING. See center insert.

JOIN THE CROWD!

On the other side of this insert, there is an announcement about the MCA'S newest endeavor -- The MCA Monthly Get-Together. Due to a large request from MCA members who completed the survey this past year, it became apparent to the Board of Directors that the membership would like to have a monthly social get-together, where they could talk, meet with other canoeists and learn more about our favorite sport --- canoeing!

So we have answered your requests and our first monthly get-together will be on Tuesday, November 17, at the Richfield Ground Round. (Please note the other side of this insert for more information.) We will try to have the monthly get-togethers every third Tuesday of the month, but keep your eye on your **HUT!** for exact dates, times and locations.

Although food and beverage will be available for purchase at the Ground Round, **NO PURCHASE IS REQUIRED FOR ATTENDANCE.** We want you to join us and meet in a social atmosphere other canoeists who may have similar interests to your own.

If you have any special requests for programs you would like to see at the monthly meeting, please feel free to contact any board member with your ideas.

PLEASE COME, IT SHOULD BE A VERY FUN AND ENJOYABLE EVENING.

- Your MCA Board of Directors.

1500 E. 78th Street

PROGRAM THIS MONTH: Kayak Touring

Andy Knapp of Midwest Mountaineering will show a slide presentation and answer questions about Kayak Touring in Minnesota

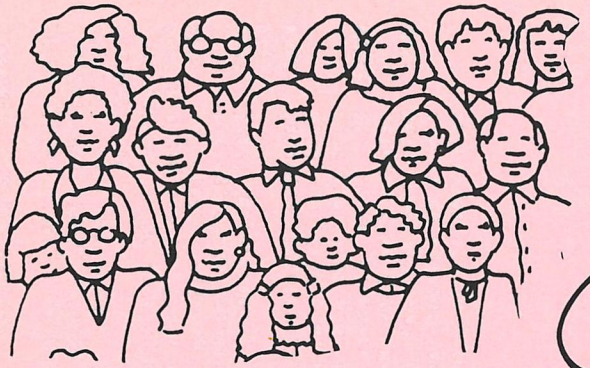
COME AND JOIN THE MCA CROWD!

There will be social time before and after the program, so that you can meet fellow MCA'ers and talk about our favorite sport --- canoeing !!





Food and beverages will be available, but purchase is NOT required



Join the Crowd

Please join us in our newest endeavor

The MCA Monthly Get-Together

DATE: Tuesday, November 17, 1987
TIME: 6:30 - 9:00 P.M.
PLACE: Ground Round - Richfield

COMMUNITY SERVICE PROJECT

FROM: MARSHA BERRY, REI COMMUNITY SERVICE COORDINATOR
SUBJECT: REI ANNUAL SERVICE PROJECT
The REI will be having their Annual Service Project, Saturday, October 17th.
This year we'll be working with the National Park Service to maintain trails along the St. Croix River.

WHO: Volunteers all ages and abilities. Everyone who enjoys hiking, cross country skiing, snowshoeing, canoeing.

WHAT: Trail maintenance, brushing, building along the St. Croix River.

WHEN: Saturday, October 17
8:30 a.m.-2:30 p.m. work day
2:30 p.m.-4:00 p.m. Barbecue (a Thank You! from REI)

WHERE: St. Croix Riverway. Meet at Visitors Center on Hwy. 70 between Pine City, MN. and Grantsburg, WI.

WHY: Help the National Park Service with trail jobs they often cannot do without large numbers of workers. Insure trails and campsites are in good condition.

NOTICE OF 1987 ANNUAL MEETING
MINNESOTA CANOE ASSOCIATION, INC.

The Annual meeting of the Minnesota Canoe Association, Inc. will be held on October 21, 1987 at the Brooklyn Center Civic Center, 6301 Shingle Creek Parkway, Brooklyn Center, Minnesota. The meeting will begin at 8:00 p.m.

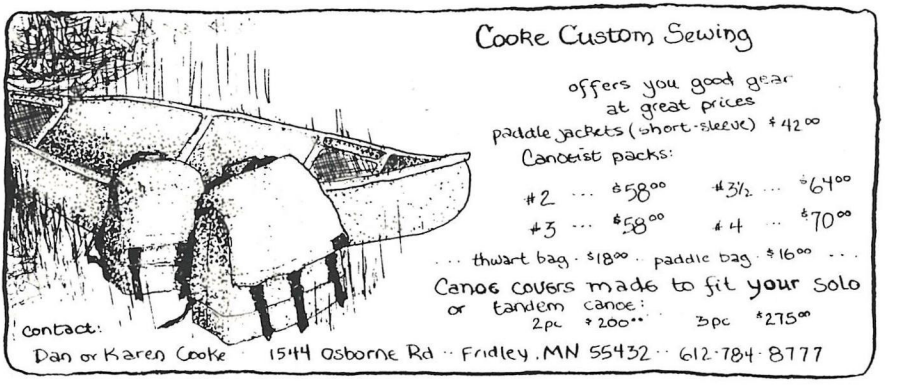
MINNESOTA CANOE ASSOCIATION
SLATE OF OFFICERS 1987-1988

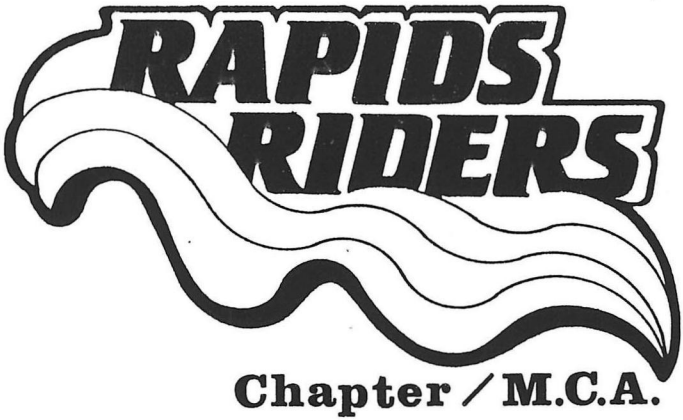
PRESIDENT.....Burt Levy
VICE PRESIDENT.....Don Mitchell
SECRETARY.....Kimberly Colburn
TREASURER.....Keith Bogut
MEMBERSHIP.....Verna Robinson
PUBLICATIONS.....James Robinson
CRUISING.....
BUILDING.....Mike Ludvigsen
CONSERVATION.....Al Gustaveson
EDUCATION AND SAFETY....Bill Simpson
PUBLIC RELATIONS.....Heidi Riepe
DIRECTOR THROUGH 1990...Caryl Duke
Robert O'Grady

If Burt Levy is successful in his bid for the Presidency, his present office of Director through 1988 will be vacant. In that case, the position of Director through 1988 will be added to the elections as follows:

DIRECTOR THROUGH 1988...Caryl Duke
Robert O'Grady

Additional nominations WILL BE ACCEPTED FROM THE FLOOR and the above sample ballot may not list a complete slate of officers as will be voted on at the Annual Business Meeting. You should attend in person if you can. If you cannot attend in person you may use the PROXY ASSIGNMENT SHEET that was mailed with the Official Meeting Notice.





NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER
President: John Tuttle, (612) 933-6603
Vice President: Rick Nagle, (612) 440-5335
Secretary: Kim Hochstein, (612) 934-2863
Treasurer: Paul Rem, (612) 645-3538
Membership/Cruising: Jeff Grigsby, (612) 636-4373

Don't miss the Rapids Riders meeting on Tuesday, Oct. 13th at the Richfield Ground Round as we'll be electing new officers for our club. This is the time to step forward and contribute to the operation of your club by volunteering your efforts. We are considering merging the offices of Secretary, Treasurer, and Membership. If you have views on this change, be sure to be there and voice them. If we all pull together the load becomes lighter for everyone!

A fine alternative for a low water season is the Wausau whitewater course. Six of us were there over Labor Day and found it to be fun and interesting. If you arrive at the course before they open the gate, you can watch the transition of the water as the water increases. Didn't you always wonder what was beneath all those play waves on the Kettle? With a little comparing maybe you'll be able to tell. My description of the course is a very tight, technical run with lots of drops and short pools in between. I think it is awfully tight for canoes much larger than a Sunburst. At a recreational water level, most of the run would be a Class II-III with the 4-5 foot drop being a solid Class III.

There are bleachers by this big drop so everyone can watch you if you run it in the wrong spot. At the base of this drop is a very turbulent hole that can give you a real ride so you want to pick your route carefully. Anyway, this is a fun course and I would recommend it to our paddling group. We hope to have the recreational release schedule printed in **HUT!** for next summer.

As the paddling season begins to slow down, I want to remind everyone to tell their non-paddling friends about our Rolling Classes and Whitewater Classes. Announcements will be in **HUT!** for class sign-up.

Keep on paddling, and I hope to see you all at the October meeting! **--John Tuttle** (I'll be the one that's upside down.)

UNISYS CANOE CLUB

NEWSLETTER OF THE UNISYS CHAPTER
Winnie DauSchmidt (612)696-4378 (w) (612)644-6115 (h)

MISSISSIPPI October 10 Sat. (Sunday, if rain) 1C
Roger Gillette leads us on an enjoyable close-to-home trip along a different section of the Mississippi every year. This year he is planning a late trip to catch the colors. The fall colors are vibrant against the white limestone cliff walls that border the river as it passes through the twin towns. He has determined that Harriet Island in downtown St. Paul will be the end of the trip, but he says we may arrive there by way of the Mississippi or the Minnesota. The colors should be great, the weather refreshingly brisk, and you may see a lot of wildlife, so plan to bring your camera.
For information, Call:
Roger Gillette (W) 635-6197 (H) 926-7214

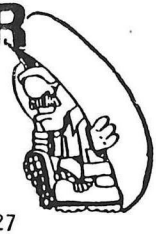
Please note, many of the trip leaders have new phone numbers. For club information or other questions, call Winnie DauSchmidt at 696-4378. That's right, my number changed, also.--**Winnie Dauschmidt**

Mississippi Mud

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

October 3 (Sat) - Applefest Canoe Race, Lowell Park, St. Croix River, downtown Stillwater. Race starts 1:00 p.m. An "end of the season" event with MCA race specs and several classes. Bill Simpson 433-3451.

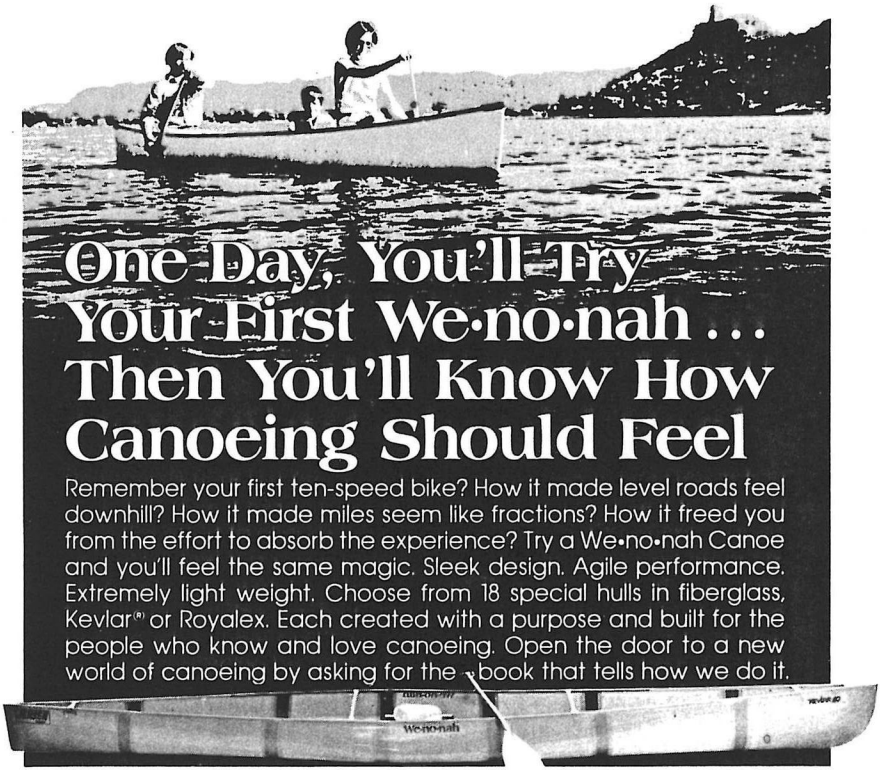
DULUTH TRAVELER



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

Well, as Garrison might say, it has been a quiet month for the Twin Ports Chapter. Gardner Ellis and two friends left for two weeks in the Canadian wilderness. Several of us are envious of them and we hope they share the experience at a future club meeting.

Our next meeting will be October 15 at Godfather's Pizza on London Road. Come join us in welcoming the new officers. Keep on paddling.--**Fred Freeman**



BUILDERS CORNER--SANDING AND MORE SANDING

Gene Jensen once told me that if one word best described canoe building, it had to be Sanding.

It's a sure thing, no matter how neatly you strip, you're going to spend some time sanding. You sand before you glass and again after. You will have to sand your trim and between varnish coats.

Don't waste time with 100 or 120 grit sandpaper. You won't get a decent job, no matter how long you work.

The surface of a freshly stripped canoe is a series of flat spots and angles between the strips. You want to remove all these corners and create a smooth curved surface. Some folks use a plane for this job, others use a belt sander (the worst possible tool) and some of us use a Surform.

A Surform and lots of elbow grease will get you the best surface. This tool doesn't care which way the grain runs--it simply eats up the high spots. I use it at a 30 to 45 degree angle to the strips and go over the entire exterior.

Yes, it does make a lot of nasty gouges. No, don't worry about them just yet. Remember, you're trying to hack down any ridges.

You know when you have Surformed enough because the entire surface is full of those nasty gouges. I mean all over folks, don't start sanding 'til it is.

When you start sanding, use an orbital sander with 36 grit. Yes, I said 36 grit. This coarse paper will remove the gouges left by the Surform and it will do it fast.

When all the marks are gone, it's time to switch to 60 grit. This will remove the scratches left by the 36 grit. There is no reason to go smoother than 60 prior to glassing.

After the hull is glassed on the outside, more sanding is required. 60 or 80 grit seems to smooth up the glass job faster than coarse paper.

Sand thoroughly between coats of resin, you will require less coats if you do. Get the hull as smooth as you can with the 80 grit before your last coat of resin.

My exterior finish will wait until the inside is done, sometimes it waits until the boat is tested for a couple hundred miles.

My exteriors are a couple of coats of satin finish varnish with a light hand sanding between coats. Some folks sand with finer and finer paper and go for a luster, my boats are built to work well and look reasonable, I'm a 100 grit finish man.

If anyone out there has found an easy way to prepare the inside, please, Please step forward. Share your secret with us.

I start with a paint scraper, removing all the glue drips, then some Surforming followed by a big disk sander (lazy way out). This big disk will only get into the flat areas, so I use a 5" disk on my drill with 36 grit paper to get into curves that the big sander won't reach.

I end up in the stems with coarse paper wrapped around a 1 x 2 and lots of hand sanding. On my bubble sides and near the heel I use an old hardened paint roller as a round sanding block.

After doing all I can with the disks, I start with my Ryobi palm sander. This 1/6 sheet sander does the flats fine and will get into some of the curves if I place a foam pad under the paper. Thank God for Ryobies.

The trim will need sanding. Here is the time to get out the 120. Sand it as smooth as you can before varnishing and between coats.

Yes, Gene, sanding is a big part of canoe building. When a cloud of cedar sawdust starts rising in Apple Valley, the neighbors know that Brown's boatworks is in operation.--**Bob Brown**

ANNUAL FALL COLOR CRUISE AND BUILDERS CONTEST
--SUNDAY, OCTOBER 4, 1987

THE CRUISE:

We will meet at the boat launch at Interstate State Park at 9:00 a.m. for the cruise from Interstate Park to William O'Brien State Park. The shuttle will be run at 9:15. Be on time!! We hope to be on the water shortly after 10:00 a.m.

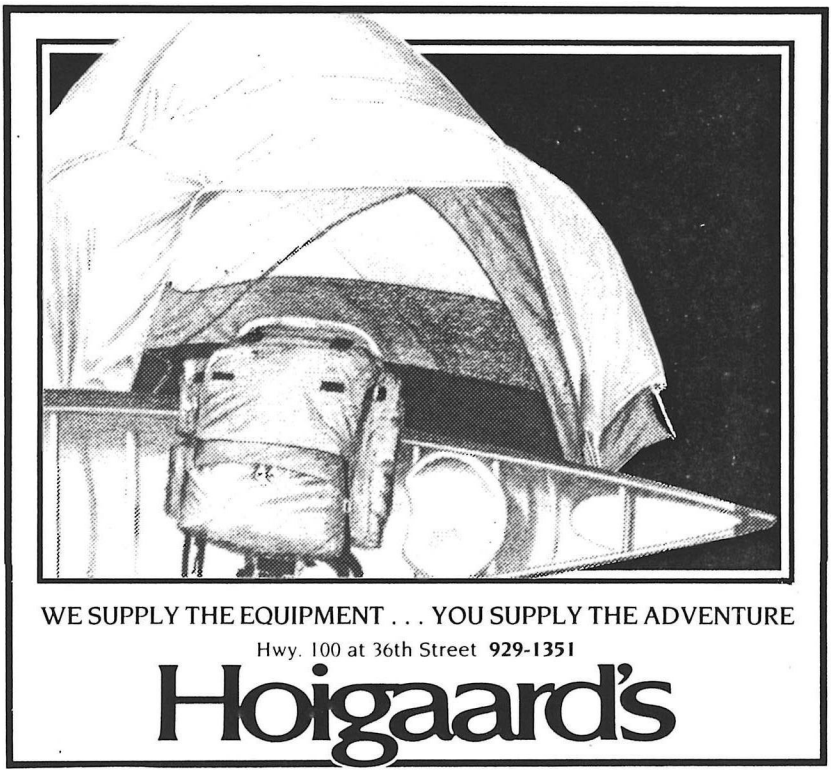
We will stop for lunch at Osceola and have the opportunity to join with Lieutenant Governor Marlene Johnson for the paddle to O'brien State Park. This is in conjunction with the Oktoberfest celebration taking place at O'brien.

THE BUILDERS CONTEST:

This year, the Builders Contest will be held after the cruise. All contest participants should have their canoes at O'brien State Park by 4:00 p.m. Judging will be done by vote of the members.

WARNING-----WARNING-----WARNING-----WARNING

NOTE: REMEMBER TO HAVE CURRENT REGISTRATION ON YOUR CANOES. THE NATIONAL PARK SERVICE WILL BE PATROLLING THE RIVER AND TICKETING ALL BOATS NOT DISPLAYING CURRENT STICKERS.



OKTOBERFEST AT O'BRIEN
William O'Brien State Park
October 4th, 1987

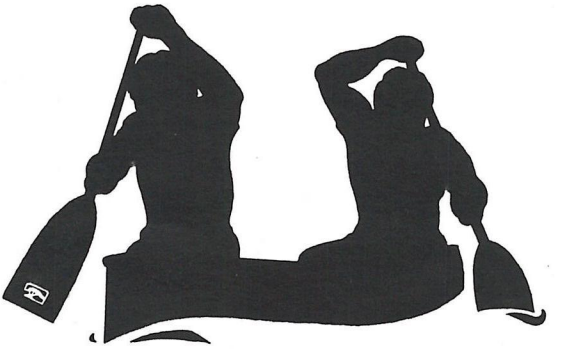
To kick-off the sale of the 1988 state park permit featuring William O'Brien State Park and the half-price second permit, the Minnesota DNR is sponsoring the Oktober Fest at O'Brien. They have invited the MCA to participate in their celebration.

We will be having the MCA Annual Fall Color Cruise on that day with our lunch stop at the boat landing at Osceola. It will be possible to join the Lieutenant Governor's trip after lunch if you have participated in the MCA cruise.

OKTOBER FEST EVENTS:

1:00 p.m.--Ribbon Cutting and presentation of permit to Lt. Governor.
1:30 p.m.--Fall Colors Volksmarch or hike
1:30 p.m.--Fall Colors Canoe Trip from Osceola to William O'Brien with the Lt. Governor.
4:00 p.m.--Raptor Research and Rehabilitation Program.
5:00 p.m.--Street Dance featuring square dance, polka, and waltz music from Northwest Passage and The Goose Lake Cloggers.

PUMPING WOOD



BENDING BRANCHES PADDLES

BENDING BRANCHES

1101 Stinson Blvd., Mpls., MN 55413 612-378-1825

ELITIST? YES, AND DAMN PROUD OF IT

I hear from time to time that the MCA is nothing but a bunch of elitists. Some of our members have even dropped out because they feel this way.

What should the MCA be? I feel that the biggest thing the MCA can do for its members is educate. We should be sharing what we have learned with other members. We try to do this.

Not all of our members want to be educated. Some feel that they know all they need to get along. We do not set out to badmouth anyone's skill level or equipment. Unfortunately, some folks take it as a personal attack when we try to tell them that they could possibly improve their canoeing skills or if we mention that some canoes are better than others.

I may sound like I am badmouthing some people's tin cans when I call them that. Hey, folks, I started out with a Herter's (thank God they're no longer built). A Grummy or Alumacraft is twice the canoe that Herters built. Everyone has to start somewhere, you don't have to stay there.

Some people may have had a good experience the first canoe trip and they have been duplicating this trip annually. I feel we have little to offer this person who is so well satisfied with this level of canoeing. I don't really see why such a person would want to be a member.

Some folks honestly don't realize that there are differences among boats and feel that we are attacking them when we tell them otherwise.

What does it take to make a normal person into an elitist? First of all, that person must begin to ask if he could improve his act. Second, this person must hunt up someone who can show him ways to improve.

Years ago I was passed in my Herter's by a couple of grey-haired gentlemen paddling liesurely with their ladies riding duff. I couldn't keep up. I asked myself that first big question--Was I doing something wrong?

Step number two: I found out about the MCA and some elitist told me some canoes are faster and easier paddling than my Herter's. I could have been hurt, this guy was badmouthing my canoe. I decided to listen.

You don't become an elitist overnight, folks, you have to work at it. The more you learn about canoeing, the more you realize how little you know. By the time others begin to look up to you for guidance, you really feel like a novice.

The MCA has a group of elitists who are willing to help you improve your canoeing and camping skills. Many of these elitists fumbled about themselves and had to learn canoeing the hard way, they would like to save you all the hassle. All you need to do is ask yourself if you want to improve.

The MCA has the classes for whatever your interest may be. We teach flatwater efficient canoeing and kayak rolling. We teach canoe racing and building of woodstrip canoes. We even have elitists that can help you make a drier camp.

Don't shut us out folks, come and really taste what we have to offer, you will become a better canoeist for it.

Am I an elitist? I don't really think so. I'm just a guy who is learning. I knew the bow from the stern when I joined the MCA, very little else. The MCA has taught me most of what I know about canoeing. If I continue to work hard at improving my skill level and canoeing knowledge, maybe someday I may truly be an elitist.

--Bob Brown

CRUISE NOTES

Commentary: Once in a while, perhaps in one lifetime, we are permitted to have our fondest dreams filled. So it happened this past summer when eight of us, all MCA members spent a month in the "high Arctic," above 70 degrees latitude. The logistics were nightmarish, the cost was a bit hefty, and the interminable waiting for a break in the weather and for long overdue airplanes stresses us all out. But it was worth every second and every penny, and none of us would exchange the experience for anything in the world. We travelled in total isolation, the only evidence of man being from prehistoric cultures. The land was treeless, sparse and beautiful. Arctic birds were abundant, muskoxen and caribou were commonplace, and the river defies adjective. The water was crystalline and very cold. The upper reaches meandered through endless rolling, glaciated terrain. The lower sections alternated between shallow alpin-like lakes and deep canyonlands, with long stretches of heavy rapids. And at the mouth, after twelve continuous miles of whitewater, we paddled onto the Arctic Ocean, feeling a tremendous sense of accomplishment. We toasted our arrival with broken bits of gourmet chocolate and settled in for a three day wait for our pickup to the nearest Inuit village. All in all, it was a grand adventure.

Plans are going ahead for our MCA teams to participate in the Dragonboat Races in China next June. Details were given in the September **HUT!** Those who are interested in participating are invited to a Dragonboat Color Cruise/training weekend in Dubuque, Iowa over October 16-18. Please call me for details. (612)433-3451

--Bill Simpson, Cruising Director

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

EMS, The Outdoors Specialists provides you with the best quality canoes and kayaks from Mad River, Sawyer, We-No-Nah, Old Town, Ranger, Mohawk, Perception and Aquaterra.

Our staff of experts can help you choose the right equipment for your needs from the largest selection in the area.
We carry a full line of boating accessories, as well as quality clothing and camping equipment.

MCA members present your current Hut! and receive a 10% discount off regular price merchandise.

EMS Roseville
1627 W. County Road "B"
St. Paul, MN 55113

EMS Guarantee:
100% satisfaction with every purchase!



GOD'S COUNTRY REVISITED--RENO'S BOTTOMS

I would like to add a footnote to Bob Brown's Mississippi River Adventure that appeared in last month's **HUT!** What Bob is describing is the area around Reno's Bottoms. The sloughs in this area have all the charm of the BWCA. The maps to get for this part of the river are pools 8, 9 and 10. They may be obtained by writing or calling the Refuge Manager, Upper Mississippi Wildlife and Fish Refuge, 122 W. 2nd St., Winona, MN 55987. Telephone (507)452-4232.

I would also like to add that this part of the river is very beautiful during the first week of October. If you are camping, you will be awakened by large numbers of migrating ducks and geese. As you wait for the morning fog to lift, you will be able to have a nice leisurely breakfast.

Bob also likes this part of the river because there is a town named after him. It is called Brownsville, Minnesota and is located near the Iowa border.--**Mark Loerch**

COMMERCIAL CLASSIFIED ADS: $.10 per word, $5.00 minimum. Payment must accompany order. Make checks payable to: **Minnesota Canoe Association.** Ads must be received by the 15th of the month preceding publication. Send to: **HUT!** Classified Advertising, 4421 36th Ave. No., Crystal, MN 55422.

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HUT! AD RATES

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:
Minnesota Canoe Association

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

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TRADING POST ITEMS WILL BE RUN FOR TWO MONTHS
UNLESS RENEWED OR CANCELED PRECEDING PUBLICATION

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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:

HYDRA TUFF-LITE KAYAK. Rotomolded whitewater playboat. 1985 model. Excellent condition. $240.00 John or Rick Tuttle (612)933-6603

OLD TOWN CANADIENNE. 16 foot, green, fiberglass. Padded yoke. Gel coat repair kit. Used one season. Excellent condition. Cartop carriers. $525 or best offer. **CANOE TRAILER.** Will carry six canoes. Heavy duty. Enclosed box for gear. $200. Doug Berg, home, (612)474-7706, work, (612)470-3574.

STRONGBACK, FORMS AND STRIPS FOR MCA GUIDE. Includes 1/4" x 3/4" redwood strips, 1-1/2" fancy feature strip and forms for solo model. All for $85. Call Jim, (612)545-6123 or Ralph, (507)354-3446.

WENONAH J-180. Kevlar solo canoe. Excellent condition, $700. **17' CEDARSTRIP SOLO CANOE.** Built in 1987, 42 lbs. Fast and stable. $400. (715)834-3274.

OLD TOWN CANADIENNE. Kevlar, wood trim, sliding bow seat. 17' x 35" x 15" deep. 59 lbs. Never used. $1350. Gary Peterson, (715)458-2998.

STRONGBACK AND FORMS FOR BWCA CRUISER. All for $15. Call Ralph, (612)484-5743.

WENONAH SOLITUDE. 15'6" Solo canoe. Fiberglass with foam core bottom. Green. 40 lbs. $300. John Latterell, (612)473-7089.

****

TRADING POST ITEMS MUST BE RECEIVED NO LATER
THAN THE 15TH OF THE MONTH PRECEDING PUBLICATION

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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)

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.

Children's sizes: C-S (6-8), C-M (10-12), C-L (14-16)
- Grey with a Navy Blue logo.
- Maroon with a White logo.
- Navy Blue with a White logo (no large).

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			

HELP SPEED UP THE MAIL

When you write to the MCA using the Post Office box address, your mail may be delayed for some time until someone can open it and determine who should handle it. By adding the name of the individual to whom it is directed, you can speed things up greatly.

If you are ordering building books, plans, T-shirts, etc., send your order to the address listed on that particular order form.

Be sure to put "Membership Director" on all Membership Applications, Renewals and Address Changes.

Please note that as of June, 1987 the MCA address changed to P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414.

MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM

Make check payable (U.S. funds) to: **Minnesota Canoe Association,**
Send to: **Membership Director, Minnesota Canoe Association,**
P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414

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[ ] Woodstrip canoe building manual with Explorer and Guide plans
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[ ] 15' Solo (Ketter)
[ ] Griffen II Solo Kayak (Brown)
[ ] 18'6" 4&32 USCA Racer (Burley)
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