MINNESOTA CANOE ASSOCIATION

HUT!

ISSN 0739-7445

September 1987/Volume 23, Number 9



Gary Nagel surfs the waves at the bottom of "The Chute" on the Vermillion River in northern Minnesota.
Photo: (c) 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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DEADLINE FOR EACH ISSUE: Articles are to be received no later than the 10th of the month preceding publication. Advertising and calendar items are to be received no later than the 15th of the month preceding publication.
Send submissions to:
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Crystal, MN 55422

KETTER CANOEING

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Before we sold any canoes, we paddled them. Before you buy any canoe, you paddle it.

Canoes:	We-no-nah, Sawyer, Peterson, Jensen Racing. Training, touring, solo, tandem.
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Source:	MCA Resin Depot, gathering place for Minnesota's long distance racers. Lessons and coaching in canoeing, racing and building. Free catalogues and magazines.

FROM THE BOW

After repeated tries to obtain our president's monthly message, it was learned that his computer had a terminal illness.

El Presidente has been transmitting his word-processed message directly to the Editor's computer over the phone lines. Well, Al, we've heard people blame it on a computer before. We'll let you get by with it this time only because it gave us a chance to unload our pun.--**HUT! staff**

UNISYS CLUB'S "UNIVAC MEMORY FLOAT" NAMEKAGON TRIP REPORT

The turnout was great; the campground was crowded with tents; it wasn't our group. Saturday morning we broke camp for the two tents that spent the night at Old Howell and moved across the river to join the rest of our group in a spacious, clean campground that we had all to ourselves for the whole weekend. (We'll plan on that for future trips.)

On Saturday, the mostly overcast sky gave us a welcome respite from the hot summer sun. The recent rains had brought the water level up to normal, and it gave us a fairly fast current for our leisurely float from County K to the campground. Just around the first bend we startled a deer, and she slowly headed for the bank, allowing most of the canoers a sight of her. Reminiscing about other trips, the old timers were in a playful mood and what started out as playful splashing by Winnie and Jim ended up as some serious dunking attempts by Bruce Nye and his son, David. We stopped several times so Ron and Gail Dahl's children, Kristen and Timmy, (and all of us), could enjoy some playful swimming in the clean, shallow waters. It was wonderful to know we didn't need to rush anywhere and we could get to camp whenever we got there. Joan and Elaine, two new friends, enjoyed Saturday's trip with us. They say they will join us for Sunday's section next year.

As we gathered around a table next to the fire, a few people told tall tales, and some of us told real stories about funny situations on other trips. Just as we were deciding how to distribute the prizes, the sky doused us with a sudden heavy shower. Since it was already late, we all retired to our tents to dream of another day.

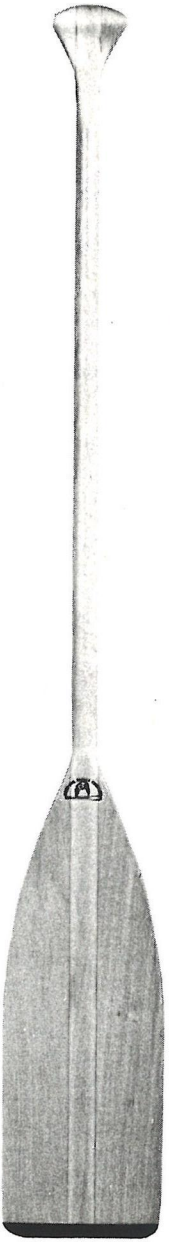
Sunday dawned fresh and clear (and early). We all enjoyed a good breakfast, then packed up and put on the river about 11 A.M. We stopped an hour down stream at the famed sand dune. There wasn't a cloud in the sky while we sat in the water's edge at the bottom of the dune and enjoyed our lunch. The sand was hot on our feet. Jim Krueger actually repeated the somersaulting race, others rolled or slalomed down the dune. Five guys (Mike, Joe, Harlan, John & Jim) raced UP the dune--we immediately decided to award them the prizes. After we spent more time in the water than on the dune, we started on down stream.

After all that play and a good meal, everyone felt like relaxing, so we barged up five canoes wide to float for about an hour. Rod, our rudder man, kept dozing off, but sharp-eyed Darla always let you know when it was time to paddle to avoid a rock. John and Mike found a beautiful swim spot where a swift little creek has formed a deep channel right next to a sandbar. The guys were cannonballing, cartwheeling, handstanding, and even headstanding and flopping over into the deep water; the women, (Gail, Darla, Audrey & I) cheered them on as we relaxed on the sand bar and floated along with the current.

This was a UNIVAC memory trip, but the wonderful old and new friends I met on this trip gave me as many new memories as my memories of the old Univac trips. Thanks everybody for the comradery that made the trip so special. And a big THANK YOU to Harlan and Darla for all their trip leading assistance.--**Winnie DauSchmidt**

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MINNESOTA CANOE ASSOCIATION--BOARD OF DIRECTORS MEETING
July 1, 1987

The meeting was called to order at 7:44 p.m. by Al Gustaveson, President.

In attendance were: Jim & Verna Robinson, George Skinner, John Tuttle, Al Gustaveson, Burt Levy, Caryl Duke and Jan Amberson.

The June minutes were approved as read.

New Business: We will be involved with the REI triathlon at Baker Park again this year. The date of the triathlon is September 12th. The MCA will be responsible for the canoeing section of the race. There will be a meeting on August 11th with REI.

We will be offering a First Aid course for MCA members this winter. Watch **HUT!** for further details.

Education & Safety: George is concerned and disappointed because he only has five people signed up for the river rescue class. He might have the class somewhere in the metro area.

There will be an efficient paddling class on July 21st taught by Jim Schiebe, and Bob Brown will be doing a canoe repair class on July 22nd.

We discussed the fact that at the recent class for efficient paddling at the Canoe School Weekend, many of the participants were not wearing their life jackets.

> There was a motion made by Jim Robinson and seconded by George Skinner that the MCA requires all participants in on-the-water classes to have and wear an approved PFD during the class. The motion was unanimously passed.

Rapids Riders: John Tuttle reported that they had the final Rapids Riders class two weeks ago on the St. Louis. They had a survivors party on June 26th. There have been different groups of Rapids Riders Chapter members that go out canoeing almost every weekend. If you want to go on a cruise, the trips might not necessarily be in **HUT!** Contact one of the board members of the Rapids Riders chapter for information regarding whitewater trips.

Publications: Jim Robinson pointed out the new MCA address--it was on the front cover of the July **HUT!** We had $450 worth of advertising in the July **HUT!**

Old Business: Jan had some of the survey results computerized, and wanted some input from the board regarding the type of information desired. Generally, members of the board wanted information that was in their area of interest. i.e. Jim Robinson and Caryl Duke wanted a listing of people that mentioned an interest in quiet water/family type canoeing. John Tuttle wanted a listing of people that mentioned an interest in whitewater canoeing, etc.

We set up board meetings for the next few months as follows, August at George Skinner's, September at Jim Robinson's, October at Caryl Duke's, and November at Burt Levy's studio.

There was no further business, and the meeting was adjourned at 9:50 p.m.

Respectfully submitted,
Verna Robinson, Sub-Secretary

NATIONAL PARK OR LAND FILL?

July 6th of this year, I decided to go to the Voyaguers' National Park for a one-week vacation. I'd been to the BWCA, but never to Voyaguers'.

It took about 5-1/2 hours to get there. After talking to a ranger, I found that they don't have mapped campsites like the BWCA, so I pitched my tent in the first place that looked good. It was darker than I thought. As I got out of my tent the next morning, there was broken glass all over the place. As I looked around the area, I found five whiskey bottles and two vodka bottles under brush and small trees.

As I walked toward a swamp near my camp site, I found about 60 to 70 beer cans and a few soup cans. It kept me busy filling garbage bags and lawn bags. I found a five gallon gas can at another site, and more beer cans and bottles.

The only picnic tables and fire rings were at Wooden Frog Campground, and the Kabatogama Campground. I was at the Ash River area, and found no campgrounds.

I found Motor homes and Yachts at Wooden Frog, too.

At Lake Namikin Lodge, they rented 50-foot Houseboats for $1500 a week, as I found out from rangers. There was a guy in a Klepper folding boat there, both of us were nearly run over by boats 40 feet long. I was unhappy with the park.

It could be a great canoeing area. The park is full of eagles and osprey. I counted six osprey one morning. Bears are very much a part of the park, they explore camp sites, and I wasn't bothered by them at all.

The park, as I told Rangers, should be partly closed to power boats. There weren't 100 people in the park that week, I was told. I can see why.--**Jim Mattson**

PUMPING WOOD



BENDING BRANCHES PADDLES

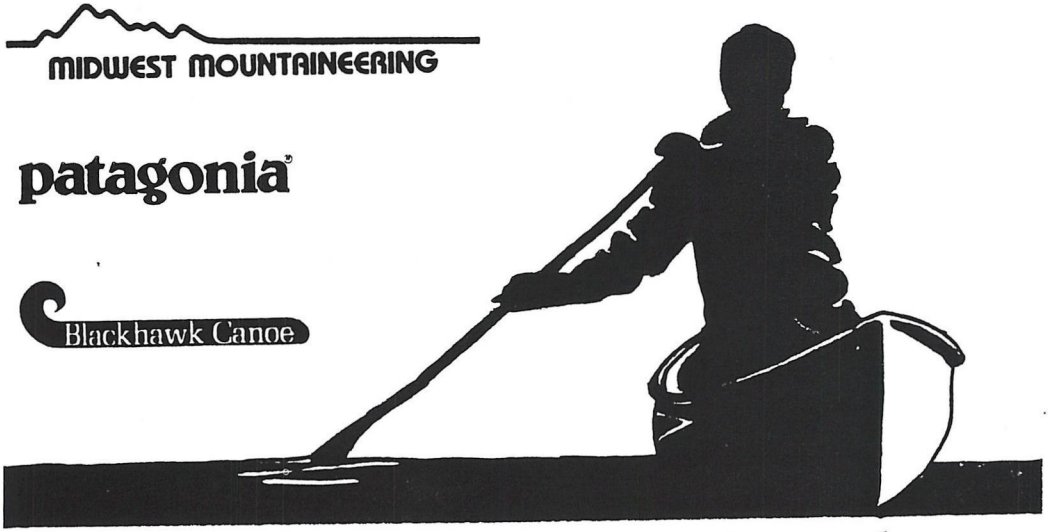
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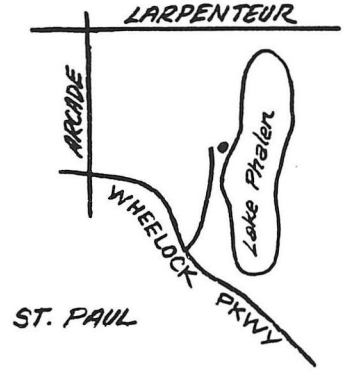
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Solo Canoe Festival

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Details on Next Page

Solo Canoe Festival

Saturday, Sept. 12, 1987
Sunday, Sept. 13, 1987
at the
Lake Phalen Lakeside Center
1530 Phalen Drive
St. Paul, Minnesota

PROGRAMS - CLINICS - SLIDE SHOWS
ON WATER DEMOS AND LESSONS
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Registration	Registration
Continental Breakfast	Paddle lessons
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Demonstrations	Optional Race
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$15 Before Sept. 4

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UPDATE ON THUNDER ROAD--STUCK ON A WINDSWEPT SUPERIOR SHORE....
A letter to Paul Rem, July 13, 1987.

Dear Paul,

How is it going? First and foremost, I'd like to thank you for your hospitality on the St. Croix. Paddling with you guys that day was one of the funnest days so far, and it was a pleasure to meet you finally, and Bob and Bill. It was nice to chat to folks such as yourselves, and paddle your sea kayak. I appreciate your allowing me to steal it most of the day. We were delighted to hear from you in Bayfield, and your letter helped a great deal as far as a further warning to the folks at "Trek and Trail" that we'd be dropping in.

As for Thunder Road update...

We spent much time walking on the St. Croix. Low water made paddling impossible, though it is possible that if water levels had been normal, we'd have had more difficulty in some of the rapids that we just marched up. No lining was necessary. Walking also slows the pace so that one can get to know a river more intimately. We saw much aquatic life that otherwise we wouldn't have. It also gave Kevin a chance to cast a line into various pools while I dragged the canoe ahead, and while he hauled her, I identified wild flowers along the shore. We saw a lot of wildlife. Deer, eagles, even a black bear crossed in front of us. One of our methods of amusement was hunting for "treasures" below the rapids. We found all kinds of junk from people dumping, including 2 full tackle boxes which I sent home.

Don Johnson was a big help at Taylor's Falls. It was nice to get a ride on the portage.

The "unknown land" above Gordon's Dam and flowage to upper St. Croix land proved to be easy going. It was just a marshy area--easy to paddle and navigate. Both of us were relieved when we came onto the land. The St. Croix was done.

The portage between the St. Croix and Brule was no big problem. We found the old Voyageur Trail and began the three-mile hike with two packs apiece at 4:30, July 2. Snowmobile trails crossing it made it tough to follow the trail, and we ended up next to a swamp instead of the Brule that night. I trotted back for the canoe and made it just as dark fell.

The next day after some scouting, we found the east branch of the Brule, and headed off into a twisting narrow maze through the alders. It took the river about 15 miles to go 10 miles, and was usually 4-5 feet wide. I can't imagine how the voyageurs got their canoes up in there.....

I don't know if you ever have done it or not, but if not, paddle from Stone's Bridge to Brule. The old lodges and houses with their old boat houses full of canoes blew us away.

Absolutely beautiful. We rented a "beater canoe" for the ledges between Brule and Highway 13, which was a good idea. Otherwise, we would have been doing a lot of walking and portaging. The ledges were Class IV according to what they gave us to read about them in Brule. I know nothing about whitewater, so I don't know if that's accurate. I do know it was fun to pile off of them in somebody else's canoe. So much fun we had to do one of them twice.

We made it to Superior on July 5 in the afternoon. We were unable to paddle that day, but did 48 miles the next day. When we can get out there we can do 25-50 miles in a day--- depending on Mother Superior's Temper. We spent 3-4 days in Bayfield. By the time we left, it seemed like everybody knew us. I think people thought we were a bit strange. We just sat in doorways watching folks go by. On one rainy day, we hung out in the library reading. We met a couple of kayakers from Seattle with boats by "Nordcap." I think I'll look into them for the trip to Alaska. They said the

ferry is the way to go. According to them, the only reason to paddle the whole inner passage is the bragging rights. A lot of it is just wild open water, and can be very treacherous and boring. I think I'll stick to the ferry. I'm not into megamiles of endless paddling. Ha! Kevin still wants to go for it next year. I don't think I'll be able to swing it til '89. I want to "clear up" this one first. Then on the next. Lots of bills to pay...Anyway, if you do go let us know how it is--if you end up not heading up for a while, and are interested, maybe we can coordinate a group venture.

In any case, I'll keep you updated from time to time as to our whereabouts. We are now "windstuck" just west of Ontanagon, MI, two days from Houghton and the Keweenaw Canal. Thanks again!! Say hi to the Boys!

Keep your keel down, YAHOO!

--Mark Becker, Kevin Anthony, Thunder Road.

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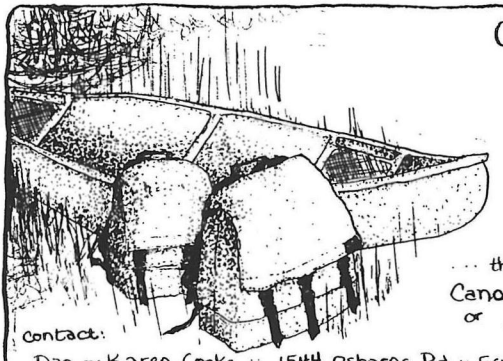
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DEEPER INTO GOD'S COUNTRY--PADDLE IOWA

I paddle a lot on the Mississippi, I guess it's no secret that I feel a closeness to "The River." I've paddled it by chunks from Big Sandy Lake to Rock Island, Illinois, about 700 miles.

On my last trip, I found the most spectacular section of the Mighty Miss' in Iowa. Iowa! No one paddles in Iowa. Well, I did and I loved it.

I have been working my way down river a couple hundred miles at a time. This year, I decided to paddle the MADRAC, so I proceeded to figure out the logistics. My last trip ended at lock and dam number eight, Genoa, Wisconsin, a hundred miles upstream from Dubuque where the MADRAC was to begin. I would need a shuttle.

I used my MCA directory and found a member named Brian who lives in Cassville, Wisconsin. Brian not only set up a shuttle for me, but joined in on the trip. He brought a friend, John, from Dubuque, so we ended up a threesome, each in his own solo canoe. (Use your directory, folks.)

The three of us battled some headwinds and hot days, but we did the hundred miles in three days. We paddled right through the heart of God's Country.

The people from La Crosse have been promoting their town as being God's Country. I'll let you in on a secret, they're on the northern edge. Prairie Du Chien is getting closer, but it's places like Marquette, McGregor and Guttenberg that impressed me, that's Iowa, folks. That's where it's God's Country. I'll go back, maybe not next week or next month, but I will go back. It's simply a very nice area to paddle.

I had a pleasant time for three days paddling with my new friends, Brian and John, and felt sadness at ending this segment of my trip. I arrived in Dubuque only hours before I had to join forces with the MADRAC.

The MADRAC idea is an off-shoot of the great bike ride across Iowa. Its organizers decided to do the same thing for canoeists.

Each evening you stop and make camp in a town and the town turns out to make you feel welcome. The group stops in places that no one has heard of, like Sabula or Camanche.

I joined the group with some reservations. I didn't know if I could stand the regimentation. When I looked over the group and saw all the tin cans, I really began to have doubts if I really belonged here. Then I met Woody.

Woody is a 70 year old gentleman from Minneapolis. He prefers to be called "Little Woody" when he paddles bow for his 73 year old brother from Guttenberg.

I was studying an interesting home-built kayak when I met its designer, builder Bill. Bill and his wife were repeat customers of this event, they come from Rock Island. A lot of the folks were repeaters.

Others like Bud and Tony came from Southern California. They brought their sea kayaks a long way to paddle on my river. So did the group from Ohio with their voyaguer canoe.

I joined the group thinking that I'd play it a day at a time and bail out when I couldn't stand the regimentation. On the fourth evening, we pulled into Rock Island and I was out of time. Sadly, I had to leave the group. I had made many friends, nice people, I'd be happy to paddle with them again, maybe next year I will.

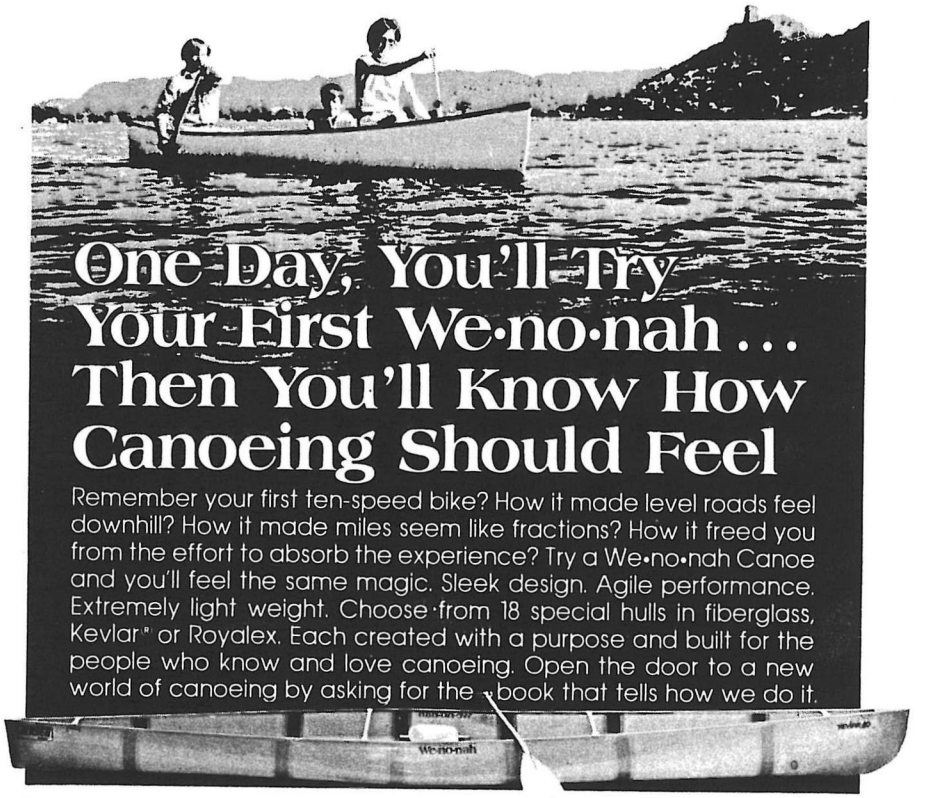
In four short days, we passed a lot of river. I'll remember the park where we camped at Sabula, such a beautiful view of the river. I'll remember the way Bellview turned out to provide a great evening. These folks enjoyed our visit as much as we enjoyed being there.

I'll remember the sudden rain storm at Camanche that threatened to dampen the evenings' activities. The owner of the local bowling alley came to the rescue with free bowling and an offer to have the disco at his establishment, nothing like this could happen in Minneapolis.

I'll remember the showers. Bellview was great, we washed up at the local high school and had hot and cold running water. At Sabula, we had only cold water, at the Clinton pool, only hot.

I was one of the people who chose to shuttle daily. I'll remember those rides. You make close friends when you pack fifteen people into a van.

I'll remember this trip until next year when I'll do it all, again.--**Bob Brown**



SAFETY AND EDUCATION--LIGHTNING STORMS

At the July Rapids Riders meeting, questions regarding lightning storms and how best to deal with them were raised. They were brought up during a comparison of on-the-river-behavior witnessed by club members on different occasions.

The background information on lightning and safe practices was found in: "Mountaineering-the Freedom of the Hills" by the Seattle Mountaineers; "Summit March '84" article by Bill March; "The Whole Hikers Handbook" from "Backpacker", article by Geoffrey Childs; and "Manual for Ski Mountaineering" by the Sierra Club.

There seem to be four ways people are affected by lightning. Up strokes, down strokes, ground currents and induced currents.

Sometimes the bolt will leave the ground and be drawn upwards. Here the victim gets the full power of the bolt with generally fatal results.

More people survive downstrokes. Here bolts are made of several strokes, each following a random path. The victim doesn't get the full effect and 70% of them recover entirely.

Induced currents are small and come about in metal objects on your person. They add to ground currents and so you should set aside metal objects.

By far and away, the biggest but least obvious danger is due to ground currents. Here people are injured or die because they lack knowledge of hazards and protective measures.

After a strike, the charge spreads out like ripples in a pond growing weaker with distance. Wet surfaces allow current to retain its strength. These ground currents are enough to stop the heart or breathing. Victims may need mouth to mouth resuscitation or CPR. Victims without serious injury may still go into shock or be disoriented for some length of time.

Here are some recommended behaviors:

1. Get off the river! Even if you aren't burnt to a crisp, you could be disoriented and drown.
2. Don't be near the tallest objects. 15% of the fatalities are found under large trees. Standing out in a meadow isn't much better. Being in a group of the smaller trees is safer. Make sure they won't blow down on you.
3. Crevices and gullies will be wet and dangerous.
4. Spread out. If people stay 30' apart, help will be available for any victims.
5. Span as small a distance as possible (mimimum contact area with the ground). Even at night, don't lie down. Sit or crouch with your feet together and hands off the ground.
6. Insulate yourself by crouching on foam pads, ropes, clothes. The drier the better.
7. Stay out of caves and overhanging rock recesses. Current often jumps from roof to floor using the victim as a bridge for the gap.
8. Cliff faces are current paths, so stay 50'-80' away.
9. Communicate with each other. Lots of folks need TLC in these storms. At night in your tents, it is important to call out to the other tents after those close ones, "Are you okay?" Don't kid yourself, they aren't sleeping either.

So be aware of your environment. Always remember that nature is far bigger than you. Accept that you may have to change your plans.

--George Skinner, Education and Safety Director

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.

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

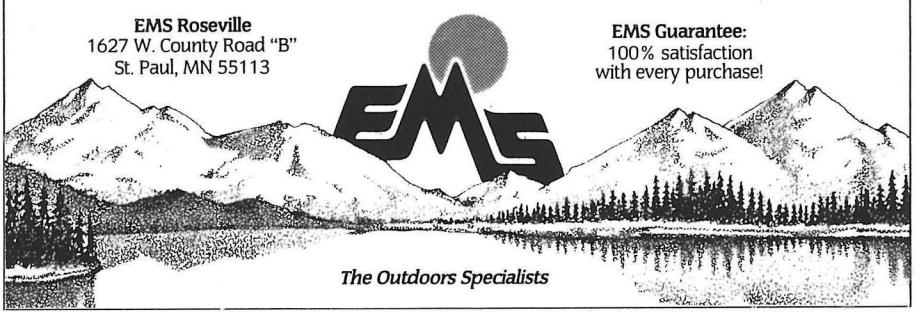
EMS, The Outdoors Specialists provides you with the best quality canoes and kayaks from Mad River, Sawyer, We-No-Nah, Old Town, Ranger, Mohawk, Perception and Aquaterra.

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!



A GESTURE

The stage is set: on the left we have a 17-foot aluminum canoe, heavily laden with two adults and plenty of camping gear; on the right a 20-foot runabout with five people and about 50 horsepower for each of them. Both boat and canoe are under full power, but the gap is closing, as you might expect, from right to left. No collision course here; the two will clear by twenty yards or more. The people of each craft, while aware of the other, are not much concerned. Now, the gesture.

The boat pilot, a man of gentle breeding and good manners, pulls back on the throttle sharply, interrupting the conversation and causing the occupants of the boat to lean forward sharply. They shade their eyes to look at the canoe more closely. It is, to them, a gesture of good will. In the spirit of helpfulness, it has just a touch of compassion for fellow creatures navigating the river in a craft of considerably lesser means.

Instead of the return smile the boaters are anticipating, however, the canoeists are scrambling into action, orienting their craft as quickly as possible to align across a swell much greater than they had expected. The bow of the canoe plunges heavily into the wake, and the canoe rocks uncertainly for just a moment. Stable again, the canoeists lean back and turn to look at the boat. Their gesture is far from the anticipated smile.

Why does this scene recur, everyday, on every lake and river where power boats and canoes coexist? Not because boaters are "bad guys" and canoeists are "good guys." Because the two groups don't communicate.

It is, of course, especially aggravating to be the recipient of the boater's "slow-down" gesture when you are paddling the middle reaches of the St. Croix, a well-marked "no-wake" zone. Here the boater is being nice by making the situation (already undesirable due to his illegal speed) doubly hazardous due to half-speed. You are not likely to catch up to the boat in this situation and explain your tactful resentment!

But even on other waterways, where the boat has at least an arguable right to go any speed, (setting aside the marine axiom that the craft of lesser power has the right of way), why are boat opeators so unaware of the fact that their wake may be hazardous, particularly when the boat is not planing? Whose job is it to inform them?

The problem may be the residue of the amazingly fast evolution of pleasure power boats. The ancient plodding cruisers which never reached a "planing" speed may well have been able to help less stable craft (canoes, sailboats, etc.) by simply slowing down. (Even today's boats would help, if they slowed down enough.) But the habit of slowing down a little is certainly no longer practical.

I'd like to have the MCA make a gesture of its own on this subject. I'm sure within our membership we have many people well-versed in both canoeing and power-boating (I am not, as may be evident). I'd like to see an MCA policy statement on this situation, that we could send to boat manufacturers, to boaters' associations, to the DNR and the Coast Guard, as well as county-level waterway enforcement personnel.

Who will help me put it together? Write or call:

Don Mitchell
Box 7
Marine on St. Croix, MN 55047
(612) 433-5367

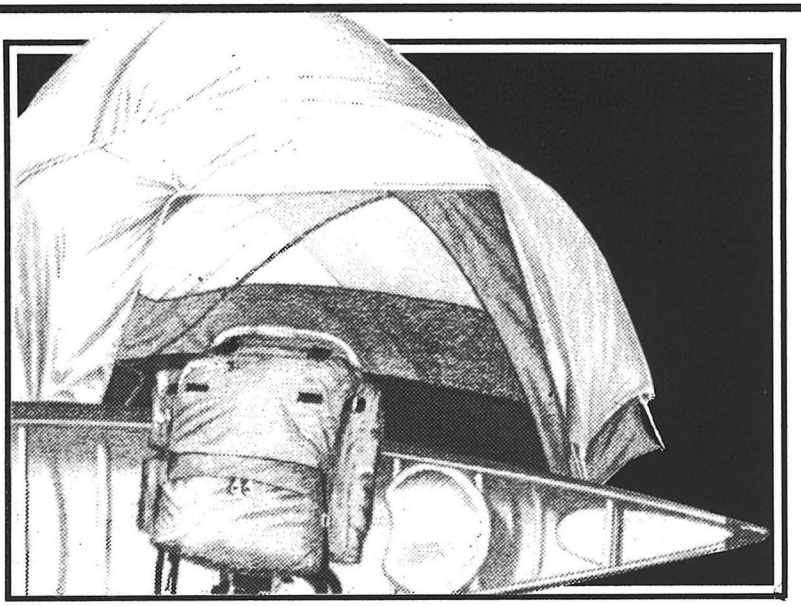
I'D RATHER BE CANOEING

Thanks again for those of you who donated their copies of **HUT!** for 1985 to provide for the MCA archives. We have added volumes for 1985 and 1986 to the MCA's two sets of bound books. One of these sets is in the custody of the MCA President and the other is held by the Publications Director. We also received a request from the Minnesota Historical Society to bring their archives of **HUT!** up to date, and we used one donated set from 1985 to fill that request. If anyone wishes to donate issues from 1985, we welcome such contributions. Send them to the MCA Publications Director at the address listed on page two of **HUT!**

In going through **HUT!** for September, 1986 to find Verna's article on the Kickapoo River cruise, I noticed that Al didn't have "FROM THE BOW" in that issue either. Perhaps he has established a tradition for future presidents to maintain.

Speaking of future presidents, we have heard from a reliable source that Al will NOT be seeking re-election. (Al told us that if he does it again, we may have to provide a Viking funeral with him as guest of honor.) Al has been outstanding in promoting the MCA. Anyone who has served on the MCA Board of Directors knows the time and effort that goes into that job or any other board position.

Next month, the Annual Meeting and Elections will occur. Meeting notices will be mailed out in September with a partial slate of offices. Remember, that nominations from the floor are accepted at the meeting. Also, like many contests, you need not be present to win. Seriously, give some thought to actively serving your organization.--**James Robinson, Publications Director and HUT! Editor**



WE SUPPLY THE EQUIPMENT . . . YOU SUPPLY THE ADVENTURE

Hwy. 100 at 36th Street **929-1351**

Hoigaard's

CALENDAR OF EVENTS

BE SURE TO SEE THE RACING AND WHITEWATER RACING CALENDARS

SEPTEMBER

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			

2 WED — MCA BOARD MEETING. 7:30 p.m. Robinson's, 4421 36th Ave. N, Crystal. (612)588-5402.

8 TUE — RAPIDS RIDERS MEETING at Ground Round in Richfield! Located at 1500 East 78th Street. Room reserved for 6:30 p.m. Meeting at 7:00 p.m.

18 FRI — EVENING DINNER CRUISE. Meet at the University Showboat landing at 6:00 p.m. for a cruise through the St. Anthony Falls locks. Dinner at St. Anthony Main. You will be responsible for your own dinner reservations. See Harlan's "Canoe-a-brunch" report on page 25 to get an idea of what this trip will be like. We will be out after dark, so take that into consideration. Call James or Verna Robinson, (612)588-5402.

26-27 — COLORAMA WEEKEND/KICKAPOO RIVER CRUISE. Plan now to participate in the annual Colorama Weekend sponsored by the residents of Steuben, Wisconsin. Canoeing on the Kickapoo river. Details on page 31.

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. Our annual recreational fall event. From Interstate State Park to O'brien State Park. See page 15 for special opportunity in conjunction with the DNR. More details in October **HUT!**

4 SUN — OKTOBERFEST AT O'BRIEN. Sponosored by the Minnesota DNR. Details on page 15.

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 Eaast 78th Street. Room reserved for 6:30 p.m. Meeting at 7:00 p.m.

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. Watch your mail for Official Meeting Notice.

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					

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.

CRUISE NOTES

The following information comes to us from Sue Smith of Burlington, IA. Sue is the founder of MADRAC, Iowa's premier canoe event, and is also the primary organizer of the United States contingent to Taiwan for the Dragon Boat races. Perhaps we could get strong MCA representation for the 1988 event.

THE DRAGON BOAT RACES IN TAIWAN

MCA canoeists are invited to become a member of the Dragon Boat teams in the races in Taiwan June 14-27, 1988.

USA teams have competed in the 44 foot dragon-shaped boats for two years, both times taking fourth place among the 15 international teams from Hong Kong, Australia, Japan, Singapore, and Malaysia. One 25 member men's crew and one 17 member women's crew will spend six days in Taiwan and six days in Hong Kong. The expedition includes two days of tours, two days of training and two days of dragon-boat racing in Taiwan, plus similar opportunities in Hong Kong.

The low cost per person for the Taiwan/Hong Kong expedition is $1600 for air fare, room and board, tours, ceremonies, uniforms, equipment, training and racing. It is an unforgettable experience in Asian culture and oriental hospitality.

Anyone in good physical condition, not overweight and willing to train for strength and stamina may register. A down payment of $250 is due by December 1 or on a first come-first served basis.

Minnesota has been represented in the past by 17 members. MCA member, Mike Cichanowski, has served as USA team captain.

For more information, write:

American Dragon Boat Association
922 North Third
Burlington, IA 52601
or contact Bill Simpson at (612)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

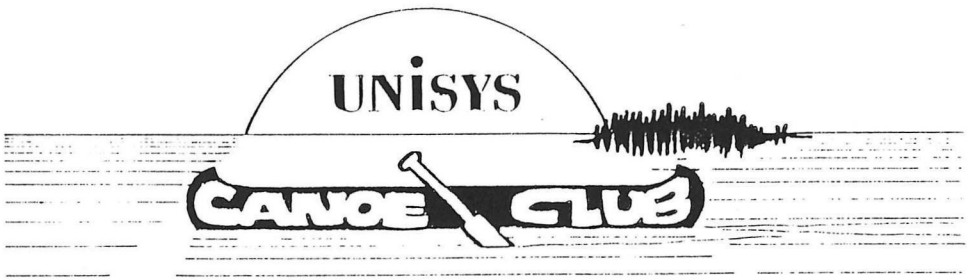
This year's moon light cruise was again a very enjoyable evening. For those who missed it, you should go to Park Point some evening and paddle either on the bay side or around the point and back up on the lake side. We had a full moon, warm clear weather and an evening view of Duluth/Superior seen only from a canoe in the bay. Keep this cruise in mind for next year.

Dave and Sue Spencer got a slight delay on their well-planned canoe trip into the Canadian wilderness. Seems there was a misunderstanding on train departure time. When I asked Dave what a person does with an extra 24 hours, I got a long silence. I understand, Dave, I've been in Armstrong, Ontario.

The annual club election will be held September 17 at 7:00 P.M. at Godfather's Pizza on London Road. Becoming an officer in the club is a chance for some of you new members to take an active role in keeping the club alive and moving. All the officers to date were at our first organizational meeting. Time for some new blood. A movie is also on the agenda. Title unknown. Surprise!!

If you want to go on the Apostle Island trip, you had better give Rick Luck a call at (218)724-7992. Don't delay. You may miss out.

Keep on Paddling,--**Fred B. Freeman**



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

COME AND BE AN HONORED GUEST ON A COOL FALL WEEKEND.
KICKAPOO RIVER Sept. 26-27 Sat-Sun. 1C
Reservations required by September 18th.

The lively, quaint town of Steuben, Wisconsin will be our host for Friday night and Saturday. They will provide camping area, breakfast, hot lunch on the river, shuttle service, supper and an evening of entertainment. Saturday canoeing is relaxed paddling in an easy current. Sunday we will leisurely paddle through statuesque rock pillars south of Ontario, Wisconsin. This has always been an outstanding trip and a warm and mellow way to end the season.

Cost for camping, meals, shuttle and entertainment is $13.00 for adults and $6.00 for kids. Contact trip leader to obtain reservation forms, which you will be responsible for sending directly to Steuben by September 18th.

For more info call:
Winnie DauSchmidt (W) 696-4378 (H) 644-6115.

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**



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

The "Fall Series" begins! Below are some very important dates and race calendar changes. Please read carefully.

September 12 & 13 (Sat, Sun) - Mississippi River Endurance Challenge. If you like "Serious Paddling", don't miss this event. It is not a race. Betty Ketter 561-2208

September 19 (Sat) - Mississippi Canoe Classic. Minnesota's most important "pro" race. Betty Ketter 561-2208. Karl Ketter 636-8116.

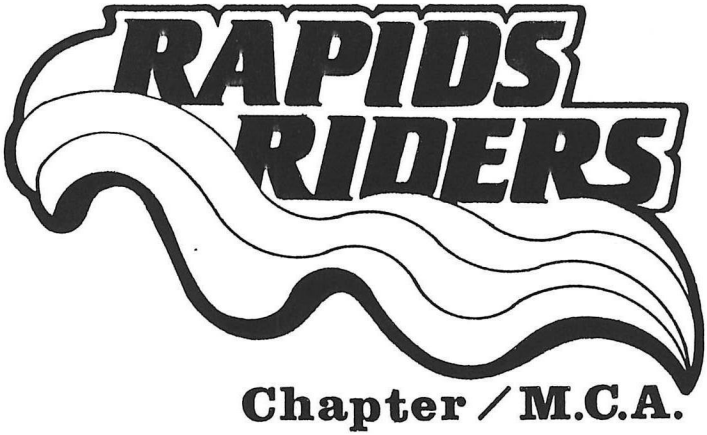
September 20 (Sun) - Group Health Triathlon, Lake Harriet, Minneapolis. A lot of canoe racers participate in this event.

September 23 (Wed) - Solo Championships, DNR Landing, St. Croix River, Stillwater. Race starts at 6:30 p.m. Men, Women, Men's Masters. Bill Simpson 433-3451

September 26 (Sat) - Mixed Championship, Rum River. Betty Ketter 561-2208.

September 27 (Sun) - Women's Championship, Dnr Landing, St. Croix River, Stillwater. Race begins at 10:00 a.m. Bill Simpson 433-3451.

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.



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

HEAR YE: HEAR YE: HEAR YE:

Don't even think of missing the Oct. 13th meeting of the Rapids Riders at the Richfield Ground Round. Elections will be held to elect officers for a one-year tour of duty. Since Paul Rem has turned (over?) to a decked boat, it struck me that club officers all paddle kayaks, except Jeff. I'm certain that many open-boaters have a lot to say that should be heard, and the way to magnify your voice would be to place several canoeists on the Rapids Riders board!

P.S. If you don't show up, I'll have our attorney, Rick Nagle, call you late at night, and you don't want that to happen, do you??

When the September **HUT!** reaches you, there may still be time to go on a southeast rivers trip. Call Ed Schnieder at (612)487-1811, if interested. River difficulty will be determined by group.

The Baker Park Triathlon still needs volunteers. If interested, please call John Tuttle at (612)933-6603. The date of this event is September 12th.

We had a large sign up at the August meeting to help on an instructional film for our spring whitewater class. However, anyone who couldn't make the meeting can give Jan a call at (612)823-4533 if you can help out.

It only takes a few minutes to scout: I've just read an account of a New York area paddler who drowned while attempting to run a low-head dam. I know everyone in our whitewater class has been warned about low-head dams, but I wonder if sometimes all of us don't get in too big a hurry when we're on the river. Let's make sure everyone in our group knows what's around the next corner, or over the next ledge. Remember, it only takes a few minutes to scout, and who knows, you may be glad you did!
--John Tuttle (I'll be the one that's upside down!)

MINNESOTA 1987 RACE CALENDAR -- JUNE 1987

DATE	RIVER/LAKE	COMMUNITY	EVENT	CONTACT
9/19*	Mississippi River	Coon Rapids, MN	Mississippi Classic	Betty Ketter (612) 561-2208
9/23	St. Croix River	Stillwater, MN	Solo Championship Final	Bill Simpson (612) 433-3451
9/26*	Rum River	Anoka, MN	Mixed State Championship	Betty Ketter (612) 561-2208
9/27*	St. Croix River	Stillwater, MN	Women's State Championship	Bill Simpson (612) 433-3451
10/3	St. Croix River	Stillwater, MN	Applefest	Bill Simpson (612) 433-3451

*Date change has occurred.

****

1987 MIDWESTERN WHITEWATER RACING & RACE CLINIC SCHEDULE

All listed races are sanctioned by the National Slalom & Wildwater Committee. Quite a few are sponsored by our other area whitewater club, **CASCADERS**, with whom we hope to get some friendly competition going. You do not need to be an expert paddler to compete or cheer on your fellow paddlers. These races are an excellent opportunity to watch and learn from some of the best paddlers in the area, country and world.

DATE	EVENT	LOCATION	CONTACT	
9/12-13	St. Croix Slalom	Taylors Falls, MN	Bob Schuetzler	(612) 722-2875
9/25-27	Last Ditch Slalom	White Lake, WI	U of Wisconsin Outing Club President	(608) 262-1630

NEW FIRE POLICIES TO BE IMPLEMENTED ON SUPERIOR NATIONAL FOREST

Lightning fires would be allowed to play a more natural role in the Boundary Waters Canoe Area Wilderness, according to a new plan approved by the U.S. Forest Service.

As the Superior National Forest prepares for the 1987 forest fire season, some new policy guidelines will be followed which may bring different results in the way fires are attacked.

"Since the early 1900's, all fires on the Superior National Forest have been suppressed as quickly as possible," commented Forest Supervisor, Clay Beal. "This was done regardless of the costs or without consideration of the resource values involved," he noted. "In our recent planning effort, we developed some new procedures which are not only more cost effective, but place more emphasis on fire as means of accomplishing some management objectives."

The policy changes will be most noticed by the public in the one-million acre Boundary Waters Canoe Area Wilderness (BWCAW). "One of the national objectives for Wilderness," Beal said, "....is to allow lightning-caused fires to play a more natural role. We have developed some criteria where, under strictly monitored conditions, such fires may be allowed to burn without interference."

Years of research supports the new fire procedures and illustrates that exclusion of fire from the forest ecosystem has sometimes led to undesirable consequences. Periodic fires were creditied with reducing fuel accummulations which, in turn, reduced the devastation from fires when they did ignite. Much of the northern forest vegetation and wildlife habitat resulted from fire.

But despite some positive benefits from fire, the Forest Service is approaching the new program cautiously, "Historically, about 100,000 acres of the BWCAW burned every decade," the Supervisor noted. "Although we have an average of 19 lightning fires a year, there is no way that we can manage a natural fire program approaching the historical acreage figure. The Wilderness receives heavy visitor use which would be affected and it would be difficult to keep such large fires confined to the BWCAW. Our plan is start small and build confidence in our ability to manage fire."

Fire suppression methods, both inside and outside the Wilderness are also addressed in the new fire plan. Forest Service officials are quick to point out that areas of improvements, private property, and other high resource values will still be managed under a strict control strategy. But fires in remote areas of low resource values where there is no threat to public safety or property, may come under more indirect methods of attack allowing fires to grow larger in order to utilize natural barriers in the suppression effort.

Fire Management Officer, Bob Joens, from the Duluth office of the Forest Service, is pleased with the new flexibility. "Under the old policy, we were required to spend money mopping up every spark of a fire on a low-danger day in areas where there was no possibility of a fire escape. Now we have flexibility to devote our limited fire fighting resources to those areas which really need priority for protection," Joens remarked.

--WILDERNESS NEWS FROM THE QUETICO SUPERIOR FOUNDATION

Editors note: In **HUT!** for March and June 1987, Cliff Jacobson advocated allowing controlled burns in wilderness areas. We know that Cliff caught a great deal of flak from many people. It is interesting to see that the National Forest Service plan is in agreement with what Cliff proposed. Well, Cliff, we may not always agree with you, but it looks like you scored a home run on this one.

TRIP REPORT--CANOE-A-BRUNCH

Darla and I arrived at the Showboat Landing at about 9:00. We had parked a car at St. Anthony Main on our way so everyone could put their paddles, etc. in there when we arrived. Ardel Gorman from the Austin chapter was there ready to do some canoeing in his Solo boat. Jim and Verna Robinson, Joe Reischil and Gail Peterson arrived at about 9:15. Jim and Sharon Obbink arrived at about 9:30. We were on the river and paddling our way up to St. Anthony Main. On our way, we went through the two locks that enable craft to go around St. Anthony Falls.

We paddled around the downstream end of the island and landed on shore. We have to carry the canoes up a steep hill, but there are stairs there, so it isn't too bad. We padlocked the canoes together and put the other equipment in the car. We had an excellent brunch at Winfield Potters.

After brunch, the group went window shopping. No one bought any windows, but Joe and Gail bought two Stress Relievers, and a wooden whale (Gail collects these mammals). Darla bought a set of elephant combs and an elephant puzzle (she collects these pachyderms). In one shop, there was a birch bark canoe for $1200, we all admired it, but no one bought it.

It was close to 3:30-4:00 before we were back on the river. The river was low enough that we paddled to the bottom of St. Anthony Falls and KISSED it with our canoes.

For those who came out on this trip, THANKS! For those who didn't, you missed a GREAT TIME! Watch **HUT!** next year for the 4th annual Canoe-a-Brunch, same cruise, same time, same place. See you on the river.

I'll be the one proper side up!--**Harlan Nickerson**



CANOE 2 MILES
BIKE 7 MILES
RUN 3 MILES

REI Autumn Classic
Baker Triathlon

Saturday, September 12
10:00 a.m. Start
Baker Park Reserve

Co-sponsored by: MN Canoe Association, Hennepin Parks and REI

Register at REI

REI®

Quality Outdoor Gear and Clothing Since 1938
98th St. Exit Off 35W, Bloomington • (612) 884-4315

BUILDERS' CORNER--POLY VERSES EPOXY PART II

In my last article, I compared the costs of poly and epoxy resins. This month I'd like to discuss the differences in application.

Both types of resin have some things in their favor. Poly is easier to use, but the epoxy (West System) is less damaging to your health.

West System resin is easy to mix. We sell pumps that meter out the resin and hardener in a five-to-one mix. One stroke on each pump and you have a batch ready to mix. Ten strokes of each and you have a very, very large batch. Simple, right?

Poly resins come in waxed and non-waxed types, you must understand the differences. No wax is required in the epoxy systems, making this simpler.

I still say that the poly is easier to use (if you know what you're doing), because it flows into the fabric so much easier. The poly resin can be applied with any short-napped paint roller, as it will soak into your cloth or wood almost instantly. I can glass the outside of one of my solo canoes, by myself, including all bias strips in about an hour. Using epoxy, I'd only have a good start.

The end result of an epoxy job is a superior product, but you must work to get it. The epoxy is more viscous, it soaks into the fabric also, but at its own sweet time. Try to force the epoxy into the fabric faster, and you are likely to get air entrainment. This is a foaming that takes place if you over-work the resin. It shows up as white streaks, or blotches.

This hard-headed Dutchman had a hard time learning to use epoxy. The trick is to give it plenty of time to soak in. Spread the epoxy onto the surface, working it as little as possible. You will probably have some surplus resin on your first pass, LEAVE IT ALONE! Allow the epoxy time to soak in completely, then squeeze off the excess.

With either resin, I recommend priming the bare hull before glassing. With epoxy, your best primer is epoxy. Press it into the pores of the wood with a squeegee and you have the surface sealed.

When priming for a polyester job, I recommend two coats of poly sanding sealer. One more thing to buy.

I don't consider any of these resins "safe," no matter what the manufacturers claim. They are all hazardous to your health. The poly is loaded with volatile parts that escape into the air during application and cure. These fumes can kill you if you breath enough of them. I always wear a mask when working with the polyester.

West System Epoxy, by contrast, gives off almost no smell. What you spread on your hull stays there and hardens. I feel that it is much safer.

Pot life and cure time are controllable in either system, but by quite different methods. With West System, you have two choices of hardener, fast or slow. This is your only control. At my depot, I usually send customers home in the summer with slow cure, I save the fast cure for winter time customers who will be glassing in a cold shop.

With poly resin, you can regulate cure time nicely by adjusting the amount of hardener that you add. With a little practice, you can operate over a considerable temperature spread.

I often use two different cure speeds on the same job. I will do all the lay-up with a non-waxed under-catalyzed batch of resin. This gives me more working time to do all the laminating. After the laminating is complete, and all bias strips and reinforcings are on, I mix a batch of waxed resin and add a lot of hardener, I make this batch very "hot." I paint this on the outside and the extra hardener helps to cook-off the material below.

If you know what you are doing, poly has a great control over pot life and cure time, but to repeat, you have to know what you are doing.

Shelf life is worth considering. Does your left-over resin have any value to you? Can you use the same resin six months down the line to do a repair job?

Poly resin has a short shelf life. the MCA tries to get fresh material out to our members, but we have no control over what the customer does with it. If you store it for a few months before you decide to use it, you may find that it's getting lumpy, it is reaching the end of its shelf life. It is beginning to cure without hardener having been added.

With epoxy, we measure shelf life in years, not months. I leave my pumps right in the cans. Six months down the line, I can mix up a perfect batch of glue to fix a broken chair or whatever.

To sum up the differences, the West System is nearly foolproof, it's not idiot proof. If you know what you are doing, the poly can allow more flexible procedures and it is easier to apply.

The epoxy will create a better finished product and it will do it at less expense to your health.--**Bob Brown**

Made of ABS Royalite

Over 5200 cubic inch capacity



11 lbs empty

Water-tight

Fits in any canoe

E-M WANIGAN

10411 Kelman Ct. N, Stillwater, Minnesota 55082
Telephone (612) 426-3731

CLIFF'S CORNER--MAGAZINE FIELD TESTS--BAH HUMBUG!



It's a familiar scene: The nattily clad yuppie couple strolls into the equipment shop in search of a specific new camping toy. Clutched tightly in the man's right hand is the lastest issue of CANOEPACKERSKISPORT Magazine, which this month features a "thorough" evaluation of the product(s) in question.

The article is a work of art, carefully researched and designed to tell you everything you could want to know about the product line. "We pull no punches when it comes to the truth," advises the publisher. "Whatcha see is whatca get. We stand behind our ratings!"

So when the well-trained staff of the camp shop shows Yvonne Yuppie and her boy friend Lurch, the best of the product breed, the two wince heartily and walk off in a huff, unimpressed. Why? "'cause it says right here in CANOEPACKERSKISPORT that the Tri-lobed Alpha-4 is the best tent. And if you ain't got one, we're goin' elsewhere. Lookie here: It says this tent's sewn with 12 stitches to the inch, not 6. Why, It's got to be better. Six threads will rip for sure. C'mon, Yvonne, these folks are nerds. And they ain't well read neither."

Okay, gang, let's cut through the fog. Here are the facts about those "exclusive and complete" equipment tests you read--and take so literally--in magazines.

First, some background: I've personally done quite a lot of product testing, both for my own use and formally for magazines. In every case, I've tried to be as fair as possible; I've enlisted the help of others who were more familiar with the product, and I experimented myself. But, there's only one of me, and like all "field testers," I have only so much available time. On average, we evaluators keep a product about four months before we return it to the manufacturer. In evaluative format, we'll test ten or twenty products, most of which we've never seen before the unopened box arrives. No way can any single person, or even a team of people provide foolproof results in this time frame.

Four months, you say? Long time, isn't it? Not really. The actual using time per product is ordinarily a matter of hours, occasionally days. The rest of the time is spent researching, writing manufacturers, and simply preparing the manuscript to editorial specs. For those who aren't aware, magazines pay only for the completed manuscript--often on a column-inch basis. Little consideration is usually given to the time spent working with the gear. Time is money, as they say. Most magazine evaluators have a limited supply of both.

Then there's the matter of variables which don't fit the mold. What looks good in the short run, often fails in time. For example: Compare the Coleman Peak I stove with the venerable Svea 123. In "evaluative terms" the Coleman starts easier, runs hotter, and is more windproof. Weight the variables equally, and the Coleman is a better buy, right? Maybe. The SVEA. on the other hand, features all brass (rustproof) construction, and it has no plastic knobs or wires to break. Its roarer burner is noisy but failproof--the geared cleaning needle clears the jet of foreign matter with a single counter-clockwise turn. But, you're on your own when the Peak I clogs--or when it flares due to overfill. In time, you'll burn or break the plastic knobs and wires. Eventually, the metal tank will rust.

But, over the short haul, the Coleman is definitely the better buy. In the long run, you may prefer the SVEA. Field-testers deal with the "now" of things, and to some extent the forseeable future. Only backwoods crazies can usually relate to the "far-seeable" future.

There's also the matter of ad sales, which, as everyone knows, are the life-blood of a magazine. Some years ago, an air-mattress manufacturer threatened me with a multi-thousand dollar law suit because I proclaimed that the air valve on their mattress (a wimpy plastic affair) would eventually fail. The magazine quickly changed the word "would" to "may," and I've been gleefully substituting it in my writing ever since. After the article appeared, the mattress company withdrew their advertising from the magazine, and that cost my publisher a bundle. Moral: Panning brands--even if it's true--is always a very very bad idea. Invariably, the truth hurts!

Consider now the Coleman canoe. Yes, I know Coleman laughed all the way to the bank with this one. We're talking big buck advertising here. The boys in Wichita pull no punches: Those full page ads cost several grand. In **HUT!**, I'll tell you honestly that the Coleman performs somewhat better than a Tupperware bathtub--and is, in fact, the only canoe I've seen that paddles worse than it looks! But, I'll never write that in a magazine which depends on ad copy for survival. What you read in **HUT!** are aboveboard impressions. There's no pressure to "stretch" the truth.

Gore-tex is another product writers don't want to mess with. My experience suggests it works great over the short haul--and it's wonderful in winter--but it frequently fails in the long run. Take Gore-tex on the typical 1-4 week canoe expedition and you may be pleasantly surprised. Do it year after year, and you might be dolefully enlightened.

There's also the matter of "weather." Suppose I had a new tent to test on an arctic expedition and the weather shone peaches and cream for a full month (it happens!). I'd say the tent was comfortable, well-ventilated and it performed to full expectations. That would be the truth, given the biased circumstances. Yet, the manufacturer might claim his product was a well-tested expedition tent that had seen the whites of the enemy's eyes.

These, then are the pitfalls of magazine product evaluations. To suggest a "scientific" comparison, editors and evaluators resort to all sorts of unrelated statistics. Variables such as weight, tear strength, number of stitches per inch, etc. are all tabulated and statistically weighted to produce a "one, two, or three star" evaluation. In the end, the results often find opposite of intent.

Case in point, the Eureka Timberline tent. It has shlocky poles and is sewn with only six stitches per inch. Construction features are a step above dreadful. It's fairly heavy and time-consuming to erect--all of which tend to down-grade its performance. Yet, the design is quite marvelous: Rig it right, guy it out, and it'll take quite a blow. Yet, compared to more lavish tents in the survey, it falls short. The numbers tell the story: Other tents are superior to the Timberline, even though they leak in the rain, and the Timberline does not. That the Timberline does its intended job without a whimper, is overshadowed by its poor quality construction and limited comfort features.

So be it. Consider all the facts before you go gear shopping. And leave your magazines at home. Try the product yourself, or take along a friend who's "been there." And do talk heartily to those who seek truth through experience. Believe some of what you read, more of what you hear, and draw your own conclusions, and you'll receive good value from each and every camp dollar.--**Cliff Jacobson**

MY RIDE WITH DEATH ON THE BRULE (or so it seemed)

It was going to be fun. My husband and I were going kayaking with some friends. The people we were going with had gone annually for five years. This, of course, was our first time. I'll admit, I was a little apprehensive about going. I'm not fond of trying new things, especially dangerous things. I'm the person who still hasn't even tried the corkscrew at Valley Fair!!! Needless to say, we went.

We rented the kayaks from an outfitter on the Brule River. No one in our group rented helmets. In the beginning, it was fun. I liked the people we were with, the weather was nice, and I felt pretty secure about getting in this thing; the kayak, that is. We got to the river. "Hey, great," I thought, "this looks easy!" Well, by the time they finally got my life jacket on, shoved me through the little hole in the boat, and tied me in with the so-called skirt, I was scared!!!! I was handed a paddle, and shoved off. "Well," I thought, "this is O.K., the water is calm, the weather is nice, and these people wouldn't let anything happen to me, I'm being silly to act so scared!" So, we all paddled off, I got used to the claustrophobic feeling I was having, managed to figure out the paddle, and even laughed a few times. (Of course, the large wine skin wrapped around my neck, and ready to explode gave me another sense of self confidence, 20 minutes down the river it was half gone.) I had even gone ahead of the group a few times in the calm water.

There were eight of us, we were all laughing and splashing and having the time of our lives when suddenly there was a log and, of course, I went over.....P--A--N--I--C------, and panic I did! You must remember, this was my first time ever in one of these things, this was also the first time I had ever experienced this horrifying feeling, nobody tipped me before we left, and no one told me what to expect when, in fact, I did go over. Talk about scary, my God, I thought I'd never get out. Before I knew it, my husband was to my rescue (Thank God for husbands!) What was only seconds seemed like minutes, several minutes, more than several minutes, I think. I don't know, at that point, I knew nothing, only that I wanted out of the river, my legs were shaking so badly I thought I was going to tip again from them banging the sides of the kayak. Well, of course we weren't going to all get out of the river because I had a fall, most of the men were trying to tip just to stay cool. Now remember, they had gone several times before.

Anyway, as the trip went on, it only got worse....I hated kayaking, and I think everyone hated me. I was constantly going over, getting caught on the rocks and making everyone miserable. By the time six hours had gone by, I wanted out. It was raining and lightning by then, I was crying, I was cold, I was losing control, not only of the kayak, but of myself. Believe me, I was a sight! Bruises, Blood, and Bewilderment, I had to get out. Enough was enough, I was honestly scared of losing my life, I thought about the kids at home, and I cried even harder. I kept asking how much longer before we can get out? The reply was always the same, about another hour. This was the last time I would ask.

I decided I wanted no part of the kayak anymore. I was willing to pay any damage that might come to the kayak, and just let it go down the river when I spotted a cabin near by and decided to get out there (I forgot to mention, there were no cabins earlier along this river, only wilderness.) I got out of my kayak, and caused three major catastrophies behind me, everyone was in the water. Everyone was mad, I was hyperventilating. After promising God all the things I would do for the rest of my life, and also promising all of the things I would never do again, if only He would let me out of this

river alive and well, when I spotted the cabin, I decided God gave me another chance, He was going to let me live. For many hours, and many miles, I felt this was the end. I thought this was my ride with death. As I got out of the kayak, and out of that rumbling river, I swear in the background, ever so faint, I heard the sound of banjos--dooda, do, da do da do da do da do.

I walked the rest of the way to the take out point, it was about a mile by land.

My lesson from this is always, always take a class with trained professionals before trying any new experience such as this. Also, don't watch the movie "Deliverance" the night before leaving.
--Sheila Huber

A POSTSCRIPT TO "DEATH RIDE"

The group Shiela Huber was with were NOT members of MCA or the Rapids Riders Chapter. She works with me, and I persuaded her to relate her experiences to **HUT!** in the hopes that an experience such as her's can be avoided. It is typical for outfitters to rent equipment to unqualified persons. They also do not require that helmets be rented or worn. Let us hope that no tradgedies occur from this negligent practice.**--Verna Robinson**

KICKAPOO RIVER CRUISE

For a fun family weekend, join other MCA members for the 20th annual Kickapoo River Cruise, sponsored by the townspeople of Steuben, Wisconsin. It is a weekend of delicious food, fun cruising and a lot of good times with your friends. You will enjoy the hospitality of the people of Steuben, and enjoy their delicious meals. The trip is scheduled for Sept. 25th, 26th, & 27th, 1987. For those of you who have attended in the past, you should have received your reservation form in the mail. For those of you who have not attended before, you can contact Winnie DauSchmidt for more information. Registration deadline with Steuben is September 18.

Campsites are provided in the city park in Steuben. Drive down Friday night, find your campsite, go to the town hall to register, and visit with friends as they arrive, or go to one of the local bars for a beer or a coke.

Saturday morning, someone will go through the campground banging on a pan with a spoon for your wake-up call for breakfast. After breakfast is served, you can go get your canoe ready to launch. The put-in is right in the campground. After you have canoed for about 3 or 4 hours, you will see some people on the shore with your lunch waiting for you. After lunch, you can continue on your way to the end of the trip, which is in Wauzeka. Shuttle service is provided to get drivers back to Steuben for their vehicles. Then, after you have returned to camp, you can relax and visit with friends, (old and new). At six, they will serve dinner, followed by drawings for prizes, and then there will be some entertainment.

On Sunday, everyone is on their own. Winnie DauSchmidt has a trip planned further up on the Kickapoo on Sunday, after we go to the next town (Gays Mills) for a church pancake breakfast. This is a fun weekend trip, I especially enjoy it, because I don't have to cook! The cost is $13 per person, and $6 for each child under the age of 12. If you have more than 2 children under 12, then it is $4 per child after the first two. For more information, contact Winnie DauSchmidt (612)644-6115, or Verna Robinson (612)588-5402.
--Verna Robinson

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.

RIVERS RUNNING FREE: STORIES OF ADVENTUROUS WOMEN, edited by Judith Niemi and Barbara Wieser. Bergamot Books, October, 1987. 300 pages, photos. Women: 1500 miles on the Saskatchewan in 1908; a solos on the Yukon at 65; joyous and thoughtful journals and essays.

$12.50 (plus tax for Minnesotans) +$1 postage.
Judith Niemi, Women in the Wilderness, 566 Ottawa Ave., St. Paul MN 55107. (612)227-2284.

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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
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FOR FASTEST SERVICE IN GETTING YOUR AD IN **HUT!**
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WANTED:

SOLO BOAT for fast cruising and/or low key racing. Have been looking for something like an Advantage or DY Special. Would consider a racing hull as well. Call evenings or weekends. Peter Edl, (507)775-2615.

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

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.

USED LOISACH SLALOM KAYAK. With paddle and skirt. $175. **WABASH VALLEY MERLIN.** Kevlar, aluminum rails/cane seat, Cooke cover. All like new for $850. **ALUMACRAFT 17' STANDARD.** Painted yellow. Best offer. Dan Cooke, (612)784-8777.

18' CEDARSTRIP ASYMETRICAL CANOE. 50 lbs., slider front seat, beautiful lines and easy paddling. $675 or best offer. **CLEAR CEDAR BOARDS.** 1-1/4"x12"x20' One board will make a canoe. $60 each. Steve Franklin, (612)457-3369.

PHOENIX "SAVAGE" KAYAK. Used two seasons. Good condition. $150. Steve, (612)423-2898.

15 FOOT SOLO CANOE. Cedar strip with Poly. Cane seat. Inch rocker in bow. Seven months old. VGC. $285.00. Robert Barrow, Hastings. (612)437-4523.

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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

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!

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

[ ] MCA 14' Solo [ ] 15' Solo (Ketter)

[ ] Free Spirit Solo (Brown) [ ] Griffen II Solo Kayak (Brown)

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

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

[ ] 15'6" Kootenay Solo (Kunz)

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

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

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