# HUT!

Newsletter of the Minnesota Canoe Association Inc.

1982 January

## Calendar of Events

### Jan



6 Wednesday — Monthly Directors' Meeting
Arts and Crafts Room
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
Brooklyn Center, MN
7:00 p.m.
All members welcome.

8 Friday — Racers Meeting
All racers and interested parties are invited to attend. From 8 to 10 p.m. at Karl Ketter's, 636-8116
1957 Lake
Roseville, MN

11 Monday — Planning Meeting for MCA Canoeing and Canoe Building Classes for 1982
At Karl Ketter's house
1957 Lake Street
Roseville, MN 55113
Call 636-8116 for more information and see article inside.

13 Wednesday — MCA Monthly Program
Solo Canoe Tripping with Dave Middlecamp. See the boat designed and built for solo paddling, outfitted with the necessities. Gear will be displayed. A slide show will share Dave's recent BWCAW canoe trip.
Carpenter St. Croix Valley Nature Center - 437-4359
12805 St. Croix Trail South
Hastings, MN 55033
7:00 p.m.






26 Tuesday — Winter Wilderness Trek II
Pre-Trip 1. See article inside.
1829 Portland Avenue
Minneapolis, MN 55404
7-10 p.m.

## MCA Monthly Program

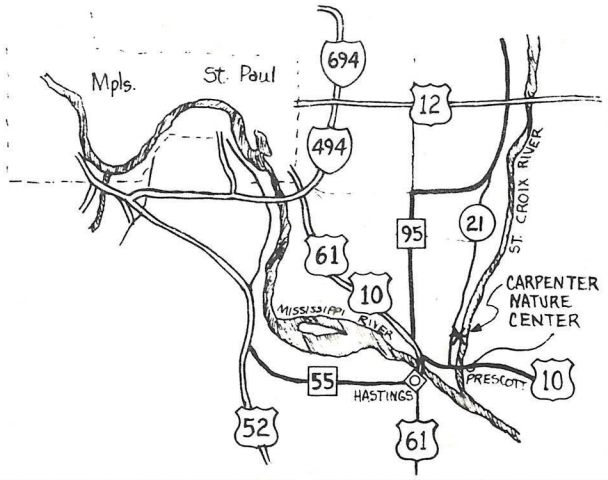
## *SOLO CANOE TRIPPING*

The solo canoe is said to put the paddler in almost total harmony with the environment, to be individual and responsive in a craft designed over the years to be handled by a solo paddler.

Dave Middlecamp will display the boat he built and outfitted with various necessities for travel into watery wildernesses. Other solo gear will be on display. A slide show will share Dave's recent BWCAW canoe trip.

Carpenter St. Croix Valley Nature Center
12805 St. Croix Trail South
Hastings, MN 55033
437-4359

The program will be held in the basement of an old residence. Signs will direct everyone where to park and where the room (auditorium) is. This Nature Center has only been in existence since August 1, 1981. Jim Fitzpatrick is the Center's Director.



# Calendar of Events cont.

## Jan

30 Saturday — MCA Women's Canoeing Bee
Get acquainted get-together for all MCA women. Skiing, skating, hiking, canoeing bee and lasagne. See article inside for details or call Penny Mielke at 776-1935.
Penny Mielke's
1880 E. Shore Drive, Apt. 413
St. Paul, MN 55109

## Feb

2 Tuesday — Winter Wilderness Trek II
Pre-Trip 2. See article inside.
1829 Portland Avenue
Minneapolis, MN 55404
7-10 p.m.

5 Friday — Racers Meeting
All racers and interested parties are invited to attend from 8-10 p.m. at Chris Berne's, 929-5714.
5057 Ewing
Minneapolis, MN

6 Saturday — Winter Wilderness Trek II
Pre-Trip 3. See article inside.
9-5 p.m. with optional campout for the night.

9 Tuesday — Winter Wilderness Trek II
Pre-Trip 4. See article inside.
1829 Portland Avenue
Minneapolis, MN 55404
7-10 p.m.

10 Wednesday — MCA Monthly Program
Canoe Building with Bob Brown
Hiawatha Neighborhood Center
E. 42nd St. & 43rd Ave. S.
7:00 p.m.

14 Sunday — Cross Country Get-To-Gether
The St. Cloud chapter invites all MCA'ers to Lake Maria State Park, located five miles west off I94 between Monticello and Clearwater. The many miles of trails will accommodate all levels of skiers. Plan to bring a lunch and refreshments. Starts at 1:30 p.m. Plan to attend. Contact co-chairmen Mike Noonan, 1-252-0682, or Dennis Fields, 1-253-4723, for more information.

16 Tuesday — Winter Wilderness Trek II
Pre-Trip 5. See article inside.
1829 Portland Avenue
Minneapolis, MN 55404
7-10 p.m.

20-26 — Winter Wilderness Trek II
Camping and cross country skiing in the Boundary Waters Canoe Area Wilderness off the Sawbill Trail and the Echo Trail. Contact Valerie Sprink or Tim Kneeland at 872-7332, or write American Lung Association of Hennepin County, 1829 Portland Avenue, Minneapolis, MN 55404. See article on Page 10.

20 or 27 Saturday — Cross Country Ski Race & Family Tour
This is the Cascader's Challenge Race to all chapters and members of the MCA at 3M's Tarten Park. See article inside.
2:00 p.m.

## Hut! Staff

| | |
|---|---|
| Editor | Mike Gilman |
| Assistant Editor | Sharon Gilman |
| Publications | Chris Berne |
| Chief Typist | Kathy Cegla |
| Stat Camera | Christopher Stroth |
| Map Maker | Lonnie Helgeson |
| Calligraphy | Mary Sodergren |
| Cliff's Corner | Cliff Jacobson |
| Builders' Corner | Bob Brown |
| Advertising | Helen Olson |

Send articles to:

Mike or Sharon Gilman
810 South Sixth Street, Apt. 1
Hopkins, Minnesota 55343

DEADLINE FOR EACH ISSUE

Articles should be submitted to the Editor no later than the 12th day of the month preceding publication.

## Are you MOVING?

MOVING? The Board of Directors recently decided to discontinue our long-standing policy of requesting the Post Office to return all undelivered HUT!s with a forwarding address for members who have moved. Since we mail HUT! by bulk rate, it is not automatically forwarded to you. Up until now, the Minnesota Canoe Association has had to pay first class postage to remail it to you. The Board decided that the rising cost of postage makes it impractical for us to continue doing this. So in the future, to guarantee your continued receipt of HUT!, please let us know when you are moving. Otherwise, we won't know and you won't receive HUT!.

## ANNUAL SKI CHALLENGE

CROSS COUNTRY SKI RACE
AND FAMILY TOUR

This is a challenge race by the Cascaders, who are taking on all comers. We are inviting each and every one of you who ski to come out and join in the competition; the Cascaders seem to have been the winners of this race for more years than we care to mention. Hopefully, the turnout will be many times greater than last year when Mike Vande Vyver represented the MCA all alone.

Those of you who aren't involved with the race can ski tour around 3M's Tarten Park on all those gently rolling hills. Hopefully, we'll have new snow cover over a good base by that time.

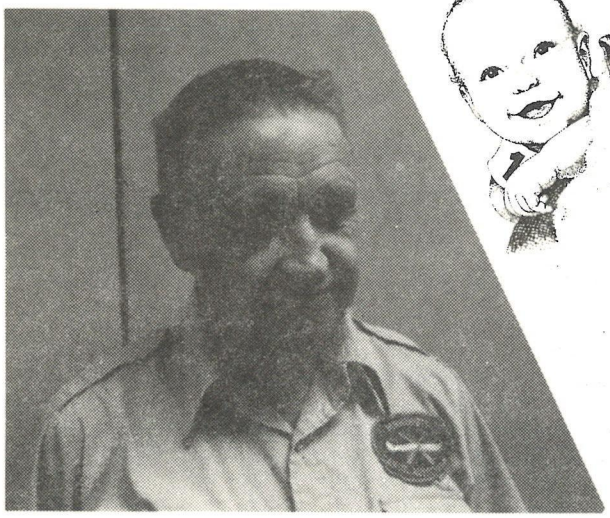
Remember that the race is Saturday, February 20th or 27th, 2:00 p.m. at 3M's Tarten Park. The park is two miles north of I94 on County Road 17 (between St. Paul and Hudson), then follow the signs.

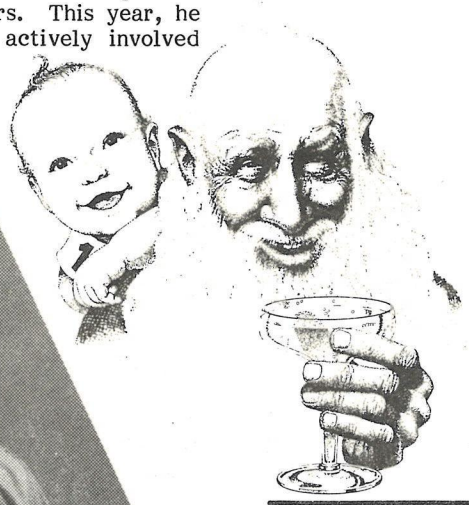
Watch your February HUT! for the final date.

# 1982 MCA DIRECTORS

Over the next few months, we will be running a series introducing you to each of this year's Board members. We start the series this month with our President and Vice President.

Venice Barsness, President. Venice attended an Annual Meeting two years ago and ended up Vice President for the last couple of years. This year, he moves up to President. Venice is actively involved with outdoor education and safety.





Mike Vande Vyver, Vice President. After being Cruise Director the last two years, Mike decided to take the almost ultimate canoe trip in August as he led a group down the Amazon River in Peru. Mike is both an avid whitewater paddler and ski jumper.



DECEMBER 1981 MCA BOARD
MEETING MOTIONS PASSED

Chapter Formation

A chapter may be formed by the action of the Board when a group meets the following conditions:

a. Ten MCA members meet the new chapter's membership requirements.

b. A letter is presented to the Board requesting to be a chapter.

c. At least one organizational meeting has been held.

d. Goals or interests of the group have been established.

e. At least three willing officers (with mailing address) have been designated.

f. A club name and logo has been selected.

Grants to Chapters

The MCA Board may make cash payments to chapters to promote, conduct, and report on events, activities, or projects. Such requests will be considered on a case by case basis. Grants will depend upon the Board's estimation of benefit to canoeing and canoers in Minnesota. Such grants may not jeopardize the financial stability of the MCA.

MCA grants to chapters to purchase equipment allow the chapter to use and control the equipment, but ownership remains with the MCA.

Active MCA Chapter

An active chapter of the MCA has at least 10 MCA members as of October 31, and meets the following annual requirements to the Board's approval:

a. Conduct and report on no less than two meetings of five people.

b. Conduct, promote, and report on no less than two events (open to MCA members).

c. Contribute to HUT! or supply input to MCA Chapter Liaison Director.

d. Participate (in person or writing) in MCA Board meetings.

e. Submit a membership and financial report as of October 31 with the MCA Treasurer.

f. Report on all operational procedures adopted.

Chapter Rebates

Active MCA chapters may receive up to $3 for each current full (non-lifetime) MCA membership as of October 31 of each year, payments to be made by January 1. The amount of payments will be determined by the Board and may not jeopardize the financial stability of the MCA.

# WANTED

WANTED: One person with the skills necessary to scribble down notes. Participate in the decision-making process at our exciting monthly Directors' meetings by serving as Secretary. Help us fill the only available space on the back page (see your name in print each and every month!). If this sounds like something you can handle, give any of the Directors a call and attend the next Board meeting. Your Association needs you!

# ACT NOW... AND WRITE IN

AGENCY HEAD SELLS OUT TO 3M
AND KOCH REFINERY

80 Percent of Northern Lakes Acidifying as Air Quality Standards are Further Weakened

(Taken from December 1981 BWCA Wilderness News)

In June 1981, the Minnesota Pollution Control Agency (MPCA) announced that 80 percent of our northern lakes are losing their ability to buffer acid rain and snow ("some are just sitting ducks"). Ironically, on October 30, 1981, Lou Breimhurst, director of the MPCA, in a little-publicized letter to hearing examiner Howard Kaibel, recommended a further (and substantial) weakening of Minnesota's once-protective air quality standards.

We have learned that Bob Johnson, an executive with 3M, one of the state's largest air polluters, and Robert Burk, attorney for the Minnesota Association of Commerce and Industry (MACI), met privately with both Governor Al Quie and Director Lou Breimhurst in the days just preceding Breimhurst's letter of October 30. The air quality staff of MPCA was not in agreement with Breimhurst and was surprised by the timing of the "4th floor decision."

The agency staff had previously recommended a more protective set of standards for both ozone (smog) and sulfur dioxide (acid rain precursor). Although the Friends were disappointed with the original June 1981 recommendation, this almost wholesale rollback to less protective federal standards is completely unacceptable. Minnesota's pristine wilderness and its three most important industries—agriculture, forestry, and tourism—depend on clean air. To allow greater concentrations of ozone and sulfur dioxide into the atmosphere is an inappropriate tradeoff for 3M's and Koch Refinery's short term gain.

In addition, Breimhurst's revision goes against the recommendations made by Minnesota's departments of health and natural resources—and totally ignores the letters and testimony of hundreds of citizens and scientific experts. Finally, the revision is contrary to Breimhurst's own support of the original staff recommendation, dated June 1981, in which he wrote: "We have responded to the testimony and exhibits and views of those who have participated in the hearing...and believe that the judgements and conclusions we have made are reasonable ones."

The MPCA staff has conducted itself in a fair and impartial manner. The same can be said for the hearing examiner, Howard Kaibel. We appreciate the complexity of this long, difficult hearing and the manner in which the hearing has been conducted. On the other hand, we find the personal attacks against the agency staff and the hearing examiner by industry representatives and utility spokesmen (NSP) reprehensible. These individuals have repeatedly delayed and obstructed the hearing process with innuendo, petty allegation, and dissembling behavior.

Industry's most recent effort to gain another delay (meanwhile Minnesota's current standards have been suspended) has apparently been successful, and the hearing record will now remain open at least through the end of the year. We do not expect final oral arguments until February, nor a decision until April. This is a critical time to write to Howard Kaibel, even if you have written to him already. Urge him to resist industry pressure--and to reject Breimhurst's weakening revision. Ask him to bring this hearing to a close!

Specifically, ask him to recommend the following existing standards to be enforced not later than December 31, 1982. Write to: Mr. Howard Kaibel, Jr., 1745 University Avenue, St. Paul, Minnesota 55104. Thanks for your help!

| Sulfur Dioxide | Health Primary | Environment Secondary |
|---|---|---|
| Annual average | .02 ppm | .02 ppm |
| 24-hour average | .10 ppm | .10 ppm |
| 3-hour average | .35 ppm | .35 ppm |
| Ozone | | |
| | ppm = parts per million | |
| 1-hour average | .07 ppm | .07 ppm |



LAST PADDLE, FIRST SKI

by George Skinner

Minnesota's rapidly changing seasons recently provided me with an opportunity to spend two consecutive weekends with Lora Lakin and John Wexler. The first was my only attempt at kayaking this year. The next week found us cross country skiing at Baker Park. Both were spur of the moment trips. Our goal was to have some laughs.

We thought John would be providing the laughs on the first trip. We planned to go down the south fork of the Crow River from Mayer to Watertown. He kept calling our homes to say he hadn't even left Minneapolis yet. Well, we had finally gotten together when, as Lora was unlocking her canoe, we heard John say, "You know, you don't really need to lock that up." That comment from John (Hey, they're gone!) Wexler really broke us up.

We were so out of it that neither Lora nor I stopped to think before trying the cheese John was handing out. I had not remembered my vow--NEVER EAT ANYTHING Wexler hands out--not until the full horror of that foul chunk reached my brain.

The only thing that stunk more than that cheese was my kayak paddling ability. I proved to be the real clown of the trip. I spun, splashed, skidded, and bumped my way downriver. No matter how I tried, I just couldn't keep up with those sometime racers. After being informed that they were just drifting with the current, I accepted the repeated offer of a tow. We found that I couldn't keep the kayak behind the canoe, so I transferred to it. Nightfall found us far from Watertown. We took out under a bridge. Lora and John walked back to the car. Seems we were still in Mayer.

Needless to say, I was real happy when they called the next weekend and invited me to go skiing. Actually, John wanted to borrow my poles. But service as club president must soften the heart, so I was invited. Baker was nice, except where the trails were flattened into a 5-foot wide sheet of glaze by the grooming machine. But even that couldn't mar the beauty of skiing through snow-covered woods. I just couldn't believe the contrast in the seasons and my luck as compared to one week earlier. I didn't fall on anything!

John and Lora must have been thinking of our last weekend, though. They kept demonstrating Eskimo rolls.

# Conservation

BRULE RIVER SHORELINE TO BE PRESERVED

by Dave Logeais

Conservation easements have recently been obtained which cover 4800 acres on both sides of a 9-mile stretch of Wisconsin's Brule River. The easements essentially prohibit shoreline development in the affected areas forever.

The easements are a legal agreement by which certain rights to the property are given up by the owners. The easements apply to present and future landowners. The landowners retain title to the land, but have agreed to limit development, including building constructions, along the affected riverbank.

The easements were obtained by the Nature Conservancy. A private, non-profit organization, it has previously protected many other wild areas by buying or having land donated to it. The Brule River agreements should be a model for future conservation projects by the group. Total cost of making the easements is far less than outright purchase of the property.

The easements were donated by the affected landowners. The properties encompass about one fourth of the river's shoreline.

The Brule is not designated for protection by any state or federal agencies. For this reason, environmentalists have long been concerned about riverfront development. Because the shoreline has been owned by only a few wealthy families, it has effectively had some protection. In the case of the easements, only 16 individual landowners were involved.

While this should be good news for canoeists and kayakers, there is further cause for concern regarding the Brule River. The river had long been famous as a trout fishing area. A potential conflict is developing between boaters and others who say canoeing, kayaking, and inner tubing disturb fishermen and degrade the areas scenic beauty. Wisconsin is currently considering legislation that would limit motorboats and inflatable craft on the river. Apparently, no attempt is made to restrict conventional kayaks or canoes by this action; however, the situation merits further attention.

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STATE TO APPEAL 1978 BWCA ACT TO SUPREME COURT

by Dave Logeais

As reported in the November 1981 issue of HUT!, the U.S. Court of Appeals recently upheld the 1978 Boundary Waters Canoe Area Wilderness legislation. However, the State of Minnesota has decided to appeal this ruling and the constitutionality of the Act to the United States Supreme Court.

In announcing the decision to challenge the legislation, Minnesota DNR Commissioner Joe Alexander reiterated that he and Governor Al Quie believe the act is an illegal infringement on the state's right to control the use of its property in the BWCAW. It was this position that the state previously argued unsuccessfully before the Court of Appeals as well as U.S. District Judge Miles Lord. Both of these courts ruled that Congress was acting within its authority in passing the BWCAW legislation.

Critics of the action have stated that the appeal is politically motivated. They believe the true intent of the Governor is to open up the area to further motorboat and snowmobile use as a way of obtaining the votes of area residents. Critics go on to explain that the legal action has a slim chance of succeeding and will be an unnecessary expense for an already troubled state budget.

Be sure to watch HUT! for future developments on this important story.

DUES INCREASE ON THE WAY

As reported in last month's HUT, the Board of Directors voted at the November meeting to authorize a dues increase to $10 per year for a Regular Membership. This increase will go into effect in April.



The current Regular Membership dues have been in effect since 1978, and an increase is now necessary to counter the rising cost of nearly everything we do, from renting space for our monthly programs to postage. By far our largest expense is what you're reading right now. I'm sure you've all noticed a striking improvement in HUT! over the last year--in appearance, size, and content. All this costs money, lots of it. And with the increased mailing rates, our publishing costs have doubled in the last year. If you don't believe me, take a look at the 1980-81 Treasurer's Report included in this issue.

The Board is also looking at other ways to increase income to keep the dues increase to a minimum, such as seeking more ads for HUT! and trying to increase our membership. You can help the Board (and yourself) by talking about your Association to your canoeing friends. Tell them why you're a member and encourage them to join.

PLEASE NOTE: The Board also voted to allow members to renew for up to three years at the current low $8 per year rate until April. So in order to ensure that you continue to read with amazement the latest escapades of Good Ol' Nels, renew now--and save.

## Welcome New Members

| | |
|---|---|
| Rodney M. Scott | St. Paul, MN |
| Jeffrey G. Weihe | Lauderdale, MN |
| Carol A. Parry | St. Paul, MN |
| Fred B. Freeman | Duluth, MN |
| Brad Lynch | Champlin, MN |
| Bob Baker | Lonsdale, MN |
| Tom Niedzwiecki | Minneapolis, MN |
| Doug Nordang | Sartell, MN |
| Mike Theisen | So. Haven, MN |
| Conrad Nielson | Minneapolis, MN |
| Paul Sollie | Minneapolis, MN |
| Alison Curme | Melrose, MN |
| Scott Ankeny | Blue Earth, MN |
| Steve Porn | Chippewa Falls, WI |




NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

Each year, a few canoe racers come forward to help organize Minnesota's race efforts. These volunteers are the most important canoe racers. They are not the superstars or the ones who take home prizes. But without them, long distance canoe racing would not exist here. Races don't just happen by themselves, but are the result of hundreds of hours of effort by a generous few.

OFFICERS:

President - Steve Peterson, 753-2921
Treasurer - Bonnie Peterson, 753-2921
Recorder - Open
Membership/Phone Lists - Ken Boettcher, 426-0059
Point System - Ann Knuti, 475-1157
Race Calendar - Warren Thunstrom, 780-3284
MCA Director - Warren Thunstrom
USCA & ACA Rep - Jerry Kassenchuck, 541-9810
Mississippi Mud - Karl Ketter, 636-8116
Rookie Racers - Ron Huss, 757-7131, Karl Ketter
Women's Racing - Sheila Johnson, 522-8717
Ann Knuti
C-1 Racing - Walt Hirschey, 437-7424

RACER GROUPS:

Owatonna - Larry Kriesel, 507-451-0325/451-3566
Duluth - Chris Clay, 218-728-3416
Stillwater - Bill Simpson, 433-3451/439-5160
Mankato - Dale Hennek, 507-625-2770
Hastings - Al DuBois, 459-4132
Little Falls - Jeff Thelien, 632-3714
Grand Rapids - Robin Baker, 218-328-5191
Don Carlson
Mpls. VFW - Ralph Cornelius, 926-8377
Pine City - Ron Henderson, 1-679-3376
Winona - Mike Chickanowski, 507-454-5430

RACES, EVENTS (Organizers and Contacts)

Mississippi River Classic - Betty Ketter, 561-2208
Jensen Handicap - Chris Berne
Owatonna/Faribault - Larry Kriesel
Mankato Race - Dale Hennek, Jim Toll, 933-1455
Princeton Classic - Kathy Nelson
Dave Sipe, 441-6821
Little Falls - Jeff Thelien, Warren Thunstrom
Duluth - Chris Clay
Women's Championship - Sheila Johnson
Mixed Doubles Championship - Ann Knuti
Solo Canoe Championship - Walt Hirschey

CURRENT PROJECTS (Team Leaders)

Long Slow Days - Karl Ketter, Chris Berne
Canoeing Lessons - Karl Ketter, Chris Berne
MCA Awards Banquet - Open
Weekly Training Runs - (see local group leaders)
Race Officials Coordination - Betty Ketter
1982 Un-Shawinigan - Ann Knuti
Racing Canoe Plans - Karl Ketter
Race Runners Manual - Warren Thunstrom
Rookie Racers Manual - Karl Ketter
1981 North American Canoe Race Results - Larry Kriesel

You have certainly noticed some blank spaces or that some important item has been left out. You can fix that by becoming part of the solution rather than part of the problem. All of these people have volunteered their time and effort where they feel they can do the most good. If you want canoe racing in Minnesota to change, you'll have to change it.

RACERS MEETINGS

In order to maintain close contact with those who are working on the many races, events, and projects, the MCA Racers will meet on the first Friday of every month. All racers and interested parties are invited to attend. Openings remain if you wish to host a gathering.

Jan. 8 - Karl Ketter, 636-8116
1957 Lake, Roseville
Feb. 5 - Chris Berne, 929-5714
5057 Ewing, Minneapolis
Mar. 5 -
Apr. 2 - Betty Ketter, 561-2208
101 - 79th Ave. N., Brooklyn Park
May 7 -
June 4 -
July 2 - Penny Mielke, 776-1935
1880 E. Shore Drive, Maplewood
Aug. 6 - Steve Peterson, 753-2921
21439 Rum River Drive, Anoka

Meetings will run from 8:00 to 10:00. These will, hopefully, become the gathering place for news, information, rumor, and gossip that can be reported here in MUD. All racers should attend or send in their information or reports.

RACER NEWS

After two years, First Bank Minneapolis will not be sponsoring the 1982 Mississippi Classic. Betty is looking hard for a new sponsor or she intends to hold the event this summer. If you can help out, give Betty a call now.

Bill Simpson, from Marine on the St. Croix, recently wrote that he wished there were racing canoe events on the perfect river that flows past his back yard. He also wanted some nearby people to train with. With a little encouragement, Bill has begun organizing a group of St. Croix racers/paddlers from the Hudson, Stillwater, Taylors Falls area. They hope to hold a regular weekly training run like Rookies, and Bill is contemplating putting on a race this next summer. You can reach him at 433-3451 or 439-5160, Ext. 299.

The Petersons, Thunstroms, and Hirscheys will all have new little bowmen (bowwomen) by next season. They prove that canoe racing is a family sport. It's not true that Steve wanted to name the new Peterson Hut, but Walt is building a Kevlar baby crib.

Gail Robertson, the most enthusiastic canoe racer in all of South Dakota, is building canoes. A rumor is out that he is not satisfied with plans from our designers, but has been working on a "secret weapon." Hopefully, this news won't ruin Jensen's Florida vacation.

Last month, we sent out 50 letters to those racers who were paid up MCA Racers or MCA members, but not both. The $10 racer dues is a one time initiation fee, and over 60 people are "racers." The $8 MCA dues is an annual fee that gets racers this newsletter (and other MCA bennies). Several responses to the letter increased both Racer and MCA memberships.

TREASURER'S REPORT
November 1, 1980 - October 31, 1981

SUMMARY

| | | |
|---|---|---|
| **Income** | | |
| Sales to Members | 7,986.16 | |
| Cost of Goods Sold | 6,105.33 | |
| Net Sales Income | | 1,880.83 |
| Membership Dues | | 3,147.25 |
| Other Income | | 1,325.33 |
| Total Income | | 6,353.41 |
| Less Other Expenses | | -7,426.88 |
| Net Income (Loss) | | -1,073.47 |
| **Assets** | | |
| Checking Account | 16.61 | |
| Savings Account | 3,479.25 | |
| Resin Inventory | 782.48 | |
| Building Book Inventory | 728.00 | |
| | 5,006.34 | |

BREAKDOWN

| | | |
|---|---|---|
| **Income** | | |
| Ketter Depot | 5,992.54 | |
| Berne Depot | 1,532.62 | |
| Building Plans | 441.00 | |
| Patches | 20.00 | |
| Sales to Members | | 7,986.16 |
| Membership Dues | | 3,147.25 |
| Other Income | | |
| 1980 Banquet | 611.50 | |
| 1981 Banquet | 94.50 | |
| HUT! Ad Revenue | 240.25 | |
| Miscellaneous | 177.92 | |
| Savings Account Interest | 201.16 | |
| | | 1,325.33 |
| Gross Income | | 12,458.74 |

| | | |
|---|---|---|
| **Expenses** | | |
| HUT! | 5,631.04 | |
| Membership | 323.94 | |
| Chapters | 60.00 | |
| Postage | 230.49 | |
| Printing | 37.65 | |
| Cruising | 104.51 | |
| Meetings | 160.00 | |
| Miscellaneous | 879.25 | |
| | 7,426.88 | |
| **Cost of Goods Sold to Members** | | |
| Oct. 31, 1980 Inventory | 944.29 | |
| Oct. 31, 1981 Resin Inventory | 782.48 | |
| Oct. 31, 1981 Book Inventory | 728.00 | |
| | -1,510.48 | |
| Net Increase in Inventory | | -566.19 |
| Cost of Goods Purchased | | 6,671.52 |
| Cost of Goods Sold | | 6,105.33 |

In reviewing these numbers, two significant changes from last year are important to note. One is the increased sales of building materials and plans. This is undoubtedly a result of the increasing cost of purchasing a canoe. The other change is in the doubling of the cost of publishing HUT!. This is a result of higher postal rates, the increased size and quality of HUT!, and the fact that we now publish a newsletter each and every month (and on time). The fact that the Minnesota Canoe Association lost money last year due to increased expenses led the Board of Director to authorize a dues increase for 1982 (see article in this issue) rather than significantly cut back on services to you, the members.

Chris Berne
MCA Treasurer, 1980-81

You should encourage other paddlers to join the MCA now as the dues go to $10 per year in April. In fact, you can pay the $8 rate now and claim up to three more years of the newsletter.

Coming next month in MUD will be a phone list of us! Ken Boettcher is putting together as complete a phone list as possible. Only paid members will be included.

Larry Kriesel is developing support for an Owatonna to Faribault Race on the Straight River for May 23. He is seeking out financial support to put this event in the $1,000 to $2,000 class to make it as rewarding as the race course is enjoyable. If you don't "know" the Straight, it'll make the Rum at Princeton look like the Suez Canal.

Michael Bohanon has done it again. On his first cross country ski outing on Thanksgiving he ended a downhill section with a double somersault in the pike position. But points were deducted for the broken collarbone! From his hospital bed, he reminisced about his broken femur a couple of years ago, and admitted that this was his second collarbone.

Did you know that some of our racers and some USCAers stole off to Hawaii to race in a 40-mile, 6-man outrigger canoe? They survived, but aren't saying much about the experience. Come on--you can tell us how it went.

# Lessons & Clinics

PLANNING MEETING FOR MCA CANOEING AND CANOE BUILDING CLASSES

All those interested in classes taught through the MCA should attend this meeting. This will be the main planning session, and you can help decide what, where, and when the MCA will teach canoeing courses this year. We need to hear from past and future students, instructors, and chapters.

The MCA Board has indicated strong support for courses like Beginning Canoeing, Open Canoe Whitewater, and Efficient Canoeing taught previously. These are unique offerings not available outside the MCA. Possibilities exist for classes in canoe building, repair and patching, canoe design, expedition tripping, CPR, and others. These classes can be of great service to members and help the growth of the MCA.

If you cannot attend this meeting, call so that we know your interest. Contact Karl Ketter, 636-8116, for more information. See calendar listing on January 11 for time and place.

KETTER CANOEING
101 - 79th Avenue North / Minneapolis, Minnesota 55444

# CLIFF'S CORNER



by Cliff Jacobson

## KEEPING DRY, PART II

Last month, we learned some procedures for water-proofing our gear. Now let's see how to keep dry when spring rains come to stay.

Footwear first. Except for in-camp use, leather boots are out, even in summer. Virtually every experienced wilderness paddler I know wears one of the following:

1. Twelve-inch high rubber boots with steel shanks and felt insoles. Advantages: Keeps out every drop of rain and swamp ooze. But they're often hot and sweaty, and so are less than ideal for use in Minnesota's canoe country in summer.

2. L. L. Bean Maine Guide Shoes (shoe-pacs). Like Sorels, these have a rubber bottom that keeps out water, and a leather top that breathes. Bean boots are designed to be worn with sheepskin-lined leather insoles. They're dry in rain and bogs, can withstand long periods of wading, and are as comfortable and supportive as most leather hiking boots. I've worn these boots on portages of up to seven miles with no problems. There are some "copies" of Bean boots on the market. They're NOT as good as the real thing, though they cost about as much!

An added advantage is that you can resole these boots for a nominal fee ($23) when the bottoms wear out, which takes many more years than you imagine.

3. Some diehards wear leather/nylon Vietnam boots because they dry quickly. These are usually macho types who walk halfway out to sea to launch their indestructible aluminum canoe while in the background a "real canoeist" quietly sets his fragile stripper into the water without damage, commotion, or wet feet.

My choice? For the BWCA, etc., I prefer Bean boots with 6-inch uppers and add a pair of holey sneakers for messing around. In the spring and fall and at all times in the far north, I wear higher Beans (10-inch tops) and pack the 6-inchers as a spare.

I wear two pair of nearly pure wool socks in my Bean boots at all times—spring, fall, or summer.

### Rainwear

Sell your poncho at your next garage sale; it's worthless in a rain. A 2-piece rain suit is best for the varied conditions you'll face in the wilds. A below-the-knee rainshirt is a reasonable choice in lake country where there's no danger of drowning in yards of fabric if you upset.

Let's not mince words. Lightweight (1.5 ounce or so) coated raingear won't keep you dry when it rains all day. No and's or if's. A possible exception is when it is absolutely new and you've just sealed the seams. But use it awhile...and feel it leak. What you'll feel is water coming in—it's not perspiration!

If you really want to keep dry, get heavyweight rain gear, the stuff the sailors use. There's some really good foul weather gear available at all the camp shops. Look into it. Foul weather sailing gear usually has a nylon lining, which is there for a reason. It protects the abrasion-prone neoprene coating from holes and scrapes, like when you put the outfit on and take it off. Surprisingly, holes in raingear usually develop from within rather than without. Every time you turn your head in a hooded rain jacket, you scrape off some of the waterproof chemical. Notice how fast the hood and shoulders start to leak? A lining takes the wear. It's essential in good rain gear.

Gore-Tex? Now here's a bag of worms. Gore-Tex 1 was a disaster! The second generation stuff is much improved. Nonetheless, it's unrealistic to expect any rain garmet to stay waterproof if you wear it every day as a windshell. Every time you lean against a rock or tree, you put a tiny hole or scrape in the stuff. In no time at all, you've got a real leaker. Watch out around fire, too. Every windshell I own has got some burn holes in it.

Moral? Decide whether you want to use your Gore-Tex garment for wind or rain. It will only do both well when it is brand spanking new! Incidentally, Gore-Tex is unnecessary for canoeing in cool weather. You simply don't generate enough heat to sweat when the temps are in the forties.

Always store your rain gear in a nylon stuff sack. Setting it loose in a pack is sure to cause punctures and scrapes.

These last points are extremely important. Virtually every canoeing text recommends you use rain gear for wind protection. That's unwise; it'll let you down when you need it most.

Hat: Hoods on rain gear are an abomination. Try negotiating a set of rapids with your hood up. Get an old-fashioned sou'wester hat. You'll get sneers, but you WILL be dry and comfortable. And that's enough.

Gloves: Best gloves for paddling in icy rain are divers wetsuit gloves. Most of the equipment shops stock them. Cost is around $14. Rest of the time, I wear buckskin gloves or wool gloves with leather facings.

### Get the Woolies

A lot of spectacular products have been developed since God invented sheep, but, frankly, wool is still best for keeping you warm and dry. And another thing, it'll outlast any of the synthetics by many years. I wear wool long johns under my Filson tin pants and Pendleton shirt on all my canoe trips, except those in blazing summer. Some folks report good luck with Lifa polypropylene underwear when they wear wool over it. You'll just have to experiment.

Cotton is out, except in very warm weather. Even here, military surplus tropical woolens are cooler, warmer, drier, and more comfortable.

Discover your army surplus store. It has a wealth of useful canoeing items. And while you're probing around there, pick up an "amphibious assault" gas mask bag. It makes the best camera bag there is. It's almost identical to a Phoenix waterproof bag—roll down top, snaps, etc.—but it's made of GI-proof

Cont. on Pg. 11

# Builder's Corner

by Bob Brown

Buying the wood for a stripper is an art in itself. There is no such thing as a perfect board; we settle for the best we can get.

Choice of woods depends on what is available. Any straight-grained board can be sawn into strips and used to build a canoe; some woods are better. First choice for many builders is cedar. Either red or white, cedar is commonly used in boats. All of the boats I've built are redwood. Why? It's easy to find and generally meets the other requirements.

Sitka spruce is sometimes used. It is an excellent boat building wood, but somewhat heavier than redwood or cedar. Spruce is dense and very strong. It is a blond wood, almost white. The finished boat, in my mind, isn't as pretty as one built of redwood or cedar, but if you want to build a bombproof hull, give spruce some consideration.

Spruce and mahogany (Phillipine) are good choices of wood for the trim (gunnels, seats, and thwarts).

Ash is another wood that is great for trim. Ash is without equal for seat frames and thwarts. It is a resilient wood and these thwarts perform best if they are allowed to have some flex.

The price of wood varies from yard to yard. Quality also varies, but a higher price does not guarantee higher quality. I pick my yard not only by price but also by their willingness to let me sort through their piles of lumber. I like to take my time selecting wood, and I avoid yards that hand me a board and rush me out.

What do you look for in selecting your boards? First consideration would have to be length. It is really great to use strips that are the full length of your hull; you may not have this option. Splicing of strips can be done, but it's not desirable.

I've talked with builders who use a Skil saw to make their cuts. They tell me that they clamp the board to two sawhorses, set a rip fence on their Skil saw, and do a lot of walking.

A band saw is a favored tool among those who own one. The narrow blade should make the cuts with very little waste.

I'm a table saw man—that's because I own one. I use a freshly sharpened veneer blade in my table saw. This blade makes a smooth cut and wastes very little wood.

The larger the table on your saw the better. When you cut strips over about 14', the weight of the board makes it hard to hold flat on the saw table. If your saw has a small table as mine does, the best answer is to set up some type of guides to hold up the ends of the board at the beginning and end of each cut.

If you have a helper, the best thing your helper can do for you is to just hold up the end of your board (no steering, no pushing—just hold up the load). The person at the saw should do all the feeding of the board, and the helper should hold the board very loosely, only keeping the board high enough so it lays flat on the saw table. The help should support the board for about the first fourth of the cut, then walk around to the other end of the board and take the weight as the cut gets into the final part.

Some people are equipped with a radial arm saw with long tables and a powerful drive. This type of rig can drive a gang saw using three or four blades making several strips at once; this makes faster work of strip cutting.

While we're discussing wood, I'd like to discuss shortly what you build forms from.

My preference is for 3/4" chip board. Many builders use plywood--works just fine. I find that chip board, being consistent in texture, seems to hold staples quite well. Plywood, on the other hand, has voids in it and you will on occasion find a void right where you need a staple really bad.

I generally build my forms out of whatever I can get my hands on cheaply and spend my money for better redwood.

After you find a pile of wood the right length, the next thing to do is sort through and set aside any boards with knots. A knot as large as a pencil will mess up two to three strips. Avoid knots as much as possible.

Try to pick slash sawn boards (see diagram). You start with 1" boards and saw off strips. The grain in these strips is at 90° to the grain in the board it came from.

Now if you have a few boards left that you have not rejected, you may end up with a choice of color. Color is really a matter of personal preference. Some people prefer uniformity among the boards, and others prefer mixing wood types to create stripes. My preference is to mix in some sapwood on my redwood hulls. This sapwood is nearly white, and it gives my boats a random set of light patches.

After you settle on color, check really well for splits, bad bends, or dents in the surface. These features are undesirable, but probably not as bad as the knots.

By now, you have probably gone through a ton of boards looking for the few perfect boards in the pile. One more thing to consider in making your final decision is weight. Lift the boards you have selected one at a time; the heavy ones end up back in the pile. The pile should be straightened up if you even think you may do business here again.

After you have selected your lumber, it must be sawed into strips. There are many ways to do this. The best way is to buy them already sawn.

Some yards will saw your strips for you. They commonly charge a fee of $15 or more for this service. The big trouble with having the yard saw your boards is the fact that their saw will remove as much wood as it leaves. The saws used at most yards are powerful radial arm saws. They can be set to rip your board and they do it very well, but they will convert an $80 pile of lumber into $40 worth of strips and a $40 sawdust pile.



MINNESOTA WINTER WILDERNESS TREK II
February 20-26, 1982

Are you interested in seeing the Boundary Waters Canoe Area Wilderness in the winter? How about some winter camping combined with cross country skiing for a whole week? The American Lung Association is furnishing the food and pre-trip training package which stresses safe, comfortable, and ethically sound wilderness travel.

Pre-trip training topics (offered on dates listed in Calendar of Events) include trip preparation, clothing and equipment, skiing techniques, camping, warmth below zero, minimum impact, map and compass, cross country travel, cold injuries, emergency procedures, and the "wheres" and "hows" of planning your own wilderness adventures. Attendance at all pre-trip training sessions is recommended.

The small groups (10 or less) will depart from Ely and Grand Marais and travel into the quiet, uncrowded wilderness for an exciting 40-mile excursion. One group will do a loop off the Sawbill Trail and another will set up a base camp and do several day trips off the Echo Trail.

Registration cost is $15 and is tax deductible. Incentive items are offered for those raising funds (through pledges) which will be used for the Lung Association's environmental programs.

For more information, contact Tim Kneeland or Valerie Sprink at 871-7332, or write the American Lung Association of Hennepin County, 1829 Portland Avenue, Minneapolis, Minnesota 55404.




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# Camp Cookery



by Mike Gilman

For those of you who are planning on doing some cross country ski touring this winter, here are a few things to take into account when planning the food and meals.

THREE BASIC REQUIREMENTS:

Portability - Everything you need will have to be carried on your back--food, utensils, probably water, and the stove, plus fuel. You want food that is compact for the energy it gives.

Storability - You are without any dependable refrigeration. Snow can be used as a coolant, but temperatures can rise fast enough to make snow useless. Snow also wets your food containers. Food should stand being heated by the sun without spoiling.

Ease of Preparation - You should keep preparation and cooking time to a minimum. More fuel is used in cooking and more time spent cleaning pots, where hot water is a luxury. Keep the number of pots to 1 or 2. The longer you cook and clean, the less time you have to relax.

# CANOE BEE

According to the Freshwater Society's 1982 Weather-guide Calendar, January 30, 1981 was "sunny and warm as weak winds flow out of south ahead of low pressure over Great Plains." January 31, 1981 was the "average date of peak snow depth." Based on this weather guide, on Saturday, January 30, 1982, there will be held a "canoeing bee" to which all MCA women are invited.

Place: Penny Mielke's
1880 E. Shore Drive, Apt. 413
St. Paul, MN 55109

Time: 11 a.m. to 1 p.m. - Skiing
Skating or
Hiking
1 p.m. to 4:30 p.m. - Canoeing Bee
4:30 p.m. - Lasagne



Purpose: To bring together in an informal fashion all MCA women wishing to share with one another their common bond, the canoe and the world it unfolds. There is a cross section of women within the MCA--a wide range of occupations and ages--bringing with them a cross section of goals and expectations. The purpose of this "bee" is to acquaint everybody and to give each woman an opportunity to voice her particular goals and expectations. Some of us are wanting to explore more rivers or more of the BWCAW, or both; others might be wanting to find a paddling partner or information on flatwater racing, whitewater paddling, or even building a canoe. In any event, this "bee", hopefully, will provide us with an opportunity to pool our resources and talents, preparing each of us for a joyous 1982 canoeing/kayaking season.

All those interested please give Penny a call at 776-1935. (Note: All ages are invited; i.e., Anna Robinson on up!)

NUTRITION

Vitamins - Take a bottle of high-potency, multi-vitamin mineral supplement tables with you. Everyone should take some.

Roughage - Take along dried fruit and whole fresh vegetables: celery, carrots, beets, and coarse, whole-grain bread or bran.

Water and Salt - You lose up to two pints of water a day touring, and body salt goes with it. Serve some salted food every day. Drink plenty of liquids in small amounts throughout the day, about two quarts per person.

Sugar - Keep sugar to a minimum. You don't need endless doses of sugar or candy to get needed energy. Dextrose tablets can be used if someone is really lagging in spirits. Most of us get enough energy (carbohydrates) from our regular diet.

Protein - You need the protein for a tour: eggs, cheese, and lean meat. It's one nutrient your body needs to replace worn-out cells.

Taste - All non-perishable foods can taste great. Almost everything that comes freeze-dried, dehydrated, or keeps naturally can be made tasty by adding a little spice here and there.

To get an idea of what all this means when you plan your menu, the next issue of HUT! will cover a typical menu plan for four people on a ski tour of two days.

# TRADING POST

Free personal ads to MCA members

MCA Patches For Sale

$2 each, unlimited supply. Orders may be sent to Venice Barsness, MCA President, 500 East 15th Street, Minneapolis, MN 55404. Please enclose a check or money order made out to the Minnesota Canoe Association. Please do not send cash.

Wood strip kayak - $200. Call Bob Brown at 432-7557.

For Sale: 18'4" red cedar strip canoe with cane seats, mahogany gunnels and decking, weighing 65 lbs. Good cruising canoe with 33" beam; excellent condition. Asking $700 or reasonable offer. Call Ron Hultman, 645-9453.

For Sale: 17' wood and canvas canoe in need of restoration. Make unknown, circa 1920. Canoe needs gunwale work, some planking repair, and few ribs, etc. $75. Call Bob, 474-9588.

For Sale: Upright player piano, $150. Call Helen Olson, 447-4904, for more details.

Cont. from Pg. 8

rubber coated canvas, and it comes with a rugged carrying strap. It'll outwear a dozen Phoenix bags and costs only about four bucks. Gas mask bags are absolutely watertight. Without doubt, they're the buy of the century.

Next Month: The real, unprintable low-down on back-packing (canoe, dang it!) stoves.

## MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $11 per gallon. Four ounce cloth, 50 inches wide, is $2.30 per yard; 7-1/2 ounce cheesecloth, 60 inches wide, is $3.25 per yard. Rules for purchase: Call ahead and schedule pickup time. Payment by check or money order to Minnesota Canoe Association. No cash. Bring a valid membership card.

Depots:

| | | |
|---|---|---|
| Betty Ketter | 561-2208 | No. Minneapolis |
| Chris Berne | 929-5714 | So. Minneapolis |
| Berne Scale Co. | 544-2422 | West Suburbs |

# SPONSOR LISTINGS

Business owners, people in professional practices, and individuals listed in this section are lending support to the MCA and making their products and services known to the club members by using these Sponsor Listings. Contact Helen Olson, 447-4904, if you would like to be listed.

Members are encouraged to patronize these sponsors.

.....

Strip Canoe Supplies
Bill Knudsen & Associates
488-1932

Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka spruce or redwood.

## BOOKS FOR SALE

I have a limited number of paperback copies of "Wilderness Canoeing & Camping" by Cliff Jacobson for sale. I'll autograph each copy along with a personal note if you tell me who the book is for.

Special price to MCA members is only $5.95*. Please include 50¢ for shipping and packing.

Address:

Cliff Jacobson
928 West Seventh Street
Hastings, MN 55033

*Regular price is $6.95

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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.

MINNESOTA CANOE ASSOCIATION
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Name _____
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I would like to join the Minnesota Canoe Association as a (check one):

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___ Life Member $100.00

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( ) 3M
( ) Desert (Austin)
( ) Twin Ports
( ) St. Cloud
( ) Southern Minnesota Canoe Association (Owatonna/Faribault)
( ) Long Distance Racers
( ) Canoe Brigade du Nord (Voyageurs)
( ) Rapid Riders (Whitewater)

Please send me a Woodstrip Canoe Building Manual and the following Woodstrip canoe plans at $5 each.

( ) Explorer and Guide plans
( ) BWCA Cruiser
( ) MCA 14' Solo
( ) Griffen II, kayak (Brown)
( ) Itty Bitty (Brown)
( ) 15'6" solo canoe (Brown)
( ) 18'6" 4 & 32 USCA racer (Burley)
( ) 18'6" 3 & 27 racer (Ketter)
( ) 15' solo (Ketter)

Send checks made payable to the

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| Voyageurs | John Wheeler<br>633-6500 | 2690 Huron Street<br>Roseville 55113 |
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| 3M | Paul Davies<br>735-6618 | 165 McKnight Road, #319<br>St. Paul 55119 |
| Twin Ports | Chris Clay<br>(218) 728-3416 | 120 Greenwood Lane<br>Duluth 55803 |
| St. Cloud | Mike Zapf<br>251-5807 | 1714 Woodland<br>St. Cloud 56301 |
| Southern MN Canoe Assoc. | Larry Kriesel<br>(507) 451-0325 | P.O. Box 629<br>Owatonna 55060 |
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Vacancies are filled by vote of the Board of Directors. If interested, call Venice Barsness, 332-3549. Except where noted, all area codes are 612.