HUT!

MINNESOTA CANOE ASSOCIATION INC.

1982

FEBRUARY

Newsletter of the Minnesota Canoe Association Inc.

Calendar of Events

FEBRUARY

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

3 Wednesday — Monthly Directors' Meeting
At Walt Jones'
832 West Idaho
St. Paul
7:30 p.m. All members welcome.

3 Wednesday — Pre-Race Clinic for Nordic Marathon Skiing
In preparation for the Mora Vassaloppet, Bierkebiener, and other X-C races, instruction will be given on advanced waxing technique, nutrition, and racing strategies and techniques. Taught by Dave Paulson of Swix Wax and Muriel Gilman, 1981 Bierkebiener Women's Champion.
Hoigaards - 929-1351
3550 South Highway 100
St. Louis Park
6-9 p.m.

3 Wednesday — Telemark Clinic
A discussion of the techniques of the telemark turn, which is an invaluable cross country downhill skill, and a skiing discipline growing rapidly in popularity. (See article inside.)
Midwest Mountaineering
309 Cedar Avenue South
Minneapolis
7:30 p.m.

3 Wednesday — Telemark Clinic
Learn about equipment, techniques, and safety for controlled downhill skiing on cross country equipment. (See article inside.)
Hoigaards
3550 South Highway 100
St. Louis Park
6:30-8:30

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

5-6 — Trak Telemark Ski Camp
Intensive 2-day course on telemark skiing at Buck Hill. Learn from the masters, Eric Sanford, mountain guide, and Steve Barnett, author of "Cross Country Downhill". Cost $30 (normally $60) plus lift tickets. (See article inside.)
Friday 7:00-10:00
Saturday 10:00-5:00
For more information, call either Midwest Mountaineering at 339-3433 or Hoigaards at 929-1351.

6 Saturday — Cross Country Clinic
Clinic and informal instruction on waxing and technique. Sponsored by Hoigaards at Murphy-Hanrahan Park Reserve.
1:00 p.m.

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.

MCA Monthly Program

CANOE BUILDING WITH BOB BROWN

Bob Brown, a past MCA Building Director, will present the February program on canoe building. Bob will cover some of the basics of woodstrip building, and will show off a couple of canoes that he's built.

If you're about to build a canoe and are not sure about how to get going on it, this is a good opportunity to learn how easy it is. Bob will be happy to answer any questions you builders (and potential builders) might have.

The program will be held at:

Hiawatha Park School Neighborhood Center
E. 42nd Street & 43rd Avenue South
Minneapolis, Minnesota

Calendar of Events
Feb cont.

10 Wednesday — Cross Country Ski Waxing Clinic
Midwest Mountaineering
309 Cedar Avenue South
Minneapolis
7:30 p.m.

13 Saturday — Cross Country Clinic
Clinic and informal instruction on waxing and technique. Sponsored by Hoigaards at Morris T. Baker Park Reserve.
1:00 p.m.

13 Saturday — MCAers Dance at the Hall Brothers' Jazz Emporium
Join MCA members at the Jazz Emporium in Mendota at 8:30 p.m. Pre-party at John Wexler's at 7:30, 2923 South 16th Avenue, Minneapolis, 722-7069. (See article inside.)

14 Sunday — St. Cloud Chapter Ski Cruise
Lake Maria State Park. For more information, call Mike Noonan, 1-252-0682, or Dennis Fields, 1-253-4723. For Twin Cities carpool, call Mike Vande Vyver, 922-7633. (See article inside.)

14 Sunday — Cross Country Clinic
Clinic and informal instruction on waxing and technique. Sponsored by Hoigaards at Lake Rebecca Park Reserve.
1:00 p.m.

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

16 Tuesday — Four Against Makulu
This slide, lecture, and music presentation by John Roskelley features the spectacular ascent of the West Pillar of Makulu, a technically difficult route on one of the world's highest mountains. Climbing for 53 days, four Americans reached the 27,800-ft. summit without the use of oxygen or Sherpa support. Tickets $3 in advance or $3.50 at the door. Available at St. Paul Student Center and Midwest Mountaineering.
St. Paul Student Center Theater
U of M
8:00 p.m.

17 Wednesday — Cross Country Ski Waxing Clinic
Midwest Mountaineering
309 Cedar Avenue South
Minneapolis
7:30 p.m.

20 Saturday — Cross Country Clinic
Clinic and informal instruction on waxing and technique. Sponsored by Hoigaards at Carver Park Reserve.
1:00 p.m.

20 Saturday — Ski Carlos Avery Wildlife Refuge
Meet at John Wexler's at 9:00 a.m. or at Flare Burger in Forest Lake at 10:00 a.m. (second Forest Lake exit off I-35). Bring bag lunch. For more information, call John Wexler at 722-7069.

21, 28 March 7,14 Sundays — Cascaders Annual Pool Rolling Sessions
Four 2-hour pool sessions, four half-hour classroom sessions and two on-the-river sessions in the spring. Registration $40 plus Cascader membership. Equipment is available. For more information, contact Maggie Biggerstaff at 722-2875 (H) or 696-6121 (O).
10:00 a.m. to 12:30 p.m.

21 Sunday — Cross Country Ski & Brunch
All enthusiasts are welcomed to explore Cedar Lake Trails and beyond. Starting time is 1:30 p.m. Contact Penny Mielke at 776-1935 or Jim Seward at 377-0551 for more details. See you at 4437 Cedar Lake Road, one mile east from Hwy. 100.

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.

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 .

27 Saturday — Cross Country Clinic
Clinic and informal instruction on waxing and technique. Sponsored by Hoigaards at Elm Creek Park Reserve.
1:00 p.m.

MARCH

2 Tuesday — MCA Monthly Program
Whitewater canoeing with our newest chapter, the Rapid Riders.
U of M Student Center Theater
Buford and Cleveland
St. Paul Campus
7:30-9:30 p.m.

3 Wednesday — Tundra Canoeing: Women on the Thelon River
One river, two different experiences. Lynn Peterson and Cassie Kincaid, of two different women's canoe trips in the Northwest Territories, will show slides and compare their trips. Admission $2. For more information, contact Woodswomen at 823-1900.
Powderhorn Park Building
35th Street & 15th Ave. South
Minneapolis
7:00 p.m.

5 Friday — Racers Meeting
Topic: Pre-rookies and preparation for Long Slow Days. All racers and interested parties are invited to attend from 8-10 p.m. at John Wexler's, 722-7069, 2923 South 16th Avenue

6-7 Sat.-Sun.	Outdoor Women's Gathering Second Annual Gathering of Outdoor Women of the Upper Midwest at Camp St. Croix near Hudson, Wisconsin. For women of all ages, interests, and outdoor skill levels. Will feature skiing and workshops. Registration limited. For more information, contact: Rose Gerlach 2717 E. 22nd Street Minneapolis, MN 55406
12 Friday	Whitewater Deadline for calling John Wexler (722-7069) or Mike Vande Vyver (922-7633) regarding early, early spring whitewater runs. (See article.)
20 Saturday	Which Canoe For You 12:00-2:30 p.m. Workshop on buying, building and repairing canoes. 10:30-4:30 p.m. Displays. $8 for members of Science Museum or MCA; $10 for general public. Advance registration recommended. For more information, call Julie Betz, 221-9439. Science Museum of Minnesota 30 East Tenth Street St. Paul
20 Saturday	Whitewater Canoeing First spring runs on Sand Creek and/or Vermillion River (Hastings). Very tentative (see article). For more information, call John Wexler at 722-7069 or Mike Vande Vyver at 922-7633. 9:00 a.m. to 6:00 p.m. or ?

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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? Let us know when you move to make sure that you continue receiving HUT!. Bulk rate mail is not automatically forwarded like most of your mail.

* * *

FIRST ICE BREAKING CRUISE

by John Wexler

Would you like to join in on the first whitewater of the season—when ice flows in front, around, under, and behind you (hopefully not over you)? The usual run is Sand Creek near Jordan or the Hastings Vermillion. Both rivers have limited flow and are good for only a week or two. I have someone watching the water levels, but the tentative plans are for March 20. Keep a few weekends open around this time. Call before March 12 if interested.

Also, we are looking for a group of expert boaters to run an exploratory trip on a difficult stretch of river near St. Cloud. This will be late March or early April. Call John at 722-7069 or Mike Vande Vyver at 922-7633.

DNR News

BOAT LICENSE SALES INCREASE AGAIN

As of December 1981, a record 593,400 watercraft were registered in Minnesota, according to the Department of Natural Resources.

The figure is up 13,007 from the 1980 total, said Kim Elverum, DNR boat and water safety coordinator.

The watercraft is broken down as follows: 464,880 motorboats; 105,779 canoes; 20,920 sailboats; and 1,821 rowboats.

Greatest increase in registration occurred in outboard and inboard/outdrive motorboats 16 to 26 feet in length—up 15,315 from last year, while there were fewer canoes and sailboats registered—down 5,463 from 1980.

Nationally, Minnesota is expected to hold its place as one of the top states for boat registrations, along with Michigan and California. Final figures for other states will be announced next spring by the Coast Guard.

"Minnesota's per capita boat registration, however, should once again top the nation with one boat for every 6.75 persons," said Elverum.

* * *

NEW MAP SHOWS STATE WILDLIFE LANDS

A new map showing the location of Wildlife Management Areas and public hunting grounds in Minnesota has just been published by the Department of Natural Resources.

To date, more than 938 WMA's have been purchased by the Department at a cost of over $24 million. Funds for their acquisition are provided under the "Save Minnesota's Wetlands" program, initiated in 1951 and financed by a surcharge on the small game hunting license. Other funds are derived from federal aid money under the Pittman-Robertson Act, which places a special tax on sporting arms and ammunition, and from state general revenue funds.

A free copy of the map can be obtained at various DNR wildlife field offices and from the DNR division of fish and wildlife, Centennial Building, St. Paul.

Lessons & Clinics

TELEMARK CLINIC

Trak Ski Company, Midwest Mountaineering, and Hoigaards are underwriting a 3-day Telemark Ski Clinic. Instructors are Eric Sanford, wilderness guide, ski instructor, and racer, and Steve Barnett, author of "Cross Country, Downhill, and Other Nordic Skiing Techniques." They will be teaching the most exciting new form of downhill skiing that's really the oldest form. Learn the joys of controlled downhill skiing on cross country equipment.

The clinic will stress safety, fun, and learning, in that order. You will learn about equipment selection and repair, back-country safety, first aid and rescue, many techniques for varying snow conditions and terrain, route finding and evaluation, and avalanche awareness and safety.

This clinic is for beginners and experts alike. Experienced skiers can brush up on their technique and learn simplified methods. Novices can strengthen their basic techniques and broaden their horizons.

The clinic begins on Wednesday evening, February 3, with programs at each store: Hoigaards at 6:30 p.m., Midwest Mountaineering at 7:30 p.m. Included will be an introductory slide show and clinic outline. These programs are free and open to everyon interested in learning the telemark turn.

An intensive 2-day course on Friday evening and Saturday, February 5 and 6, will be held at Buck Hill Ski Area. Free use of a limited quantity of telemarking skis and boots will be available. Times are Friday night 7:00-10:00 p.m. and Saturday 10:00-5:00. The outdoor portion of the clinic costs $30 (normally $60) plus lift tickets.

For more information and reservations, call either Hoigaards at 929-1351 or Midwest Mountaineering at 339-3433.



From the BOW

by Venice Barsness, MCA President

Your elected Board of Directors has been spending long hours putting together a package of benefits for 1982 to make your membership worth far more than the dues you pay each year.

This package will take several forms. The MCA monthly programs are a part of this package. By the time you read this, we will have had the first of these for 1982, an outstanding program on solo canoe tripping by Dave Middlecamp.

The February program, coming in a few days, is "Canoe Building" by Bob Brown. See this month's Calendar of Events for details.

In March, we can learn about "Whitewater Canoeing" and the MCA's new Rapid Riders (Whitewater) Chapter. For additional information on this new chapter, contact Terry Lemke at 331-2798. All you open boaters should take notice of this.

Every canoe owner should make at least one trip to the BWCAW. In April, Penny Mielke will put together a program telling you about permits, routes, and what it takes for an outstanding, once-in-a-lifetime trip.

The month of May will get you started with "River Canoeing," complete with slides and equipment from Mike Vande Vyver and Roy Johnston.

In June, Dave Logeais will put together a "Canoeing Equipment Swap and Sale." Here is your chance to move that unused equipment and maybe trade for something different you can use.

We're still working on programs for the balance of the year.

Another important part of this benefits package is the renewed effort in education and safety programs involving all phases of canoeing from the first-time novice to the advanced. Some of the new ideas coming forth will help you to enjoy yourself more by taking some of the work out of canoeing.

This could be our best year for river cruising with a long list of activities already being planned. Watch for our Cruise Calendar coming out this spring. If you would like to lead a cruise, check on the article by our Cruise Director in this issue.

If we have missed something you feel is important to your enjoyment of canoeing, please let one of the Directors know your feelings. It will help us to serve you. Remember, this is not the Directors' association, it's YOURS. Support your MCA by having a voice in what goes on.

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!

Welcome New Members

Daniel Hemmerick	Eau Claire, WI
Jerry Nyre	Arvada, CO
Doug Kress	Columbia, MO
Charlie Evenson	Minneapolis, MN
Zudith Niemi	Minneapolis, MN
Bert Nuckols	Owatonna, MN
Lynne Witte	Mt. Clemens, MI
Paul Clabo	Minneapolis, MN
Tom Behrend	Brookings, SD

Life Member

Francis P. Gustafson	Anoka, MN

Supportive Member

Thunderbird Aviation	Edina, MN

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 27, 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.

THE SEASON WARMUP

by John Wexler

Get rid of those midwinter blues. As a warmup for the upcoming canoe season, slip and slide on down to the Hall Brothers Jazz Emporium on Saturday, February 13, at 8:30 p.m. This is an opportunity to meet and rub shoulders with other MCAers and dance to the distinctive sounds of the Midwest's best-known New Orleans Dixieland jazz band. A warmup party at John Wexler's, 2923 South 16th Avenue, Minneapolis, is at 7:30 p.m. Call Barb Ford (484-4674), Lora Lakin (475-1318), or George Skinner (473-4565) by Friday, February 12 so enough tables can be reserved. Everyone is invited.

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.

CROSS COUNTRY AT THE ZOO

by Helen Olson

I have skied the cross country trails at the Minnesota Zoo in Apple Valley where the terrain is hilly and wooded, making for both beautiful and exciting skiing. Most of the trail system is in the shelter of the woods and is varied enough for everyone from novice to expert.

As a bonus, you can ski within sight of some of the Northern Trek animals, such as the bactrian camels in their thick, shaggy winter coats. The musk oxen and the Mongolian wild horses, the elk, and the moose are all more active and interesting in a winter setting.

While skiing, I saw the tracks of deer, raccoon, mice, fox, rabiits, and others I couldn't identify. There is much in the zoo that is not in an exhibit. The zoo does ask you to stay on the trails and not cut off on your own.

Skiing the zoo will cost you the price of admission, so plan time to warm up in the tropics and visit the Zoo Lab, where you can get as close as you want to many animals. The animals in the Zoo Lab are accustomed to contact with people and can be handled under the supervision of zoo personnel and volunteers. Learn more about the wily octopus, pet a tarantula, a rabbit or a ferret. Commune with the parrots and learn to see the beauty in the exquisite camouflage of the reptiles. Above all, ask questions. One of the prime directives of your zoo is education. The staff and volunteers at the zoo are there to help you understand your world. They are good at it, as only people who love their work can be.

Adult admission is $3; youthful folk ages 12 to 16 enter for $1.50; children ages 6 to 11 will cost you $1; and children under 6 are free. In addition, there is a $1 parking fee. For snow and grooming conditions, call 432-9000 or 432-9010.

Education and Safety

MCA EDUCATION COMMITTEE REPORT
January 1982
Karl Ketter, Director

WHAT THE MCA KNOWS —
THE MCA TELLS

For 20 years, the members of the MCA have developed an incredible mountain of canoeing knowledge. The vast majority of the MCA revenues are used to give that knowledge away. And after all these years, we find that all the knowledge is still here, more has been returned by those we helped, and we have been rewarded with wonderful experiences and many new friends. All MCA members, past and present, can be proud of their unselfish efforts that have changed the sport for all who will paddle these waters.

In January, an enthusiastic group of MCAers met to plan the educational program for 1982. The objective was to develop instructional programs in areas in which we have and can organize expertise. MCA members are encouraged to become instructors or assistant instructors for activities they are interested in. Anyone interested in teaching or taking an MCA class should contact the coordinator for that subject. Each class will be announced separately in HUT! and promoted in suitable media. In addition, educational classes and programs of other organizations will be reported in HUT!, such as CPR courses from the Red Cross. If your interest in canoeing is not yet included, you are invited to join the Education Committee and help develop a new class. The MCA will, hopefully, teach the following classes this year.

Course Title/Coordinator	Status
Beginning Canoeing Karl Ketter	May, June, July, August, September
Efficient Canoeing Karl Ketter	July, September
Open Canoe Whitewater Terry Lemke, 331-2798	May
Long Distance Racing Ron Huss, 757-7131	April to October
Canoe Poling George Skinner, 473-4565	Planning
Woodstrip Canoe Building John Kopp, 459-8290	Planning
Fiberglassing Wood Canoes John Kopp	Planning
Finishing Wood Canoes John Kopp	Planning
Patching Wood and Glass Canoes - John Kopp	July
Basic Canoe Design John Kopp	Planning
Racing Canoe Design Karl Ketter	If interest
CPR - Through Red Cross	

A number of ideas surfaced for future class offerings. In each of these areas, a coordinator, teachers, students were not yet identified, but you should contact Karl so planning can begin.

Canoe Sailing
Whitewater Canoe Design
Fiberglass Canoe Building
Canoe Restoration
Expedition Canoeing
Canoe Trip Leading
Canoe Travel
Rescue and Recovery of Canoes

An MCA class is far more than an entertainment program where one might pick up a few tips. A class is several hours or days in length. There is a specific body of information and a set of techniques that the students are expected to master. For each MCA course, the Education Committee will help develop:

A course outline so that each instructor and each class will cover the same basic material.

A set of instructions and training for new instructors so that the course can be taught where and when students want it.

A course description that can be used to promote the class and should include all pertinent information, such as cost, time, required equipment, experience level necessary, date and place, purpose of course, text material, or required readings.

A set of slides or films (if appropriate) that illustrates the course material (e.g., canoe building, paddling technique).

A manual written by MCA if no suitable text exists (e.g., canoe building, long distance racing).

An evaluation form to be completed by students to help improve the course.

A report form for the instructor to record the results of the course for HUT! and the MCA.

A certificate of completion for students.

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

John Kopp, Building Director

The building program is starting out this year with a February MCA program. I also hope to have some building classes this year. This will cover fiberglassing as well as stripping. In addition, I plan to hold a class on the repair of fiberglass and woodstrip canoes.

This spring, we hope to put on a building demonstration at Hoigaards as part of a canoe show they will be putting on. We are in need of people to help out at this show. If you would like to help, please contact me or one of the Directors. I would also like to hear from anyone interested in teaching a class on canoe building and anyone interested in taking a building class.

Builder's Corner

by Bob Brown

You've picked your plan and are ready to go. Your next step is to create a usable set of forms.

There are other methods of transferring plans, but my preferred method is to use carbon paper and transfer the plans to pieces of craft paper or poster board, making sure that you also transfer the plan's centerlines. These pieces are then cut out and you have a set of patterns.

I prefer to use chip board for my forms. I take my patterns and draw around the outside of them, transferring my patterns to the chip board. Be sure to draw the center line of your forms as this is very important later.

I like to lay out all of my forms before I cut any; this may save expensive mistakes. When all your forms are drawn, it's time to start sawing.

A band saw is great for cutting forms if you have one. Lacking a band saw, I use my saber saw followed by a 12" disk sander. I cut my forms slightly oversize with the saw, then run the edges over my sander cutting away material until the line just disappears. I repeat this operation on all of my forms.

My next step is to cut out the end pieces. For this I use plywood. If you plan to leave the end pieces in your boat, I'd recommend that they be built out of at least exterior grade plywood.

After they are sawed, they need to be beveled as shown in your plan. As you sand into the plywood, the width of the plys will be helpful in gauging how much material has been removed and where to cut away more.

If you plan to leave the end pieces in, they should be sawed off at this time. I like to start this cut, then reattach it with staples even as it's being removed.

Now we need a method of fastening the forms to the strongback. I have found that 6" 2x2 blocks fastened to the forms do just fine. These blocks should be mounted with care to get them just flush with the straight base line on the form. On the end pieces, I like to have a back on either side. This helps to make it more stable on the strongback.

The time has come to put the whole thing together. Set your strongback up on its legs and check it over for any looseness or bends that can be corrected before installing the forms.

Take a chalk line and stretch it lengthwise on the strongback near the center. Snap this line, and you have a straight line to install your forms along.

The measurements for setting up your forms can be found on the plan. These dimensions may be given as the distance from the center form, or they may be an equal distance apart and simply stated as "on 16-inch centers" or "on 12-inch centers."

Often, the plans have more than one column of numbers for boats of differing lengths. Be sure that you use the right numbers for your boat. Transer these dimensions carefully to your strongback and draw a line across the strongback with a square at each dimension. It is a good idea also to label each line as you make it.

As you begin to install your forms, you will begin to see the importance of the center lines that you drew on your forms.

I like to install my forms with the block toward the center of the strongback and the flat side of the form just touching the line. When satisfied, drill and screw them in place. Check for square before the second screw is installed.

I like to use lag screws for this job along with a large, flat washer, and I like to have two screws to a form. Lag screws may cost slightly more than slotted ones, but they are so much easier to install and remove that they are well worth the difference.

As you install your forms, check them for square both crossways and vertically. They should be close.

Installing the end pieces is probably one of the most critical parts of building the forms. These pieces must be straight with each other. This can be done with a square, a level, or simply by some very careful eyeballing.

The end pieces are installed straddling the center line of your strongback and shimmed so they are square with each other. I haven't advised you to level your strongback; it is not really necessary as long as the two end pieces are in line.

After you are satisfied with the alignment of the end pieces, it is time to stretch your chalk line again. I drive a small wire nail into the very top edge of each end piece and stretch a line between. Raise this line just high enough on the nails so the string clears the highest form. Again, the importance of the center lines that you drew on the forms becomes apparent. The center lines of each form must match this string.

Any forms that don't match up to the string can be moved with some shims. The bottom of the form has to remain centered on the strongback, but the top can be moved sideways quite a bit by installing thin shims under the 2x2 block near the side of the strongback. It may take several shims to correct really bad forms.

Now it's time to stand back and look over your work. Take a break and admire this form. See if it looks like the boat you expected.

Before you start stripping, take a strip and get a helper who will help you hold this strip against the side of your forms. This strip should lay flat against all the forms that it crosses (if the forms are right). You and your helper should move this strip around to many different places checking out the fairness of your forms.

A small error in the position of a form (an easy mistake to make) will have a disastrous effect on the finished boat. It is best to catch these things before you start stripping. Any mistake in the shape of a form should also be noticed before the stripping is ready to begin.

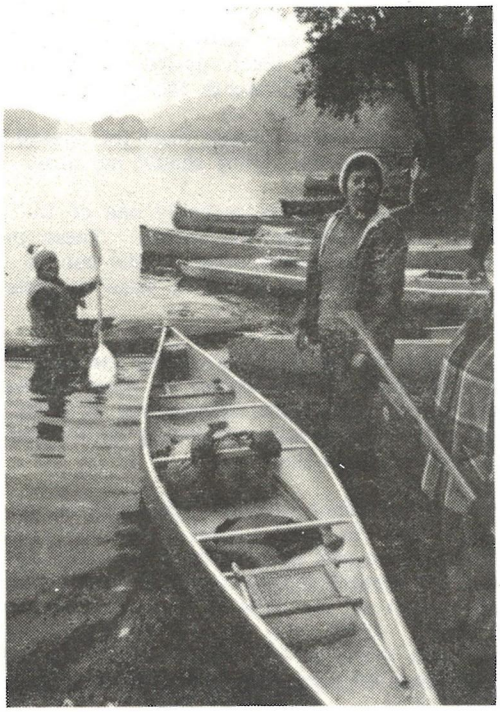
Next month, you get out the glue and staples and begin to make something that really looks like a boat.

GLANCING BACK AT FALL

by Mike Gilman

The last major cruise of the season was the October 4 Color Cruise on the St. Croix. Once again, the weather played a large part in deciding the size of the day's attendance. Ironically enough, the hazy, gray day never came to raindrops, and all present enjoyed a quiet, calm trip while viewing the changing colors of the foliage.

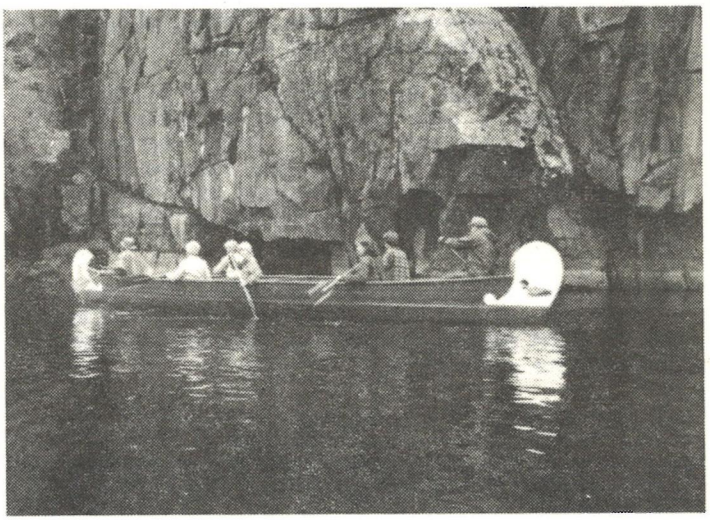
Even though about half of the expected group declined the adventure and remained at home, a sizable flotilla of canoes arrived at the put-in. The big Voyageur canoe was manned by a spirited (and lightweight) crew which moved along at a rapid pace. The accompanying photos show some of what went on that day.



Penny Mielke stands looking upstream with a background of canoes at the put-in at Interstate State Park.



Walt Jones and Roger Geis were in charge of the big Voyageur canoe. Here Walt looks as if he's ready to dig his blade in and take off. Roger provided navigational guidance from the stern.



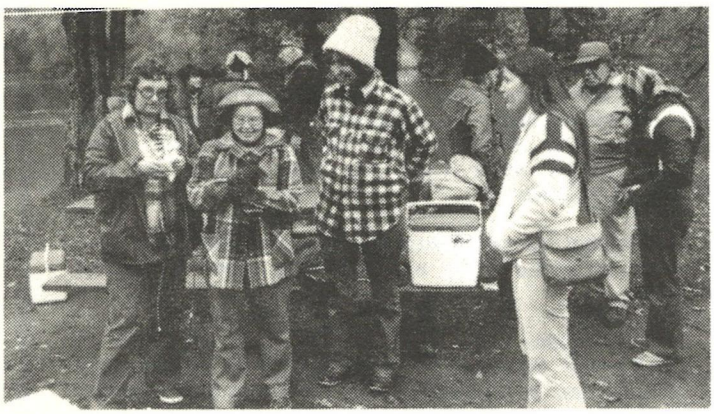
The Voyageur crew in action.



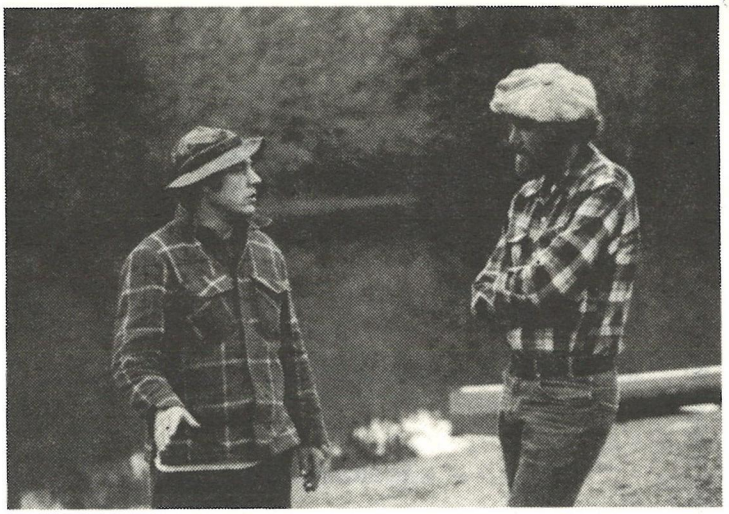
Joe Conrad, center, is looking over the paddle Mike Vande Vyver brought back from South America.



Randy Johnson (from the Chicago area) in his Perception Mirage kayak was not in favor of an upset, even with a wetsuit on.



The lunch stop provided everyone with a chance to stretch, refuel the bodies, and talk canoeing.



Mike Vande Vyver tells someone about the benefits of his Folboat.



1981 ST. CROIX COLOR CRUISE



Mike Zapf brought a good crew and a number of boats down from St. Cloud (which had rain that same morning).



Our new 1982 Cruise Director, Jim (and Verna) Robinson and family enjoying the day and the paddling of their still-new We-no-nah Sundowner canoe.



Walt Jones and Roger Geis talk canoeing.

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President - Steve Peterson, 753-2921
Race Calendar - Warren Thunstrom, 780-3284
Mississippi Mud - Karl Ketter, 636-8116
Membership - Ken Boettcher, 426-0059

* * *

— RACERS MEETINGS —

The MCA Long Distance Racers meetings are listed in the HUT! calendar. Meetings are for all racers who are interested in developing new and better events. Beginners and non-racers are welcome and encouraged to meet the racers, listen to their old stories, and ask them embarrassing questions. Each meeting will have a major topic, but discussion will be allowed to wander.

* * *

NEWS

Steve Peterson has packed his carpenter tools and hit the road with his old partner, Tom Olson. They'll build store interiors in Ohio or Fargo for the winter. The last time those two paddled together, they were the fastest.

Betty Ketter has a new line of bent shaft, high quality paddles from Clint Waddell Enterprises. Clint's corporation also manufactures log homes. Rumor has it that he fashions the grips with a chain saw.

Buzz Peterson has invented a chain saw attachment that flattens the surfaces of log house walls in order to install cabinets and appliances. And he buried the old red van after a couple hundred thousand miles. Look for a white Ford van with a pipe out the driver's window.

Ev Crozier is manufacturing Jensen's 007 model pro racer in Kevlar. The waiting list is about six months long.

Dave Krogan from Wisconsin is now employed at We-No-Nah Canoe. He previously built canoes with Crozier and is interested in a career in photography.

Al Camp and his New York racing family build bent paddles and design canoes. They supply products to Mad River, L. L. Bean, and Windfall. His racing canoe designs are being shifted from Lincoln to Mad River. His paddles now use single-piece shafts and basewood blades with cherry edges. Blades are fiberglassed and shafts resined. Al and Joan are the first bent paddle builders to get production up in order to be OEM to larger retail operations.

Rumor is that Bob Zaverol, N.Y., is not planning on a lot of racing this season.

Chris Clay of Duluth has built a wood veneer and west system epoxy racing canoe.

Warren Thunstrom has been running all winter on the longest indoor track in the frozen tundra. Brookdale Shopping Mall is open to runners before the stores open for an ice-free, 70 degree, half-mile loop. Larry Kriesel also runs in a shopping center in Owatonna.

Wanted: A new long distance racing logo for stationery. Best designs will win the artist a 5-minute head start on all the Rum River training runs.

THE ULTIMATE CANOE CHALLENGE

17,900 MILES
PADDLE & PORTAGE COMPLETED

Verlen Kruger and Steve Landick have reached Skagway, Alaska barely ahead of the freezeup. Verlen, two days ahead of Steve, portaged his canoe over Chilkoot Pass just ahead of the snow. Steve had to cache his craft to make it through the snow-clogged pass.

By paddle and portage, this incredible pair has completed 17,900 miles of their 28,000-mile, 2½-year goal. Now they're holed up for the winter in Michigan enjoying their families and raising much needed funds. They'd appreciate your words of praise and encouragement and a few bucks to help them complete this incredible canoeing adventure. Write them at 2906 Meister Lane, Lansing, Michigan 48906.

In March, the thaw opens Chilkoot Pass so Steve can return for his canoe. Then he and Verlen will launch on the Pacific Ocean for their 5,000-mile paddle to Mexico! They're still trying to get clearance to paddle up the Grand Canyon.

In November it was reported that Verlen and Steve were on the Mackenzie River paddling north to the Arctic Ocean. Traveling separately, they averaged 100 miles a day (downstream). From the Mackenzie Delta, they paddled up the Rat River toward Alaska, portaged over McDougal Pass to Summit Lake, and down the Porcupine River into Alaska and to the mighty Yukon River at Fort Yukon.

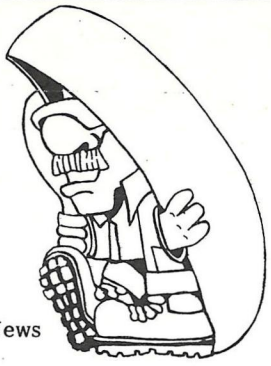
(Those of you who remember reading about the Search Beyond canoe expedition over a year ago will recall the difficulties they experienced traveling on the Rat River.)

From Fort Yukon they paddled, poled, and hauled 900 miles upstream to the source of the Yukon. The locals said it would take three years; they did it in one month, averaging 29 miles a day! At least 200 of the 900 miles was poling and hauling.

Some time next summer, Verlen and Steve will paddle into San Francisco Bay. George Larsen of the San Francisco Bay River Touring Section of the Sierra Club is coordinating the welcome and hospitality for these incredible voyageurs.

For the ongoing newsletter detailing this remarkable paddling journey extending through 1982, send $10 to Mike Reynolds, Editor, at 617 South 94th Street, Milwaukee, Wisconsin 53214.

The Duluth Traveler



Twin Ports Chapter News

President - Chris Clay, 120 Greenwood Lane,
Duluth, MN 55803 (218) 728-3416
Treasurer - Rick Luck, 18 W. Owatonna,
Duluth, MN 55803 (218) 724-7992
Cruise Coordinator - Susan Marsh, 27 Fifth Street,
Cloquet, MN (218) 879-7738

On January 23, our Twin Ports chapter President, Chris Clay, left to take a new career opportunity in Alaska. The following letter is one Chris wrote summarizing the progress of our chapter since its formation last spring. Along with this letter, we wish to express our most sincere appreciation for all the work Chris has done in organizing the Twin Ports chapter. He will certainly be missed, and we all wish him the best of luck in his new job.

Sincerely,

Rick Luck, Treasurer

Dear Fellow Canoeists:

Living in northern Minnesota means living in the middle of some of the best canoe country found anywher, and there is such easy access to it for all those who live there. This easy access means that anyone can outfit themselves and that their canoeing partners are usually small in number. Small groups can also be limited in the variety of activities they can accomplish. This was one of the reasons a chapter of the MCA was formed in Duluth last spring.

At the several meetings and outings held this past year, we got a fair idea of what people's interests were. So far, whitewater, racing, general touring, and long distance or remote touring have emerged, plus there area a few canoe builders in the bunch. Some activities, such as whitewater and racing, are best accomplished as organized events, but all other canoeing activities can be quite informally organized. An additional benefit of meeting a large group of canoeists is an exchange of ideas, and use of members' experiences as references for trip planning, equipment, etc. The founding members of the chapter wanted to keep formal organization to a minimum, time commitments to a minimum, and costs to a bare minimum, which is a philosophy that will continue in the future.

I think the chapter got off to a good start last summer, and hope those of you who founded the chapter will be duplicating the offerings of the metropolitan area MCA chapters mostly because the distance from Duluth makes it difficult to take advantage of their programs. We have a good start on that already, and now is a good time to organize the chapter for this coming summer. This letter is being sent to those who attended chapter events last summer, MCA members in the general area, and a few people who expressed an interest in the chapter. Best wishes to all of you in the new year.

Chris Clay

WHY DO WE IGNORE POLING?

by George Skinner

Judging from the condition of many an MCAer's paddle, I would say there is a lot of potential interest in canoe poling. Yet when I ask around, I see puzzled faces and hear bright comments like, "Duh, I dunno", "Pole? Ya mean push the canoe? Upstream?!", and "What? Go down rapids real slowly?" Yes, that's just what I mean. And more.

This summer, I went up the St. Louis River from Skibo to its origin at Seven Beaver Lake and back. Once part of the fur trade route, it was still very wild. No ready-made portages with big yellow signs. No government boxes. No Boy Scout troops. And no motorboats. Now that was canoeing. Moose and deer around every other bend, eagles overhead. It was great. But it doesn't come freely; snags, bogs, rapids, hidden through channels, and blowdowns that blocked the river on the way down, but weren't there going up were just some of the paddling problems.

I was in an Old Town Guide wood and canvas, about 1920. See, that was nice. All I felt I needed was a pole, a nice, light pole. But where would I get one, and how should I use it? Since then, I've gotten a hold of Al Beletz and A. C. Mackenzie River Co. He and his brothers have written a book (Canoe Poling), sell light aluminum canoes (12 ft., 3 lbs.), and have been developing new strokes and holding clinics.

I would like to see or hear some more comments about poling, both as a travel tool and as a sport, at the MCA class planning meeting.

St. Cloud News

by John Wexler
non-director

St. Cloud Ski Cruise

The St. Cloud Chaper is sponsoring a ski tour at Lake Maris State Park west of Monticello on Sunday February 14. Mike Noonan, trip leader, says that there are plenty of trails to ski, ranging from easy to difficult. There will also be a short beginners clinic for those new to skiing. Bring a lunch, lots of energy and enjoy 1300 acres of rolling hills, lakes and marshy landscape.

Those skiers planning on attending the Cascaders' Annual Ski Challenge could use this event as a practice run. Mike VandeVyer, M.C.A. team coach, will be there. Twin City M.C.A.ers wishing to car pool can meet at Mike's home at 2608 W. 60th St. in Minneapolis at 12:00. All others meet at the Lake Maria parking lot at 1:30.

For the details call Mike Noonan (252-0682) or Dennis Fields (253-4723) in St. Cloud or Mike VandeVyer (922-7633) in Minneapolis.

CLIFF'S CORNER



by Cliff Jacobson

This month I promised you the lowdown on trail stoves—a no punches pulled assessment of what works and what doesn't. First, some background. Over the past 10 years, I've used just about every camp stove made—not for a few minutes or hours, but for days or weeks. I've put on dozens of "stove" workshops for the DNR and had at my disposal every trail stove in production. So what you'll read here is first-hand experience, not some magazine evaluation.

GASOLINE STOVES: These are very reliable and relatively clean burning. They have the highest heat output of any stoves. Drawbacks? Gas is explosive and more dangerous to use than other fuels. Nevertheless, its performance in bad weather is vastly superior to other fuel types.

KEROSENE STOVES: About the same BTU output as gas, but less volatile. Where a gas stove will explode, a kerosene one will burn. But kerosene stoves don't start unless they're primed with alcohol or gasoline—a disadvantage.

BUTANE STOVES: Popular because they don't have to be primed or pumped. Good for high altitude use, but unsuitable for much else. Their efficiency varies inversely with the temperature. They won't run at all when the temperature drops below freezing. When they do run, they're much less efficient than gas or kerosene stoves.

ALCOHOL AND STERNO: Okay for a soldier who wants to warm a can of beans in a trench between battles, but worthless for much else.

If you're serious about canoe camping, you'll get a gasoline or kerosene stove. Other fuels don't cut it!

There are four major stove manufacturers: In Europe there's Optimus and Phoebus; in the U.S. it's Coleman and MSR. Here's an analysis of the most popular gasoline stoves.

OPTIMUS 8R and SVEA 123U

Both are made by Optimus and have been field-proven. They're excellent, though cranky, to use. You've got to prime these stoves with an eyedropper full of gas to get them to start, and you need a good windshield. Otherwise, they work fine. The Svea is the hotter of the two stoves, primarily because its fuel tank is located below the cooking pot and is warmed from above. The Svea is also easier to start because you can hold a candle under its capped fuel tank to warm it; or hold the tank over a secondary heat source (another stove) for a few seconds; or warm the tank by cupping it in your hands for a half minute (a real pain!) etc. But the Svea is a tippy little brute—you'll spill a lot of soup on this stove until you get used to it!

You can get a "mini-pump" for the Optimus stoves, but it's a waste of money; the pump won't do anything an eyedropper full of gas won't do.

Of the two stoves, I prefer the Svea, despite its tippiness. The older 123 model didn't have a mechanical jet-cleaning device and was a bit lighter and more reliable than the new self-cleaning 123U. If you have an old 123 (or upright 71 Primus), be sure you remove the jet screw on the barrel of the burner before you clean the stove with the little wire provided. Don't force the wire down the hole in the jet—you'll just push carbon into the barrel of the stove.

These little stoves have a wick much like that in a Zippo lighter, so don't overprime them with too much gasoline. If you get the wick too hot, you'll scorch it and the stove won't run right again. And putting in a new wick isn't all that easy. Best way to use the Svea 123 is with the Optimus cook kit that's especially designed for it.

OPTIMUS 111B

I've never used a stove that will take the abuse of the 111B. It's the stove for the serious canoe expeditioner. This stove will never let you down! Drop it off a cliff (I've done it), submerge it in water, put it right out in the wind, give it to a bunch of teenagers, and it'll run and run and run. And there's nothing to break—no dials or wires or exposed parts. Drawbacks? It's really expensive—about 80 dollars. But it will outlast three 35 dollar stoves.

COLEMAN PEAK I

This is a decent little stove at a good price which has received high ratings. It's hot and it runs quiet. But it's not as good as the literature suggests. The stove has some serious problems for expedition use, including: 1) Too many wires, plastic knobs, etc. that can break or burn off. 2) Even with the fold-out legs, it's not very stable. 3) Fill the stove too full and it leaks gas—and flame—all over the place. 4) It's supposed to start easy—needs no priming. Don't you believe it! Try cranking one of these stoves in zero temperatures some time. You'll pump it until your thumb turns blue! Even in warm weather you'll pump it plenty.

Advertised boiling times for the Coleman are meaningless. Three of its four quadrants protected by a unique X-shaped windscreen blow out, which quadruples boiling times.

MSR (Mountain Safety Research)

The MSR is a fine little stove for winter and expedition mountaineering, but it's a bad choice for canoeing. Here's why. There are parts which can break, bend, or be lost. The windscreen—a piece of heavy aluminum foil--won't accept the handle of a frying pan, so you'll have to find a better way to cook eggs in a wind. The stove won't throttle down to a simmer—you've got to perch a tin-can lid on top to dissipate heat so you can fry pancakes. And the cleaning needle is not an integral part of the stove. You've got to disassemble the unit to clean out the carbon. Nevertheless, I like the MSR. It's by far the hottest of all the gasoline stoves, and it starts the fastest. But it's not very versatile.

PHOEBUS 625

These are no longer imported, but copies are being made and sold under the Phoenix trade name (Precise Imports, Inc.). These stoves run very hot and quiet and have pumps. They're cranky and require lots of tools and gaskets to keep them running. In the long run, they're more trouble-free than the Peak I or MSR. They always start and run well, and they have a good windscreen. If you can get a good buy on one, get it!

TWO-BURNER COLEMAN

You'll see one of these stoves perched atop piles of gear in every Indian and Eskimo canoe in the far north. This is a helluva good stove at a very low price. If you can afford the weight and bulk, get a twin Coleman. It's much better than any of the single stoves Coleman makes, and fully as good as some of the one-burner expedition models. Its problem (besides weight and bulk) is that you've got to pump it and pump it and pump it, and it uses a lot of gas.

A SILENT OR ROARER BURNER?

Most folks don't understand the difference between the two types of burners. Roarer burners make lots of noise; silent one do the opposite. But there's more. In the roarer types, gas feeds through a single jet hole which is kept clean by a built-in cleaning needle geared to the stove's adjuster knob. The silent burner has its cleaning needle inside the generator tube, somewhat upstream from the main burner head. Since the silent burner head consists of a network of holes (like those on a modern gas range), it would be impossible to clean out all the holes in the burner head with a needle device like that used on roarer burners. The result is about what you'd expect. Roarer burners are more trouble-free than silent ones. If you spill pancake syrup on a roarer burner, a single movement of the cleaning needle clears it. Do the same on a silent burner, and you've got a real mess on your hands. So the type stove you choose should reflect your needs. If reliability above all else is your wish, get a roarer burner.

Fastest gasoline stove to start "out of the pack" is the Optimus 111B, trailed slightly by the MSR (which must be assembled). The Coleman Peak I is way down the list—the colder the weather, the lower it goes. It always starts, mind you, but you'd best be prepared to pump it! The Svea and 8R Optimus can be made to work in cold weather if you insulate them from below and give them lots of TLC (tender loving care).

I know I've opened a can of worms by writing this article. Each of you out there probably has his or her favorite stove which in your eyes is "the best." What you've read are my experiences with the most popular stoves, and I'll stand by it. But I'll tell you this: Use any stove enough and you'll learn to cope with its shortcomings...and to correct them. Eventually, those shortcomings will cease to be problems. Ask any Svea owner how he keeps that cranky little unit running in wind and snow. It can be done, though the magazines will tell you it can't!

Finally, don't believe the "field tests" you read in magazines. I've been involved in a lot of "evaluation projects" and I'll tell you not much goes into them. They're by and large of little value. And don't forget that canoeing is not mountaineering. A good mountaineering stove must be safe for use in an enclosed area (tent) and require a minimal amount of hassle to operate. That's why butane stoves are so popular "up high" where they also work much more efficiently.

If I were buying a new canoe stove, I'd get in this order:

1. Optimus 111B
2. Phoebus 625
3. Coleman Peak I
4. MSR
5. Svea 123 (and tourist cooker)
6. Optimus 8R

Coleman 2-burner if weight and bulk were no object but price was!

NORTH STAR SKI TOURING CLUB... Still on the Right Track

by Judy Rykken

Ski touring continues to grow as a sport that provides leisurely recreation as well as competitive opportunity for those who enjoy being active year-round and who appreciate the special beauty of the Minnesota winter. Canoeists, bikers, swimmers and runners all appreciate skiing as a pleasant alternative way of keeping up their aerobic conditioning and experiencing the weather first-hand. For some of us, winter is the best season Minnesota has to offer. And North Star Ski Club has been growing along with the popularity of touring for many reasons.

Since it began in 1967 with a handful of enthusiasts, the club has expanded to over 3,000 members. But why join a club? Can't you just put on some skis and go out on your own? Sure you can, but North Star gives its members some very unique opportunities to enjoy ski touring. For example, last year a group went to Poland for touring. But wait a minute — let's discuss what the club offers in a more systematic way.

First, members receive a monthly newsletter (October-April), which includes personal experiences, updates on where to ski, new techniques, good jokes (when we can find them), and has a members' "for sale" column.

The monthly meeting has quality speakers where you can learn a lot about a variety of topics related to touring. For example, did you know that polar bears cover their black noses with their paws to remain hidden? (A fascinating fact told the group by Arctic skier/explorer Bob O'Hara.) And we show mood movies that in September cause little tears to form in your eyes...from scenes of skis pushing through unbroken snow in the woods while deer look on.

Then, if this wouldn't be enough, we have an extremely active singles division that meets before the regular club meeting and has its own trips, even in the summer! What better way to meet someone with similar interests.

Other special events include a yearly ski swap, a 10 km run the first Saturday in November at Hyland Park in Bloomington, and a year-end banquet (last year it was at the Olympia Rathskellar — beer, brats, German potato salad, etc.).

On the competitive end, we provide members with information on races, plus put on our own VJC 15 km race that is for everyone on the first Saturday in February. The emphasis is on the citizen tourer, not the racers, and small children, senior citizens, etc. enjoy the race as much as those who race regularly.

The above tells you something about what North Star offers, but the greatest benefit is something hard to describe. It's the spirit and camaraderie of those who appreciate being outside, who laugh and revel in the wind whipping the snow into swirls, and who can't wait every year until the ground has enough snow so you can get out on those skis. Whether you ski for pleasure at your own pace, or get a kick out of testing yourself in races, you have more fun with friends to share these experiences with. And North Star is the place to meet them.

If you are interested in finding out more about NSSTC, write to our corresponding secretary, Jinny McWethy, 4231 Oakdale Avenue South, Edina, Minnesota.

Camp Cookery



by Mike Gilman

Once you looked over the basic requirements of menu planning in the last issue of HUT!, you were probably thinking that ski touring and winter camping wouldn't be so bad if you weren't going to be cold and hungry, plus the camp cleanup was kept to a minimum. You had a good idea of what it should be like, but you still had to plan those meals. The actual menus weren't printed, not until now! What follows here is just a typical menu plan for four people on a ski tour for two days.

Saturday Breakfast

Grape Nuts with raisins, sugar, powdered milk
Instant orange breakfast drink (Tang)
Bacon bars (dried, compressed)
Coffee (freeze-dried) with sugar and non-dairy creamer

Saturday Lunch
Trail Lunch

Hot bouillon from thermos (make in the morning)
Gorp

Saturday Dinner

Freeze-dried beef stroganoff
Noodles with canned butter
Puff-dried carrot slices with salt and lemon crystals
Fresh celery sticks
Reconstituted pears (dried) with cinnamon
Cheddar cheese/dry roasted nuts
Coffee with sugar and non-dairy creamer

Sunday Breakfast

Reconstituted dried apricots
Freeze-dried omelette with bacon bits
Ry-Krisp with canned butter and jam
Instant breakfast drink
Coffee with sugar and non-dairy creamer

Sunday Lunch

Freeze-dried beef stew
Instant cocoa
Instant potatoes with grated cheese topping
Fresh oranges/candy

GORP (a ready-to-eat, high-energy food) made by using any or all of the following:

Raisins, dates, figs, or other dried fruits
Cubes of hard cheese, bacon bars, compressed meat bars or beef jerky
Dry roasted nuts
Chocolate candies (like M&Ms)
Small cocktail-type crackers

LUNCH HIKE

Take an assortment of cold cuts, cheeses, fruit, dark break, chocolate bars, cookies and some wine. Also have plenty of non-alcoholic beverages.

In the next issue, we'll cover the use of your local supermarket as a means of cutting down on the high cost of freeze-dried trail foods.

CRUISIN' ALONG

by Jim Robinson, Cruise Director

As I sit writing this article, I think of the canoe in the backyard forming the base of a long snowdrift. The rivers and lakes are better suited to skating and ice fishing than canoeing. At such a time, it is difficult to become enthusiastic about cruising. Fear not! The snow will melt and the ice will thaw. Once again the rivers will run. Now is the time to start planning the cruises for the coming season. Do you have a favorite river? Was it on last season's cruise schedule? Would you have gone, but no one led the cruise? You have the chance to see that your favorite cruise happens this year. BE A CRUISE LEADER.

Several years ago, I went on a cruise on the lower Crow River. The next year, no one led the cruise. To avoid missing a chance to paddle on this delightful river, I now lead the cruise. Hopefully, I will not need to lead more than this cruise to partake in the pleasures of the many other rivers in this area. My position as Cruise Director is to coordinate cruises (with trip leaders), not to be a full-time leader.

I hope to see many more rivers in our cruising schedule. The only way we will be able to have these cruises is if we can have people who are willing to plan and lead. There is no great sacrifice involved—pick a river that you know (have canoed it at least once), pick a date, check with Cruise Director, be reachable by telephone so that interested person can get more details, and, last but most important, show up for the cruise. Thse are the basics. An article will be forthcoming on more specific details of cruise leading, but anyone with a reasonable knowledge of canoeing and associated safety practices can lead a cruise.

Some (but not all) of the rivers that should be on the cruise schedule are: Rum, Elk, Root, Cannon, Crow Wing, Namekagon, Des Moines, Upper Iowa, Kickapoo, Rice Creek, Minnehaha Creek, and various stretches of the St. Croix, Mississippi, and Minnesota.

A cruise can be a one-day, stop-for-lunch type, or a 2-day overnight campout. I have talked with Mike Gilman about the possibility of having his Upper Iowa cruise over the Memorial Day weekend for three days. The Fourth of July weekend is another possibility for a 3-day cruise

So far, the cruises mentioned have been quiet water suited for all canoodlers, regardless of ability. I do not mean to slight those among us who enjoy the thrill of whitewater. We need leaders for rivers such as the Snake, Kettle, Brule, and others in this class. If this is your type of canoeing, we want to hear from you. The leadership responsibilities are greater for this type of cruise as greater risks are involved and participants should be screened for ability and equipment. Keeping this in mind, let's hear from you whitewater enthusiasts, especially those of you in the new Rapid Riders Chapter.

At the MCA Annual Banquet, names will be drawn from those who led advertised cruises or wrote trip reports for HUT!. For many of us, the joy of getting out in a canoe and having the company of our fellow canoeists would be reward enough, but a little frosting on the cake is enjoyable.

I want to hear from those of you (or anyone) who is interested in leading a cruise and/or who have any suggestions for rivers to cruise. Contact Jim Robinson at 4421 - 36th Avenue North, Minneapolis, Minnesota 55422, or by phone at 612-588-5402.

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.

For Sale: New MKIV type kayak. Epoxy-kevlar-S Glass-Nylon Construction. Sturdy, well-built, light-weight. $450 includes ILLIAD paddle and spray skirt. Call Larry Johns 612-633-0461.

For Sale: 15½ ft. solo canoe. Redwood strip with mahogany trim. $400 firm. Call Bob Brown at 432-7557.

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

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.

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.

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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.

A Quote from The Singing Wilderness

by Sigurd Olson

There is a magic in the feel of a paddle and the movement of a canoe, a magic compounded of distance, adventure, solitude and peace. The way of a canoe is the way of wilderness and of a freedom almost forgotten. It is an antidote to insecurity, the open door to waterways of ages past and a way of life with profound and abiding satisfactions. When a man is part of his canoe, he is part of all that canoes have ever known.

JANUARY BOARD MEETING

by Penny Mielke, Director

Now that the subzero weather and blustering winds are diminishing (hopefully!) and spring is beginning to tug at our thoughts, most certainly someone within the MCA will see fit to volunteer for the position of secretary. Until then, the Board is making do, and the following is a brief summary of our January meeting.

1982 Programs

Month	Topic	Chairperson
January	Solo Canoe Tripping	Penny Mielke
February	Canoe Building	John Kopp
March	Whitewater	Terry Lemke
April	Preparing for BWCAW	Penny Mielke
May	River Canoeing	Mike Vande Vyver & Roy Johnston
June	Canoeing & Camping Equpment Swap	Dave Logeais
July	Paddle Night	Need Chairperson
August	Camp Cooking	Need Chairperson
Sept.	Need Topic	Need Chairperson
October	Need Topic	Need Chairperson
November	Slide & Film Night	Need Chairperson
December	Special Trip Report	Need Chairperson

Karl Ketter has completed the first draft of the new Directors' handbook. Various other Directors will review it for additions before publication.

Walt Jones reported that contrary to popular belief the Voyageurs are alive and actually held a meeting. Too bad the MCA wasn't informed so we could announce it in HUT! for interested members.

Francis Gustafson, who on the spot became our most recent lifetime member, expressed concern regarding possible user fees relative to Lake Superior and the Mississippi River.

Venice has investigated the possibility of working up a display for the Minneapolis Sports Show March 26 through April 4 and a display/presentation for a conference to the held at Camp Courage April 2-3. He's looking for volunteers. The Board feels this will give the MCA more exposure and assist in increasing our membership.

A motion was made and passed for postcards to be mailed to all MCA members notifying of the dues increase effective April 1, 1982.

Mike Vande Vyver expressed a REAL concern in connection with the upcoming Cascaders Challenge Race on February 27. He wants to set up a practice run on February 14. He's determined that none of the Cascaders will touch his skis prior to the race—definitely not to wax them!

MINNESOTA CANOE ASSOCIATION INC.
P.O. Box 14207, University Station, Mpls., Mn. 55414

TIME VALUED MAIL

Bulk Rate
U.S. POSTAGE
PAID
Permit No. 615
Minneapolis, Minn.

To Preserve Wilderness Canoe Waterways,
To Promote a Wholesome Family Recreational Activity,
Join the Minnesota Canoe Association Today!

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
MEMBERSHIP FORM

Name _____
(Last name first)

Address _____

City _____ State _____

Zip _____ Telephone _____

I would like to join the Minnesota Canoe Association as a (check one):

___ Regular Member $ 8.00

___ Supportive Member $ 25.00

___ Life Member $100.00

In addition to joining the Minnesota Canoe Association, I would like ( ) to join; ( ) more information on the following clubs:

( ) 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

Minnesota Canoe Association
P.O. Box 14207, University Station
Minneapolis, MN 55414

1981-82 BOARD OF DIRECTORS

MINNESOTA CANOE ASSOCIATION, INC.

Executive Committee

President	Venice Barsness 332-3549	500 East 15th Street Minneapolis 55404
Vice President	Mike Vande Vyver 922-7633	2608 West 60th Street Minneapolis 55410
Secretary	Position Open	
Treasurer	Jim Seward 377-0551	4437 Cedar Lake Road St. Louis Park 55416
Membership	Roy Johnston 542-9070	2710 Rosalyn Ct., #5 Minneapolis 55427
Publications	Chris Berne 929-5714	5057 Ewing Avenue S. Minneapolis 55410

Activities Committee

Cruising	Jim Robinson 588-5402	4421 - 36th Avenue N. Minneapolis 55422
Building	John Kopp 459-8290	8425 - 69th Street Cottage Grove 55016
Conservation	Dave Logeais 825-4040	316 W. Diamond Lake Rd. Minneapolis 55419
Education & Safety	Karl Ketter 636-8116	1957 Lake Roseville 55113
Program & News	Lonnie Helgeson 920-0494	4504 Gilford Drive Edina 53435
Volunteers (1 Year)	Mike Gilman 935-5799	810 S. Sixth St., #1 Hopkins 55343
(3 Year)	Penny Mielke 776-1935	1880 East Shore Drive St. Paul 55109

CHAPTER COMMITTEE

Liaison (2 Year)	Walt Jones 488-4570	832 West Idaho St. Paul 55117
Long Distance Racers	Warren Thunstrom 780-2866	9401 Flintwood Minneapolis 55433
Voyageurs	John Wheeler 633-6500	2690 Huron Street Roseville 55113
Desert (Austin)	Ardell Gorman (507) 433-7465	810 Tenth Avenue SW Austin 55912
3M	Paul Davies 735-6618	165 McKnight Road, #319 St. Paul 55119
Twin Ports	Chris Clay (218) 728-3416	120 Greenwood Lane Duluth 55803
St. Cloud	Mike Zapf 251-5807	1714 Woodland St. Cloud 56301
Southern MN Canoe Assoc.	Larry Kriesel (507) 451-0325	P.O. Box 629 Owatonna 55060
Rapid Riders (Whitewater)	Terry Lemke 331-2798	5 Barton Avenue SE Minneapolis 55414

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.