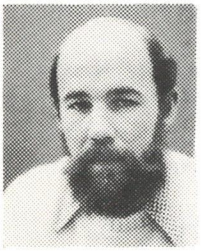
HUT!

Minnesota Canoe Association Newsletter

January 1983 / Volume 19, Number 1

AN OUNCE OF PREVENTION



Patty DeBoer stopped paddling for a minute, "Listen to that noise. Can that be the rapids?" "Naah—probably a train passing by," was the reply from her husband, Paul.

Paul and Patty DeBoer had just started out from the Highway 23 bridge put-in on the Kettle River. They launched their 17' fiberglass canoe after shuttling a second car down to Hinkley, some 15 miles downstream. Putting in at the boat landing inside Banning State Park was ruled out because only one of the cars had a park sticker, and why spend the extra money for just one afternoon? So they never did talk to the park ranger about the river.

As they rounded the first curve, both realized that ominous noise they were hearing wasn't a passing train—it was the roar of the rapids. It seemed hard to believe, because the water was so wide and calm where they had put in.

Although this first set of rapids hadn't come into view yet, Patty wanted to get out and portage. She was wearing her life jacket but considered herself a nonswimmer. So they pulled up by a sign indicating a canoe campsite. Just as well too, because the river divides into two channels here, and Paul wasn't sure of the correct route—neither had paddled the Kettle River before.

The choice of routes became obvious when the left side was found to be blocked by logs. Patty said she would walk a ways along the bank until she could find a quiet spot below the rapids to get back into the canoe.

Paul scanned the river briefly and decided a route hugging the right side would yield the dryest run. After all, he didn't want to get too wet—this was still the first mile of the trip so they had a ways to go. Besides, the only clothes he had along were what he was wearing: jeans and a light sweater.

Paul seated himself toward the back of the canoe and started paddling toward his chosen route along the right side of this, the first rapids, called Blueberry Slide.

What he didn't realize was that Blueberry Slide is actually a series of ledges on the right side, easily seen in low water, but much less visible in high, foaming water. And this WAS high water. The gauge marker on the Highway 23 bridge where they had put in read 5.5 feet that day. As a rough rule of thumb, on the Kettle River you can figure the largest waves to be as high as the reading on the gauge. Unfortunately, Paul didn't see the gauge, or if he did, he didn't know what it meant—just a bunch of numbers on a stick by the bridge. Paul had never paddled the Kettle River before.

His only thoughts as he put in and headed toward Blueberry Slide were from a few weeks ago—Labor Day weekend. The family had driven from their home in Ogilvie to go camping in Banning State Park. It's a uniquely beautiful

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HUT!

HUT! is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940s as they won four Aquatennial canoe races. It was adopted as the title of the MCA magazine because it symbolizes the teamwork and coordination necessary for effective canoeing.

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Deadline For Each Issue:
Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: George Sorenson, Editor, 2220-28th Ave. S., MPLS., MN 55406.

LETTERS

Did you recognize it? This is the new HUT! look for 1983. New format, new columns, mast, membership form and deadline. All copy must be received, not just postmarked, but received by the 10th of the month preceding publication.

This way we can get it edited, typeset, designed, keylined, printed and mailed, so it can get to you on time. There's just no other way to get it done.

To help us further, please only submit your submissions on regular white typing paper, 8½" x 11". Type it. Already we've found many handwritten submissions difficult to read. And when you type it—DOUBLE SPACE.

We are reserving space for Chapter News. If your Chapter is not represented call your President and ask WHY? That is their responsibility, and there just isn't time to run them down.

Please send in lots of letters, recipes, articles, notes, ideas, comments. Type them double spaced too.

We're delighted to have the graph design help of Mary Satre, a professional who is volunteering her time. Three cheers for Mary.

George Sorenson, Editor

Dear Editor:

Back in early September I was at the Show Boat landing when the Rookie Racers were getting ready to go out. They had an odd number of racers and were looking for one more canoeist.

I felt it my duty as President to help them out. I understand they drew lots to see who would have the honor of taking the President with them.

We started out last, and canoed upstream a short distance so we could lead the group downstream towards the Ford Bridge. Everyone started out with the President in front as it should have been.

Some of them forgot who they were with—as a matter of fact all of them did. For they passed me up like I was sitting still in the water. Not one of them gave proper recognition as they passed the Presidential barge. Jeff, my partner, was the only one who stayed behind me.

I don't want to tell you how to run your chapter, but I think your members should show a little more respect for the President of the MCA.

Venice Barsness

HUT! looks forward to receiving your letters. We reserve the right to edit for length.

FROM THE BOW

At the December meeting, sixteen new projects were discussed. We are limited to the number that we can actually do by available time and dollars.

Several of the Directors will be setting up special committees to work on many regular and special projects. If you would like to help, you are most welcome.

Contact any Director, or attend any Director's meeting. Just walk in and say "I want to help." But, be prepared to have several Directors fighting over you.

If you live outside the Metro Area there are all sorts of projects for you too. Just get in touch.

We'll be looking forward to hearing from you. ■

Venice Barsness

MONTH'S PROGRAM

The MCA monthly program for February will be a canoe building show. We have moved the program from a Wednesday night to Saturday, February 19 in order to accommodate more people and present a better program.

Bob Brown and Mike Zapf will talk about building woodstrip canoes. Bob will discuss solo canoes, and Mike will speak on building the more conventional 17' and 18' canoes.

Karl Ketter will give a presentation on canoe design and will also speak about paddle making. We will also build a woodstrip canoe at the program as well as hold the annual canoe building contest. It will be at the Brooklyn Center Community Center and should be very informative.

The annual canoe building contest will be held at the February building show at Brooklyn Center Civic Center on February 19. The contest has not been held since October 1980, so any canoe built after that date is eligible to enter. I would urge all builders to enter as this is a good place to show off your building skills and interest others in the MCA. Please call John Kopp at 459-8290 or any of the other directors if you have a canoe to enter so that we can plan adequate display space. ■

John Kopp

Tues. Jan. 4 **7:30**
Racing for Women. Join Jesse Parker, Midwest Mountaineering Ski Team member, as she explains the nuances of ski racing as it pertains to women — Minneapolis store.

Wed. Jan. 5 **7:30**
Masters Racing. Gordon Opel, Midwest Mountaineering Ski Team member and Great American Ski Chase racer, will explain the new "Masters" series of races for skiers 30 years of age and older. — Minneapolis store.

Thurs. Jan. 6 **12:30**
Waxing clinic — St. Paul store

Thurs. Jan. 6 **7:30**
Citizen Racing Strategy and Technique. Meet at Theodore Wirth Park, Par 3 Clubhouse. Al Hansen and Tom Coleman, Midwest Mountaineering Ski Team members, will show you how it's done.

Fri. Jan. 7 **7:30**
Ski Mountaineering and the Telemark Turn. Learn about the unique equipment, clothing and techniques that make this a fast growing sport — Minneapolis store.

Sun. Jan. 9 **12-5 p.m.**
Nordic Ski Day. Learn telemark and flatland techniques. Try out the new gear. Manufacturers' demo skis & boots plus Midwest Mountaineering rentals will be available — free. BBQ chicken and hot drinks too! Location to be announced. Call 339-3433 after Xmas.

Wed. Jan. 12 **7:30**
MT. FAIRWEATHER. Dick Sletten and John McDonald take us to the top of Mt. Fairweather in Alaska's St. Elias Mountains. Their slides will show the glaciated scenery from sea level to over 15,000 ft. — Minneapolis store.

Thurs. Jan 13 **7:30**
MT. FAIRWEATHER Show at St. Paul store.

Thurs. Jan. 13 **12:30**
Waxing clinic — St. Paul store

Thurs. Jan. 13 **7:30**
Waxing clinic — Minneapolis store

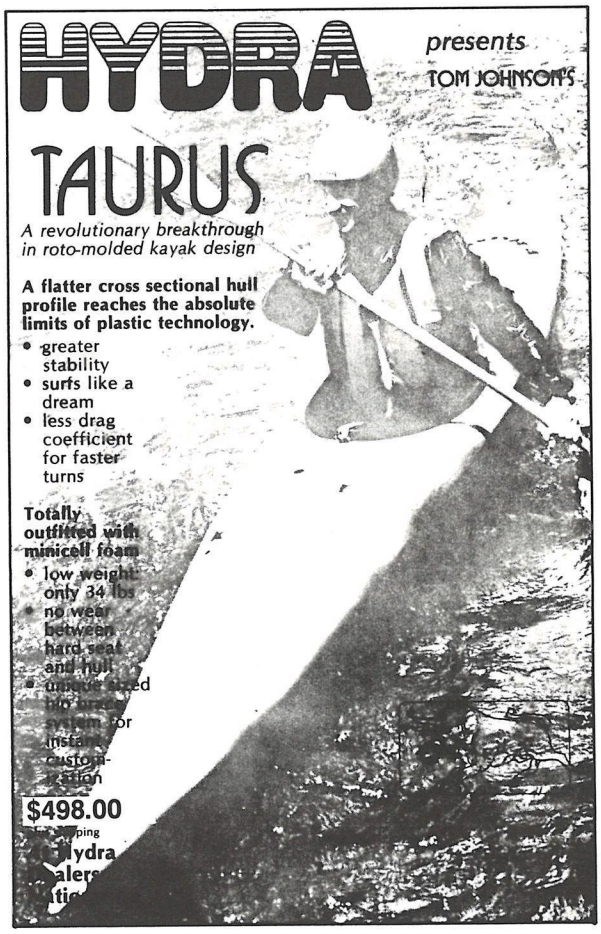
Sun. Jan. 16 **10:00 a.m.**
Ice Climbing Lessons Free. Join us at the Minneapolis store for a discussion of equipment and technique. The afternoon will be spent on ice at a local "hot spot." Crampons and ice tools needed. Some are available from rental. Limit 15 people. Sign up, call Jan or Dick at 339-3433/339-6290.

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BUILDER'S CORNER

Fiberglassing a canoe is a major operation and remains scary to many first time builders. A little knowledge of the process removes much of this scare.

Fiberglass is glass—very fine fibers of glass. These glass fibers can be used to reinforce a plastic, making a strong composite called FRP.

The glass in the plastic does the same thing that reinforcing rods do in a concrete structure. The more rebar in concrete the stronger it becomes. The same for FRP. The higher the glass to resin ratio, the stronger the composite.

Rovings are clusters of single strands that are bundled together. They can be purchased in long rolls. Woven rovings are more commonly used for building larger boats. This is a fabric made of rovings; it looks like cloth although the strands of glass are not spun into threads as in cloth. The rovings are a looser bundle of separate fibers.

Woven rovings are cheaper than cloth. They are made as heavier fabrics and get used frequently in laminating when a thicker laminate is needed.

The fabric that the MCA sells is glass cloth in 7½ or 4 ounce weights. The MCA's material comes in widths that should cover a canoe from gunnel to gunnel.

For a woodstrip boat, fiberglass cloth makes an excellent covering. A layer of 7½ oz. on the outside and a layer of 4 oz. inside works well. This is common in cruising canoes.

Fiberglass matt is sometimes used in canoe building. Matt is a bunch of short fibers layed up in a random pattern. These fibers are bonded together with a cement that holds them in a unidirectional mass. Matt is not nearly as strong as cloth, but it will go into places that cloth won't.

Fiberglass is not the only material that can be used to reinforce plastic. A quick look at a state of the art kayak will show a composite of many types of fabric laminated together.

Kevlar is the wonder-fiber of the 70's. It makes a strong, light structure, but it is not without problems. It's greatest place is in composites of Kevlar and glass, or Kevlar and nylon.

Carbon fibers are also used in canoe building. These are graphite, very strong, and incredibly expensive. Carbon fibers are dark grey in color. When we get the price down we may all be paddling dark grey boats.

There are several commonly used resins in these processes. All are syrupy substances that will turn solid with the addition of the proper chemicals.

Often used is polyester resin. This is relatively cheap and is fairly easy to use.

Epoxy resin is much stronger than poly, and also more expensive. Epoxys come in a great variety of hardnesses and cure times. The cost is about three times the price of polyester.

Vinyl esters are newcomers to the market. They have a very short shelf life, which is their greatest shortcoming. Use fresh resin very soon after its purchase (4-6 weeks max.).

The resin provided by the MCA to its members is polyester resin. We can also usually provide finishing resin. Poly resin is sold either as finishing resin with wax or laminating resin with no wax. Either resin can be used when building a stripper. My preference is finishing resin. Be sure you know which you are buying.

Laminating resin is for layering glass. It can be used for building a stripper, but remember that the outer surface will never cure. The outer few thousandths of resin will remain gummy weeks later. This is a very common problem that builders have. It is nearly impossible to sand off this goo. Fortunately it can be washed off with acetone.

Poly resins require a very small amount of catalyst to promote a cure. I usually measure mine with an eye dropper in pint size batches. Be sure to read the instructions carefully and mix your resin accordingly. Follow the directions carefully, but remember the cure time is affected very much by the air and surface temperature. On hot days resin cures fast and less catalyst is required. On cool days much more is required. Mix small batches following the instructions, but be ready to adjust the percentage of catalyst to buy yourself more working time or a faster cure.

There are many epoxy resin formulas. Be sure the dealer knows what you plan to use it for. There are epoxys called Safe—don't believe it. All epoxys are toxic and should be treated as dangerous. Gas masks, gloves and barrier creams should be used for your protection. Any resins should be used in well ventilated areas.

Solvents should be on hand for cleaning up before any mixing is started. A solution of household detergent and ammonia works fairly well on poly resin. Acetone is a good solvent for clean up but should never come in contact with your skin. Acetone dilutes the resin and on your skin it will cause the resin to soak in. It is also very volatile and will evaporate very quickly when open. ■

Bob Brown

CANOE DOC

Crisp air, the small of Autumn still lingering. Or perhaps the scent of the early Spring. Among every group of outdoors lovers, there are always a few willing to risk the hazards of cool weather and cold water to be the last or first of the year to enjoy our northern waters, and experience a sense of true adventure.

But hazards there are plenty. Aside from the danger of being stranded during an ice-in to the usual assortment of injuries—breaks, sprains, etc.—that take us into the realm of wilderness survival and first aid, there is accidental immersion in cold water. Even for a short period of time, this may cause irreversible damage.

The human body is an amazingly efficient biological machine. To conserve heat, our body, when exposed to the cold will constrict our small peripheral vessels in our skin and extremities in order to minimize heat loss. Unfortunately, this compensatory mechanism carries potentially severe ramifications. Even with the decrease in metabolism with our tissue from the cold, our skin and extremities still require a certain amount of blood flow to maintain cellular life.

After accidental immersion, the following should happen: First, if the time spent in the water is minimal, provide shelter with heat and dry clothing (or the body heat of a friendly and willing companion). This way damage will be kept to a minimal level and totally reversible.

If exposed longer, the skin temperature may drop to below 77°F with subsequent cyanosis (blue skin) from the desaturation of oxygen from its carrier protein in the red blood cell. The need for oxygen remains near normal while the blood flow is significantly decreased.

At 59°F the skin will appear pink and "healthy", indicating the decreased metabolic needs of the cold tissue. In this case the extremities should be warmed promptly via exercise while applying firm steady pressure from a warm hand (do not rub) and rapid rewarming by immersion in warm (not hot) water. Discontinue rewarming after the extremity has returned to normal temperature.

Do not smoke or drink alcohol—both cause peripheral vessels to constrict and will increase the damage.

If frostbite is suspected, perform the above rewarming techniques, except for the exercise (which may cause more pain and damage than already exists). If there is the possibility of refreezing the extremity after warming, do not defrost it. Once defrosted, keep the extremity loosely covered with warm nonconstricting clothing and seek medical attention quickly.

The best treatment of all, of course, is prevention. A close second, however, is anticipation and preparation. A first aid kit is valuable in many circumstances but will never replace a cool head and common sense.

Remember:

1. Rapid rewarming (except frostbit if in danger of refreezing)
2. Exercise cold (but not frostbitten) extremities
3. Do not rub with snow or ice water
4. Firm pressure with warm hands (no rubbing)
5. Loose, dry warm clothing
6. No smoking or alcohol
7. Elevation of cold injured extremities to head level ■

Dr. David S. Goldsteen, M.D.

RECIPES

Listed as one of the MCA projects for 1983 is a "Canoe Camping Cook Book" designed exclusively for the canoer. I volunteered to head the project and and am now looking for a committee of cooks. If you would like to become involved in this project, please give me a call at 776-1935. We can then arrange to get together to lay the groundwork. We'll have a wealth of material to work with what with past HUT's and our many members. ■

Penny Mielke

Happy New Year to all the paddlers



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CALENDAR

January Tuesday 4 RACING CHAPTER MEETING Planning session for '83 season. Grampa John will provide chili. All paddlers invited. Chris Berne's 5057 Ewing Avenue South Minneapolis 929-5714 7:00 pm.	Wednesday 5 MONTHLY DIRECTORS' MEETING—Minnesota Federal Savings & Loan 31 9th Avenue South, Hopkins All members welcome. 7:00 p.m. ADVENTURING WOMEN Jan Smith presents slides on six-woman canoe trip on Manitoba's Bloodvein River. $2 admission. Powderhorn Park Building 7:00 p.m. E. 35th St. & 14th Ave. S, Mpls.	Wednesday 12 SPECIAL EDUCATION MEETING Bring your ideas for projects and clinics for 1983. 7:00 p.m. Winnie DauSchmidt's 1679 W. Minnehaha Ave., St. Paul 696-4747 (days) or 644-6115
Thursday 20 RACING CHAPTER MEETING Planning session for '83 season. All paddlers invited. Jenny Graham & Anne Rudquist's 840 18th Ave. SE #5 Minneapolis 378-1261 7:00 p.m.	Wed.-Sun. 26 - 30 BOAT SHOW—MCA will have a display. Volunteers needed to populate the booth. A great way to see the Boat Show—free. Call any director for information. Minneapolis Auditorium.	**February** Tuesday 1 RACING CHAPTER MEETING Planning session for '83 season. All paddlers invited. 7:00 p.m. Warren Thunstrom's 9401 NW Flintwood Coon Rapids 780-3284
Wednesday 2 MONTHLY DIRECTORS' MEETING—Winnie DauSchmidt's 1679 Minnehaha Ave. St. Paul 644-6115 All members welcome. 7:30 p.m. ADVENTURING WOMEN Judith Niemi presents slides on canoe trip in Labrador. $2 admission. 7:00 p.m. Powder Horn Park Building E. 35th St. & 14th Ave. S.	Thursday 17 RACING CHAPTER MEETING Planning session for '83 season. All paddlers welcome. Al Rudquist's 7:00 p.m.	Saturday 19 CANOE BUILDING WORKSHOP Brooklyn Center Civic Center 6301 Shingle Creek Parkway Brooklyn Center See article in this issue for details. 12-9:00 p.m.

CONSERVATION

Now it seems that we Yankees don't have an exclusive on an overabundance on SO_2 in our rainwater. The EPA's latest figures show that some of our good friends and neighbors to the south are also being subjected to this acid onslaught from overhead.

This column suggested last month that you send a special "Seasons Greetings" to your congressman, or senator, asking that they support the Clean Air Bill of Sen. Bob Stafford of Vermont. Now that Christmas is past perhaps you neglected to add that card to your list—so, do it now and start the New Year right.

Around our house there has developed a habit of marking important phone numbers on the current month's calendar page. Sometimes it's hard to tell the date, but you sure know who to call. Anyway, for folks in Minnesota here's some important numbers to remember. The Minnesota Pollution Control Agency has developed their own version of the DNR's TIP, called the MPCA's Strike Force Hotline. Just suppose that you're cruising down your favorite pristine stream, when you notice some 50 gallon drums of questionable substance floating, half submerged, alongside your brand new Kevlar Christmas present.

What to do? First beach the boat, then call 297-2736 in the Metro area, or toll free 1-800-652-9747, statewide. Those numbers will mobilize the strike force that will investigate where those drums are coming from, and you can remain anonymous if you wish. Make sure you put those numbers on your calendar too.■

Al Gustaveson

Cont. from Pg. 1
park, where sandstone quarries used to operate around the turn of the century. Bluffs occasionally rise to more than 100 feet. Sandstone cliffs are pocked by "kettles"—potholes cut by the swirling gravel and water from the Kettle River of an eon long past.

Being without a canoe that weekend, they sat along the banks and watched other canoes going down the rapids. It was the weekend of summer's last hurrah. Warm sunny skies, with temperatures reaching into the 70's. Because the summer had been so dry, the river was low—less than one foot on the gauge. People on the river were really having a grand time. "Isn't it dangerous? Don't you have to portage?" Patty shouted at one of the passing canoes. "No way," came the reply, "It's fun!" And so they decided to return the first chance they got to explore and enjoy the rapids on the Kettle River.

Aiming his canoe for a likely looking chute Paul headed down the right side. The canoe scraped a submerged part of the ledge and turned broadside, spilling its contents into the cold water. Because the river isn't very deep at this spot, Paul managed to stand up while holding onto the half submerged canoe. His lifejacket, which had been lying in the bottom of the boat, fell out when the canoe tipped, and now it floated silently down river.

Algae growth and weeds make the ledges of Blueberry Slide extremely slippery. Coupled with the swift current of the high water, Paul lost his footing and was swept back into the frigid river.

Managing to grab the canoe again, he held onto one end as the river carried him toward the next big rapids. Watching from the opposite bank, Patty was helpless to do anything and started to walk through the woods to find a section of calm water where she could catch up with Paul.

But she never did. The water temperature that day was probably around 50. At that temperature, one has less than 15 minutes before the body goes numb from the chilling cold. Without a wetsuit and a lifejacket, Paul never had a chance. The canoe was found the next day, caught on a section of the dam five miles downstream. The body of Paul DeBoer, age 39, has not been found.

Late in October, the family and friends held a memorial service at the boat landing in Banning State Park. They sang some songs and talked about how much they missed Paul. A note was written and placed in a basket of flowers that was floated out into the still swift current of the Kettle River.

The official cause of Paul DeBoer's death was drowning as a result of hypothermia. It's the unofficial causes though, that took his life:

- he was boating alone
- he didn't know about the river gauge or its meaning
- he didn't realize what a few inches of rain can do to a river like the Kettle
- he wasn't dressed properly for the freezing water
- he wasn't wearing a life jacket
- he wasn't familiar with route finding on the water
- signs warning him of the dangerous rapids were not seen
- there was no maintained portage trail around the rapids

So who's to blame? Paul DeBoer, for not being aware of the hazards of what he expected to be a pleasant autumn river run? The DNR Parks division for allowing people into the park without adequately informing them of known hazards?

Or perhaps the MCA, noble organization that it is, for not taking a more active role in assisting the public agencies with a better education and information distribution system in a popular park like Banning?

Putting up signs, printing literature, brushing out trails, all take money and manpower. The MCA, although not overwhelmingly, has both. I would like to propose a two point plan.

First, make some money available for creating materials to provide additional education on hazardous river travel. This could be done in an offer to the DNR, working directly with Randy Gordon, Park Manager at Banning. He has already indicated his willingness to work with us and his superiors. As a source of funds, I propose that one issue of HUT be dropped (who really cares about canoeing in December anyway), and the resulting savings be applied to this project. Currently HUT costs $500 per month to publish.

Secondly, organize a group to provide the brain and muscle power to work with the DNR in putting in a better information and safety system within Banning Park. More definitive signs, a better portage trail, a more self-explanatory gauge could all be projects to work on.

Various MCA Directors have stated in the past that they want to provide better benefits and make the MCA a better club for you, the paddler. Let's expand that a bit. Here's a chance for the MCA to do something to improve the sport of canoeing for all. If you think it's worthwhile, let the Directors know by writing to them or the editor of this publication. Thank you.■

David Garron

CHAPTER NEWS

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President — Allan Rudquist, 521-9734
Records — Penny Milke, 776-1935
Race Calendar — Warren Thunstrom, 780-3284
Mississippi Mud Editor — Jenny Graham, 378-1261

Fellow paddlers,

As the new President of the Long Distance Racing Chapter, I welcome you to the new year. Is this going to be the year to beat Corbin at the Classic, Barton at the Nationals and Sipe at the lunch counter? Maybe so and maybe not, but we better give it a try. Especially with Sipe! If we don't eat, we won't have a chance at the other guys.

As President, I'm ready to carry out my duties to the best of my abilities. Unfortunately I'm not sure exactly what said duties are, beyond attending the racer's meetings! All I know is that I was told I could disappear when training starts this spring (either that or we will be having a lot of meetings on the Sandbar). If you have any suggestions for the improvement of the racing chapter in particular or canoe racing in general, please come to the meetings this winter and get involved.

Hopefully I'll have something of significance to say next month. If I don't, I'll at least try to write something funny. I've got lots of old war stories to tell. Say, did you hear the one about Mike Bohanon and some clown on the Straight River last spring when they tipped over and . . . ■ **Al Rudquist**

WOMEN PLAN 1983 CHAMPIONSHIP

Recently, a letter was sent to a number of women known to me to be interested in canoe racing. This letter related to the 1983 Minnesota Women's Canoe Championship and asked that they consider the following matters and make their comments:

1. Length of race time-wise.
2. Features to be included in the race; i.e., upstream paddling, portages, etc.
3. When? (It has been suggested that we hold the race the weekend of Betty's Classic—that Sunday.)
4. Prizes; i.e., money, trophies, etc.

The response thus far has been good. It might be, however, that in the mailing, I have missed someone who is looking to compete this coming season. If that is so, please give me a call—I want to hear from you.

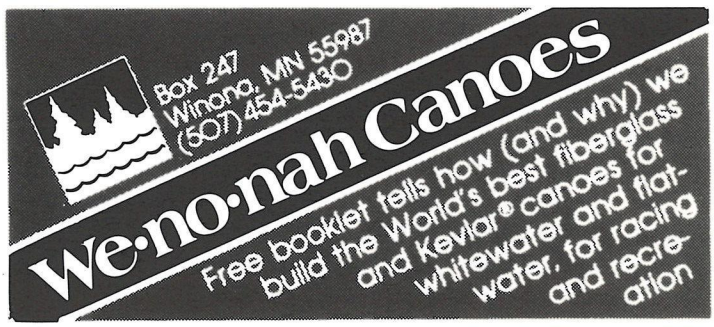
We want to encourage as many women racers as possible to enter this event, providing a challenge for the experts but at the same time a reasonable testing ground for those of us new to the sport. It would be neat if you made this event one of your major 1983 goals. As has been suggested, we'll plan on setting up a training night for the local women—on the Rum or Mississippi. Let me know your thoughts on that, too. (776-1935)■ **Penny Mielke**

IGNORANCE IS NO EXCUSE!

That's a response I hear quite often in the spring. We publish the racing calendar and someone from somewhere inevitably pops up and demands, "Why isn't our race listed?" I usually reply, "Nobody told me about your race." And then I hear the above-mentioned phrase.

Once again the Long Distance Racing Chapter plans to issue a racing calendar for the coming season. We would like to hear about as many races as possible—both in Minnesota and out of state, professional and amateur. We'd like to hear about all the citizen's races around the state. Mora had a well run and well attended race last May, but somehow word of this race never got to me.

So this year we are going to be sneaky. We're going to start early! Please, if you hear about a race, send me the information or give me a call. I'll try to track it down from there. Here's where to reach me: Warren Thunstrom, 9401 Flintwood Street, Coon Rapids, MN 55433, (612) 780-3284.■ **Warren Thunstrom**





DULUTH TRAVELER

President: Rick Luck, 18 W. Owatonna Street, Duluth, MN 55803 724-7992
Cruising: Liz & Fred Freeman, 525-6486
Whitewater: Sue Marsh, 879-3460
Racing: Jim Wheeler, 722-8010

The holidays made things pretty hectic last month, so we don't have any trip reports to share this time. We do have some great outings coming out however, so mark your calendar.

January 16th, Jay Cook State Park Ski Outing and Meeting. 2:00 meet at the swinging bridge. Snow conditions providing. Plan an afternoon of cross country skiing on their challenging trails. A pot-luck will follow at 5:30 at Rick Luck's house. Will have a short business meeting to discuss upcoming events and adding more organization to our club.

BWCA Ski Outing: March 11, 12 and 13 at Gateway Hungry Jack Lodge. We've got cabins reserved for Friday and Saturday nights. They've got fireplaces and cooking facilities. We need a minimum of thirty people. The cost is $25.00 per person for lodging plus food and travel expenses as incurred. We need a $15.00 deposit by January 15. We'll organize the food and carpooling after that. Contact Sue Marsh, 620 Maple Street, Cloquet, MN 55720, (218) 879-5581 for reservations.

The end of March or the beginning of April, several of our members are interested in a trip to the Smokey Mountains for a week of whitewater. Rivers would include the Nantahala, Ocoee, Chattooga. Will schedule it so that anybody interested in enrolling in whitewater classes available at the Nantahala will be able to, however, this would be optional. Preliminary plans are being made; if interested call Rick Luck or Sue Marsh.■

WHITEWATER RAPIDS CANOEING RIDERS

Rapid Riders (Whitewater)
Terry Lemke
5 Barton Avenue Southeast
Minneapolis, MN 55414
(612) 331-2798

Desert (Austin)
Ardell Gorman
810 Tenth Avenue Southwest
Austin, MN 55912
(507) 433-7465

Kayak Club
Mike Van de Vyver
2608 W. 60th St.
Minneapolis, MN 55410
(612) 922-7633

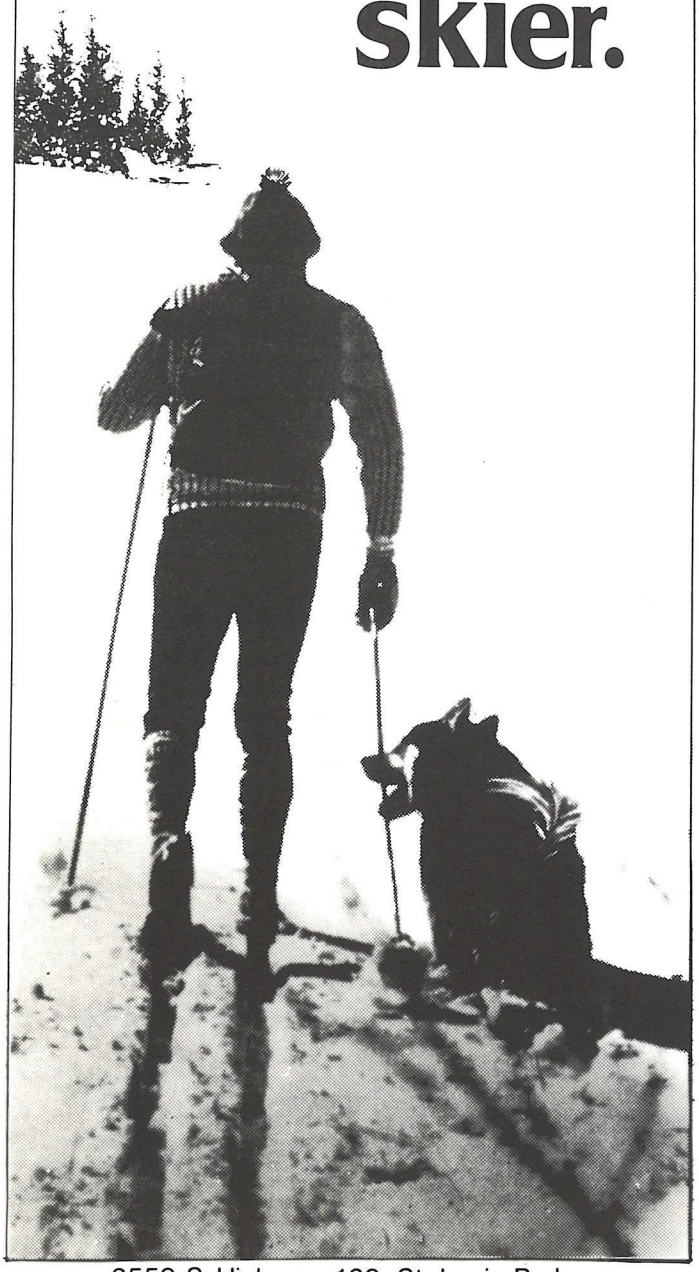
3M
Chuck DeVore
1611 Eugene
White Bear Lake, MN 55110
(612) 429-8256

St. Cloud
Mike Zapf
1714 Woodland
St. Cloud, MN 56301
(613) 251-5807

Southern Minnesota Canoe Association
Larry Kriesel
P.O. Box 629
Owatonna, MN 55060
(507) 451-0325

Voyageurs
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WELCOME NEW MEMBERS

Bill Boelter	Edina, MN
Jim Cornick	St. Paul, MN
Charles Cowger	Urbana, IL
Hilary Egan	Marshall, MN
Eric Gjesdahl	Redmond, WA
James Fancher	Arlington Heights, IL
Clint Fraley	Sioux Rapids, IA
Jennifer Graham	Minneapolis, MN
James Goodman	Minneapolis, MN
Howard Karger	Waite Park, MN
Lloyd & Camille Matson	Brooklyn Park, MN
Jim Motschenbacher	Burnsville, MN
Missy O'Phelan	St. Paul, MN
Michael Pease	St. Paul, MN
David Pederson	Spicer, MN
Ryal Poppa	White Bear Lake, MN
David Primus	Princeton, MN
Jake Hudgkinson	Austin, MN
John Boughton	Minneapolis, MN
Edward Hanlon	Fairmont, MN
Warren Johnson	Minneapolis, MN

SUPPORTIVE MEMBER

Rainbow Boat Works	Newport, VT

LIFE MEMBERS

Brad & Kathe Lynch	Minneapolis, MN

MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $11.75 per gallon. Four ounce cloth, 50 inches wide, is $2.50 per yard; 7-1/2 ounce cheesecloth, 60 inches wide, is $3.50 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:

Bruce Kunz	454-7207	Eagan
Betty Ketter	561-2208	No. Minneapolis

SPONSOR LISTINGS

Strip Canoe Supplies: Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka spruce or redwood. Bill Knudsen & Associates, 488-1932.

TRADING POST

FOR SALE

Racing canoe. Woodstrip, 3&27, 18'6". $300. Dan Hassel, 1-742-9677.

Racing Canoe. Green, wooden, 3&27, 18'6". $100. Built by Clint Waddel. Dick Glen, 537-0039.

Old Town Canadian, 17'2", figerglass. Mahogany and spruce gunwales with cane seats. Used only twice (still like new). An excellent paddling canoe. Must sell to continue education. $900 or best offer. Call Gary Cox at (218) 728-2301, preferably before 7:00 a.m.

Mad River Voyageur canoe. Excellent condition. Has brand new white oak gunnels. Includes $80 value foam flotation and solo seat. Will sell for $600. Call Lora Lakin at 475-1318 after 4:00.

Perception kayak. Good condition. Will sell for $300. Call Lora Lakin at 475-1318 after 4:00 for details.

Sturdy, durable true birchbark canoe. Historically valuable original by Bill Hofeman, Big Fork, MN. Signed. (612) 644-3497.

FOR RENT

Forms for racing canoes, 3&27 or 4&32. Form rental: $10 to members. Karl Ketter, 636-8116.

WANTED

Four men interested in Northwest Territories trip. 45 days in late July and August 1982. If interested, call Marv at (612) 646-6482 or Bob at (612) 545-0748.

First 20 words free to members. 10¢ per word thereafter. Make your checks payable to: Minnesota Canoe Association. Submissions must be received by the 10th of the month preceeding publication.

Minnesota Canoe Association Membership/Order Form

☐ Renew ☐ New ☐ I wish to order materials/supplies indicated below ☐ I'm changing my address

Name _____

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Phone _____

I would like to join the Minnesota Canoe Association as a:

- ☐ Regular Member — 1 year..... $10.00
- ☐ Regular Member — 2 Year $19.00
- ☐ Regular Member — 3 Year $27.00
- ☐ Supportive Member — 1 Year $20.00
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- ☐ 15' Solo (Ketter)
- ☐ Griffen II, Kayak (Brown)
- ☐ 18' 6" 4 & 32 USCA Racer (Burley)
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T-Shirt
Light Blue shirt with navy MCA graphic, 50/50 blend. $5.00 each, plus $1.00 postage. Specify S, M, L

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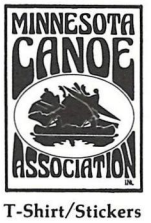
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Sew-On Patches



T-Shirt/Stickers

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