HUT!

Minnesota Canoe Association

December 1983 / Volume 19, Number 12

ON WISCONSIN



"Few experiences can compare to that feeling of being the first to discover a new place, a new perspective, a new way of seeing things," says Milt Strauss, Administrator of the Wisconsin Division of Tourism. "Canoeing is certainly one of the most accessible ways for modern folk to get those wild, breathtaking views of the world, and in Wisconsin we have plenty of rivers for Twentieth Century voyageurs—even if their canoes are high-tech fiberglass."

It may sound romantic to hear about birch bark canoes, but they were neither as well made nor as durable as the present-day fiberglass or aluminum models. And the new canoes have made it possible and fun to take the entire family on a trip down a Wisconsin river.

With a few short lessons, you can easily master the canoe well enough to enjoy some of the quieter rivers such as the Baraboo, Sugar or the lower Wisconsin. Then with some experience you can advance to those with a little challenge such as the Kickapoo, the Yellow or the Brule on the Wisconsin/Michigan border. Those who consider themselves experts can soon find out by trying the Lower Wolf, the Peshtigo, the Flambeau or the Bois Brule where it flows into Lake Superior.

Years ago you were considered a sissy if you wore a life preserver (flotation device), but that is no longer true. In fact, our best canoeists insist that they, and everyone who rides with them, have the added protection of the preservers. They would not be seen on water with anyone who was too foolish to ignore the advantages of safety.

If you do not have your own canoe, or if you are just deciding which one to buy, try a rental. They are available on all the popular rivers and from the sport shops in many cities. Try one out before you buy to be sure the size and style fit your needs. There also is a bonus for those who rent their canoes: Advice. Advice on what you need for an enjoyable trip including equipment, river conditions, stopping places and even where to find the best fishing.

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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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Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: HUT! Editor, MCA, P.O. BOX 14207, University Station, Mpls., MN 55414.

ISSN 0739-7445

FROM THE EDITOR FROM THE PUBLISHER

We have looked for three things in putting together HUT! this year:

1. Getting it out on time.
2. Increasing advertising revenues.
3. Creating a publication that is attractive, and able to increase membership.

It was a tremendous pleasure working for you this year. Now is the time to pass the baton to Winnie. She has her work cut out for her. Send her lots of articles. We hope you give her the same considerations you gave us.

Special thanks to Mary Satre, for her fine designing and exceptional skills at bringing it all together. We're sure you noticed the new, better use of space, the inventive selection of graphics and timeless visuals that have enhanced readability. They got lots of comments.

Standardizing the ad size and pursuing new accounts has increased the revenue to a new high. We did have trouble getting some advertisers, though. The **Budweiser Beer** people just "didn't have the funds" to place an ad. **Alumacraft** of St. Peter, Minnesota never got around to sending in an ad or the article they promised several times. **Eddie Bauer** has headquarters in Seattle. We wrote their advertising director three times, and the company **President James J. Casey** once without response. He was, however, doing ads for the Wall Street Journal, but apparently was too busy to pay attention to the MCA.

We did get lots of others though, spending a lot of hours and phone dollars running them down.

The volume of material has exceeded all previous years, and all of our expectations. It is good to have maximum input when putting together a newsletter like this. Goodbye, and good luck. **George Sorenson, Editor, Chris Berne, Publisher** ■



HARPOON GUN

HUT! looks forward to receiving your letters and articles. All submissions must be typed, double-spaced, on white, 8½"x11" paper. We reserve the right to edit for length.

GOOD BYE



HUT! STAFF **Chris Berne,** *Publisher* **Mary Satre,** *Graphic Designer* **George Sorenson,** *Editor*

COMMENTARY

It's a sad fact that good workers are almost never appreciated until after they've gone and a suitable replacement is nowhere in sight. It's then that screams of "wish George were back" echo boldly through the halls.

Well George isn't coming back, partly because of other commitments and partly because he's had to suffer the slings and arrows of outrageous misunderstandings by some MCA members who, as non-writers themselves, just didn't appreciate or understand the depth of involvement necessary to produce a quality HUT!

Editor Sorenson took on a giant load—the production of "HUT!" He stood confidently at hand for nearly a year, pulled every writing/editing trick in the book to make the magazine grow—to metamorphosize it from lazy infancy to dynamic maturity. The "new" HUT!, most MCAer's would agree, is a first-rate news magazine, one we can appropriately be proud of.

Granted, George was not and is not a canoeist. He took on the challenge of HUT! largely for personal growth. Sometimes he made occasional errors in editing technical canoe stuff. He was weak in "our terminology." Occasionally he neglected to print an important article (probably because no one told him how essential it was!). And then there were those (according to some) "silly cartoons" which George put in to space out articles—to make reading HUT! easier, more natural.

Worst of all, George was an editor! He didn't blindly print everything which crossed his desk. He condensed, rephrased, improved. He edited!

All good reasons, you'll agree, to be unhappy with his performance as HUT! editor, right? Hardly!

I'm sure I speak for the majority of MCA members when I say George, we're sorry to see you go. We're grateful for the outstanding job you've done, glad we've had a pro at the wheel for a while. We're thankful for your efforts in making the HUT! the most respected canoe club publication in the country. No brag. Pure fact. We've watched our membership grow steadily as the magazine matured; we've seen ad sales improve, and we've read some first-rate articles not normally associated with news letters of "club quality." The Eric Severeid commentary was a real coup, as was Bob Brown's solo piece which drew a full feature article in the Sunday paper.

So our apologies, Editor Sorenson, for any unkind comments you've suffered at the hands of a few know-it-all's who "don't understand." You've been a positive driving force for the MCA, and I for one am sorry to see you go. **Cliff Jacobson** ■

BOARD MINUTES

NOVEMBER 2, 1983

Mike Vande Vyver, Director through '86: Mike also represents the Rapid Riders and Kayak Club on the board. He wants to buy cheap nylon spray skirts for the kayak class.

Burt Levy, Education & Safety: Burt is planning on keeping the same whitewater course for the next year. He wants to assemble some film for a library source.

Ralph Lueck, Conservation: Ralph has talked to Al about the materials he had last year. We will continue to work with DNR as much as possible.

Jim Robinson, Cruising: One of Jim's goals for this winter is to get cruise leaders lined up for the next canoeing season. He has already started to form the cruising schedule for next year.

Dave Logeais, Treasurer (1982-83): Dave still needs the inventory for resin, building books, plans, etc. in order to complete the treasurer's report. We have received a response from the Racing chapter, Duluth chapter, and Rapid Riders Kayak Club regarding how many they have in their chapter that are also members of the MCA. This is required of the chapters in order to decide on a rebate for the chapters.

Winnie DauSchmidt, Publications & Editor: Winnie will be in charge of putting out the HUT! starting with the January issue. She plans on having one night a month as an article writing night. She has decided that the first Thursday of the month will be best for that purpose.

Other Business: When a representative from a chapter is present at a board meeting, that person has the right to be a voting member of the board, if it is voted on. A motion was made, seconded and passed that Karl Ketter be appointed to represent the Racing Chapter at board meetings. We also discussed the necessity of getting better contact with other chapters. We will appoint a director to be a liaison at the next meeting. There was no further business. The meeting was adjourned at 10:40 p.m.
Verna Robinson, Secretary ■

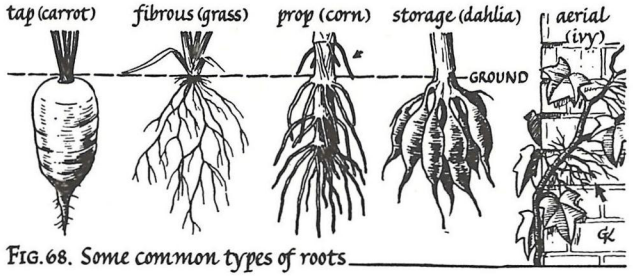


FIG. 68. Some common types of roots

NEW EDITOR

HUT!

HUT! is the signal used in canoeing which means switch; and we have switched. The HUT! staff is changing. Now you can be on the staff, as a regular or a freelance contributor.

Send in articles, clippings, tidbits on the whole realm of canoeing, camping, wilderness and conservation. Write your own article on a trip, equipment, or camp cooking. Send in pictures of your trips, club programs and canoe building. Let me know what you would like to see added to HUT!

The Thursday after each Monthly Directors' Meeting will be scheduled for HUT! article writing and layout. The meeting will be held at my place from 7:00-10:00 p.m. at 1679 West Minnehaha Avenue, Apt. 2, in the St. Paul Midway district. I will provide paper and pencils, bring your own typewriter and beverage.

If you will not be attending the HUT! meeting, please have your article in my hands by that date.

If you cannot have the article to me by this date please call me at 644-6115
Winnie DauSchmidt, 1984 HUT! Editor ■

FROM THE BOW

Committees have been working for several months planning and talking with speakers to put together three of the finest programs ever offered to our members.

The first of these three programs will be on Saturday, January 21. It will be presented by the Rapid Riders Chapter, and while dealing with whitewater canoeing, it will have some things of interest to flat water canoeists. The doors will open at noon. The first speaker will start at 1:00 p.m. and the program will cover all types of equipment used in whitewater (and flat water), slides, films, and other good things ending up with a demo in the pool at 7:00 p.m.

The second program will be Saturday, February 18 and will be a repeat of last year's highly successful canoe building show. It will be somewhat shorter than last year; starting at noon and ending about 6:00 p.m. Last year we had over 200 people come from seven states to learn about building a canoe.

The third program will cover one of Minnesota's great treasures: the BWCAW.

All three of these programs will be held at the Brooklyn Center Civic Center at 6301 Shingle Creek Parkway, Brooklyn Center, MN.
Venice Barsness ■

Continued From Page 1

River information is your most important data. If you are going on a family trip, you will need to know where there will be places to stop and eat, toilets and overnight accommodations or camping sites. As you learn to live with the outdoors and your canoe, you will want to try a trip in a wilderness area and camp along the stream or on a secluded island.

For many, the true experience is getting out and away to where you feel that you are the only one alive. Even with the popularity of the sport, many rivers wind through wooded areas giving the sensation of complete solitude. There are wildlife and birds for the observant; often species that are rare or nonexistent in your home ecological community.

Some of the most scenic spots in Wisconsin are along our rivers and streams. They make excellent once-in-a-lifetime photographs. It is possible to tip and get your gear wet, especially for beginners. There are special cameras that are waterproof, if you intend to do a lot of photography from boats, underwater or in inclement weather. You also can buy waterproof camera bags. If you wish, wrap your camera in plastic bags, but be sure to seal them tightly. Even with all these precautions, you may still drop your camera in the water. Should that happen, you have two choices: keep the camera in water (to prevent corrosion) and take it to your nearest dealer, or throw it away and buy a new one.

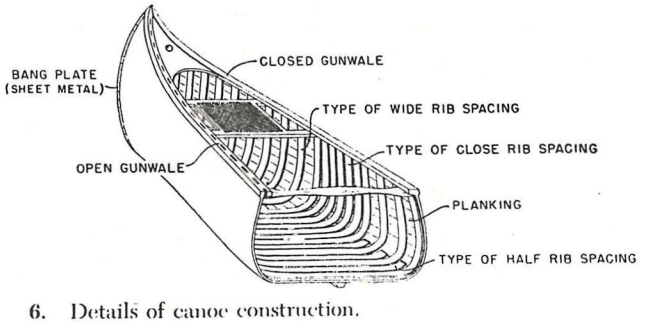
Wisconsin offers quiet rivers and streams, clear lakes, and the challenge of whitewater. It's an opportunity you will be happy you chose to take advantage of while Escaping to Wisconsin.

For a free Great Escape book write: Wisconsin Division of Tourism, Box 7606, Madison, WI 53707. **Betsy Jenkins, Wisconsin Division of Tourism** ■

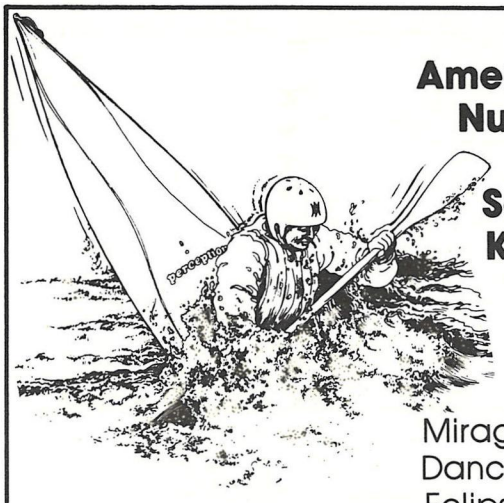
WISCONSIN CANOEING RIVERS

Wisconsin rivers come in all shapes and sizes. On some you might spend all summer. Others are perfect for a weekend Escape. Still others make great day trips. Here's a sample:

1. Bois Brule — Wilderness, trout, challenging rapids.
2. St. Croix — Long and varied, a National Scenic River.
3. Namekagon — A Wild River, fine scenery.
4. Yellow — An easy trip, good fishing, gentle rapids.
5. Apple — Famous for innertubing, and also nice for canoes.
6. Chippewa — 177 miles of history, scenery, fishing.
7. Flambeau — Famous whitewater, some easy sections.
8. Black— Relaxing, slow current, varied landscapes.
9. Tomahawk — Some good rapids, fast water.
10. Wolf — Often as wild as its name, quiet sections too.
11. Oconto — Rapids upstream and easy water below.
12. Peshtigo — Ranges from "experts only" to calm water.
13. Brule — Slow water, some easy rapids, some exciting ones.
14. Menominee — 116 miles of variety, thrilling to easy.
15. Wisconsin — Something for everyone in 430 miles.
16. Lemonweir — Friendly and safe, good for beginners.
17. Baraboo — Easy and restful, with lots of wildlife.
18. Waupaca — Pretty lakes and little rivers, relaxing.
19. Lower Wolf — Bigger and flatter than the upper Wolf.
20. Fox — Slow, flat and marshy, with lots of wildlife.
21. Kickapoo — "Crookedest in the world," lots of winding fun.
22. Mississippi — "The Old Man" has a character to please everyone.
23. Pine — Meandering and relaxing, pretty country.
24. Pecatonica — Friendly, easy, interesting.
25. Sugar — Good for beginners, fun for everyone.
26. Yahara — Cities, lakes, locks, farms, and fishing.
27. Rock — "Down a lazy river . . . " could be the Rock.
28. Little Fox — Perfect for an afternoon out of town.
29. Milwaukee — City and suburbs, and still pretty.



6. Details of canoe construction.



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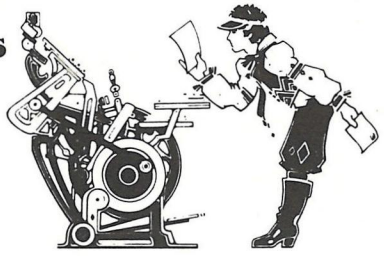
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Minneapolis, Minn. 55454

Scheels Hardware & Sports
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BUILDER'S CORNER

You want to build a canoe. Ask yourself why.

Do you want to save money? Are you looking for a cheap canoe? If this is your big reason for building a canoe, forget building, check the want ads and buy yourself a cheap one.

If you are looking for a well-designed, lightweight and very beautiful canoe, building your own may be for you. If you want the feeling of pride when you tell people that you built it yourself, you are a candidate for building.

You know your own talents. Be realistic: can you handle this kind of project? Building a canoe by the MCA method doesn't require a great deal of woodworking skills, but it does require some.

A very wise man once said "Before you build a boat build a nick-nack shelf and a book case." If you have never built a book rack, think twice.

If you have the talent and a real desire to own a home-built canoe, ask yourself where you can build it. If you have a heated workshop you are among the fortunate.

You may live in an apartment and would like to build a canoe in your bedroom—you'd best have a very understanding spouse, one who loves to canoe. Canoes do get built in apartments. It's tough, but not impossible.

Many canoes get built in the space that usually houses the family car. Remember that this space may be occupied for a long time.

Time must be considered. It takes the average first-time builder about a hundred hours to build a canoe. If you take a couple weeks off from your job you can turn out a canoe quite fast. Most of us work on our canoes an hour here and ten minutes there. Some builders get started, then months go by before they find time to get back at the project.

Remember the space thing. If you're building a canoe in a friend's garage, any delay in your building program can be a real test of your relationship.

Canoe building requires a few tools. Any tool that you must buy to do your boat must be added to the price of the finished product. Tools such as paint brushes, rollers and sandpaper must be written off as expendable. These must be added to the total price.

It's the labor of love that keeps many of us building canoes. It's also the pride that you feel when people ask "Did you build your canoe?" **Bob Brown** ■

CLIFF'S CORNER

Perhaps it was the cool crispness of the day. Or maybe the realization that the snows of winter were just around the bend. Whatever the reason, nearly 100 anxious folk joined us for the annual fall color cruise. One brave lady (Carol Duke) arrived in a spanking new Sawyer Summersong and "timidly" questioned if "she could keep up with the crowd." "Keep up? You kiddin'?" I asked. "You'll lead the way!" And sure enough, she skittered across the water like a yellow leaf in autumn, leaving everyone behind to delicately savor her wake.

I s'pose after dozens of cruises it was bound to happen sooner or later. On this cruise it did. One crew brought a "ghetto blaster" (one of those huge bowel-belting radios!), tuned it to their favorite station, and blasted the quietude of the St. Croix so that all within viewing distance could experience the joys of "their" music.

For a while I let it slide, hoping the "canoers" would soon realize their insensitivity. No way! They chugged downstream, tuned in to everything but the glory of the day.

Finally, I paddled alongside and politely informed them that a lot of us had come to hear the sounds of the river, the swish of wind in the trees, maybe even listen to a few birds. "Maybe . . . could you please turn off your radio?"

The response was instantaneous. Off went the ghetto blaster. I poured some coal to the TW and pushed on, pleased I'd licked the problem without a confrontation.

Five minutes later, I again heard the radio. This time, I was damn mad. Perhaps I should have dropped back and leveled with those turkeys in terms they could understand. But I've got a whale of a temper and I wouldn't have been very nice. Besides, I felt it was "someone else's turn."

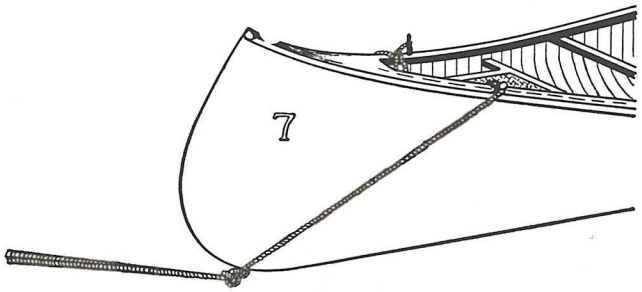
Everyone else let it pass and the young folks in the canoe played their music for the duration of the trip. Granted, they did turn down the volume, but not nearly enough. They never got the message that those around them didn't approve. They were "canoers" in a sea of "canoeists!"

Further down river there was the usual mill of equipment talk. One man asked about wide-bladed paddles. "I guess they must be better 'cause everyone's using them," he said.

"Not necessarily," I replied. Blades that are too wide (over 9" or so) produce a terrible vacuum, and they're noisy and awkward for precision maneuvering. In aerated water, wide blades are great (to a point!) because they provide greater purchase in the turbulence. They're great in shallows too, where you can't submerge the whole blade. But the rest of the time, they're no more efficient than typical 7-8" paddles. Since they necessarily have more wood than their narrower cousins, they weigh more. In short, wide paddles are not ALWAYS best!

As to length, that depends on the canoe you're paddling and your own style. If you have a low-to-the-water cruiser with 8"-high seats, you need a short paddle—maybe 50-52". But kick up the seats to a foot or so (typical aluminum/Royalex canoe) and you won't reach the river with a stick that short. Add big waves and the foam of rapids and you'll need even more length—that is, if you want to reach the water! Here, a paddle of 54-58" is about right. And for soloing in a typical "kneeling boat," my vote goes to a 58-60" length.

What about bent paddles? Doesn't everyone who "really understands the way of the canoe" use them?



A form of towing bridle.

Now write this in technicolor. "No, Harry, they don't!" If you paddle a high volume northwoods expedition boat or a chubby Blue Hole, you're best off with a straight paddle of reasonable length. Of course you CAN use a bent shaft in these boats, but the wide reach over the gunnels nullifies most of its advantages.

Certainly, an expert angle paddler can do anything an expert straight paddler can do (well, almost everything). BUT, the angle paddle is simply not the best tool for the job with some boats under some conditions.

Flat out authoritative statements about "what is always best" are commonly made by those who understand ONE way of the canoe. As we all know, there are many ways to skin a cat, and cook him too!

Contrary to popular belief, straight paddles aren't dead. Neither are the old fogies like me who still prefer them. **Cliff Jacobson** ■

CALENDAR

December

Thursday 1

HOIGAARD'S CROSS COUNTRY CLINICS. Waxing, technique and clothing. 7:00 p.m. St. Paul and St. Louis Park stores.
FMI—484-8555 or 929-1351.

Thursday 1

MIDWEST MOUNTAINEERING WAX CLINIC
309 Cedar Avenue South
Minneapolis 7:30 p.m.
FMI—(612) 339-3433.

Tuesday 6

RAPID RIDERS' MEETING
Plan Whitewater Program for January. Show your favorite slides.
Burt Levy's (612) 729-8874
4000 40th Avenue South
Minneapolis 7:00 p.m.

Wednesday 7

MONTHLY DIRECTORS' MEETING
All members welcome. 7:30 p.m.
Chris Berne's (612) 929-5714
5057 Ewing Ave. So., Minneapolis

CROSS COUNTRY SKI MOVIES
8 exciting movies. 309 Cedar Ave. So.
Midwest Mountaineering 7:00 p.m.

Thursday 8

HOIGAARD'S X-C CLINICS
Waxing, technique and clothing.
St. Louis Park and St. Paul stores.
7:00 p.m. FMI—929-1351 or 484-8555.

Thursday 8

MIDWEST MOUNTAINEERING WAX CLINIC
309 Cedar Avenue South
Minneapolis 7:30 p.m.
FMI—(612) 339-3433.

Thursday 8

GONGASHAN ASCENT
Slides of recent ascent of 24,000 Tibetan peak. 7:30 p.m.
St. Paul Campus, U of M
St. Paul Student Center Theater.

Wednesday 14

WINTER CAMPING
Slide show and discussion by Lung Association's Wilderness Trek.
Midwest Mountaineering, 7:30 p.m.
309 Cedar Avenue South, Mpls.
FMI—339-3433.

Thursday 15

HOIGAARD'S X-C CLINICS
Waxing, technique and clothing.
St. Louis Park and St. Paul stores.
7:00 p.m. FMI—929-1351 or 484-8555.

Thursday 15

MIDWEST MOUNTAINEERING WAX CLINIC
309 Cedar Avenue South
7:30 p.m. FMI—339-3433.

Thursday 22

WINTER'S HERE

HOIGAARD'S X-C CLINICS
Waxing, technique and clothing.
7:00 p.m. St. Louis Park and St. Paul stores. FMI—929-5714 or 484-8555.

Thursday 22

MIDWEST MOUNTAINEERING WAX CLINIC
309 Cedar Ave. So., 7:30 p.m.
FMI—339-3433.

Thursday 29

HOIGAARD'S X-C CLINICS
Waxing, technique and clothing.
7:00 p.m. St. Louis Park and St. Paul stores. FMI—929-1351 or 484-8555.

Thursday 29

MIDWEST MOUNTAINEERING WAX CLINIC
309 Cedar Ave. So., Minneapolis
7:30 p.m. FMI—339-3433.

January

Wednesday 4

MONTHLY DIRECTORS' MEETING
All members welcome. 7:00 p.m.
Minnesota Federal Savings & Loan
5320 Lyndale Ave. So., Minneapolis
FMI—(612) 588-5402.

Wednesday 4

GREAT FISH RIVER
Slide program of 6-week trip in NW Territories. 7:00-9:00 p.m.
Whittier Community Ctr., $2.00
2600 Grand Ave. So., Minneapolis

Sunday 8

X-C SKI LESSONS
Sponsored by Midwest Mountaineering. Hyland Park Ski Chalet
FMI—(612) 339-3433.

Saturday 21

MCA MONTHLY PROGRAM
Whitewater canoeing by the Rapid Riders. Bring lunch or buy there.
Noon-8:00 p.m.
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
See January HUT! for details.

LESSONS & CLINICS EVENTS

EDUCATION & SAFETY

Hi, Burt Levy here. Being the new Education & Safety Director I thought I'd let you know where I'm paddling from, and outline a few of the programs that we're planning for the coming year.

It all started about 5 years ago on a totally miserable rain-soaked weekend. For the first couple of years, trial and error tempered with reading and talking with other canoeists was the way I learned. This was quite often rewarding, but other times near terrifying and sometimes costly in lost gear from unexpected and avoidable upsets on river trips . . . frustration.

Then about 3 years ago I became involved with MCA and some of its chapters. Suddenly I was surrounded by experienced paddlers and numerous classes and clinics were available to anyone interested. Taking advantage of this knowledge led to new canoeing confidence, ability, satisfaction and fun.

This is what MCA and its chapters will again be offering to you this year, hopefully broadened in scope and frequency.

Now—on to some of this year's offerings. Basic Canoeing and Efficient Canoeing will be taught by Karl Ketter and crew. These same people also offer a very unique program for teaching and developing long-distance racers. Bob Brown has offered his services to teach some informal paddling clinics. This is in addition to his already busy schedule of boat building demonstrations. The Rapid Riders will be offering Beginning Whitewater—Open Canoe, Advanced Whitewater—Open Canoe and Kayak, and Kayak Rolling. The vanishing art of Canoe Poling will be revived by George Skinner in a series of clinics. Also, keep in mind that many of the MCA monthly programs are instructional in nature. Some upcoming all-day programs are Whitewater by the Rapid Riders in January, and Boat Building in February.

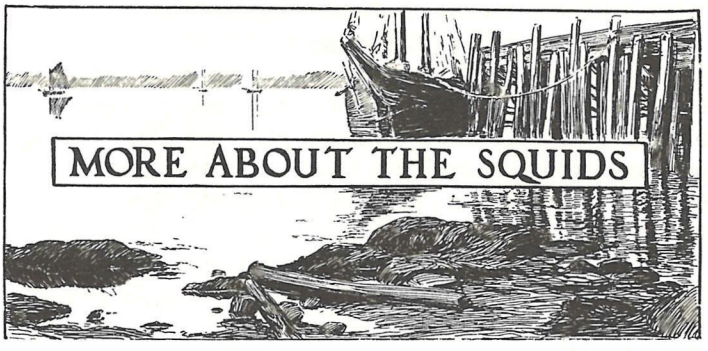
Other courses and clinics we could offer are Canoe Sailing, River Rescue, any type of canoe and kayak building, or any other subject of interest. All we need is a handful of folks who want to learn and someone to teach.

So . . . the opportunity is there for you to share your knowledge and to expand it. All we need is your participation. If you wish to take or teach any courses, have any suggestions, or can assist in any way, please call me at 729-8874. **Burt Levy, Education & Safety Director** ■

On February 19th the MCA is having the annual Building Show at the Brooklyn Center Civic Center. We plan to have a builder's contest at this show. If you have a canoe that you are proud of, we would like to have it in our contest.

I would like to see all the available space filled with canoes (either built or restored) by our members.

If you care to enter this contest—and I hope you will—call me by early January so we can look at your boat and make a selection that will be in the show. If you are proud of your canoe, we will find a place to let you show it off at this show. Any canoe that has not been a previous contest winner is welcome. **Bob Brown** ■



CRUISIN' ALONG

Even though the season for canoeing is gone, there are a lot of activities that could be done together as a group in the winter. I know there are a lot of MCA members that ski, also.

If you want to plan a ski outing, whether it be cross-country or down-hill, let me know. I would be glad to coordinate it for you.

There are other winter activities we could do also; sledding parties, skating parties, etc. Let me know what your ideas are on this, and maybe we could get a winter sport organized as a group activity. We could then have contact with our MCA friends throughout the winter.

Don't forget to keep your favorite river in mind for a cruise next canoeing season. If you don't see your favorite river on the cruise schedule, let me know. We could plan the trip together and you could lead it. I am always looking for cruise leaders for different rivers and creeks, etc. So, let me know if you would like to be a cruise leader for any cruise next season. **Jim Robinson, Cruising Director** ■

CHAPTER NEWS

DULUTH TRAVELER



President: Rick Luck, 18 W. Owatonna Street,
Duluth, MN 55803 724-7992
Cruising: Liz & Fred Freeman, 525-6486
Whitewater: Sue Marsh, 879-5581
Racing: Jim Wheeler, 722-8010

The garage has become the guardian of the canoe. Our final meeting of the year was November 16th. There's not enough snow yet for good skiing. It's truly the "in between" time of the year. The off-season is a good time to think about some of the less urgent canoeing topics such as Trip Etiquette.

People who've invested $10 in an MCA membership are probably serious enough that they don't need refreshers in trip etiquette, but maybe we should try to get the word out more to the general canoeing population.

The topic I'm exploring at this time is trip planning and follow through. I'd be interested in hearing from members on other areas of trip etiquette such as meal planning, car pooling expenses and the like, but let's start at the beginning . . . getting a trip off the ground.

How many of you have had a trip fall through at the last minute because friends who sounded enthusiastic about an outing on Monday night had lost their enthusiasm by Saturday morning? I wish I had a dollar for every one that was planned in the local pub yet never materialized. I call this the "bar talk" syndrome.

Don't get me wrong, there's nothing wrong with bar talk by itself. It's earned its way as an important part of tripping. After all, who hasn't conquered God's River or Great Slave Lake in their dreams. The problem is when half your group is practicing bar talk and the other half is mentally getting an equipment list together.

The solution I've worked out with my friends over the years could be the same as yours but it's worth mentioning. We have our share of bar talk, brainstorming possible outings for an upcoming weekend, but then we establish a "call day" and discuss possible conditions for the trip. The call day will usually be the Wednesday or Thursday before a weekend outing. Items such as weather, snow conditions or river levels are discussed, giving people the opportunity of placing conditions on their participation (it's not encouraged but it's acceptable to say you want to go only if the conditions are good . . . at least your friends know where you stand and can plan accordingly). You're allowed to change your mind and drop out by the call date without any ramifications, but if you said yes on Thursday and you're not there on Saturday, you're in trouble. After the call day the only legitimate excuses center around death and chronic disease. It's okay to cancel if you're calling from the mortuary or the hospital, but if not, it better be good.

The system has worked well for us over the years. I'm fortunate to know a group of friends who can plan on meeting at 4:30 a.m. at a remote highway intersection and you wouldn't want to bet on any one of them not showing up. Of course over the years we've had a few less dependable "no shows," but somehow they never seemed to get invited back.
Rick Luck, President, Twin Ports Chapter ■

WHITEWATER RAPIDS CANOEING RIDERS

On January 21st the Rapid Riders will be putting on an all-day program at the Brooklyn Center Civic Center. We will be presenting films, slide shows, gear demonstrations, paddling and kayak rolling technique, and other demonstrations that are still in the planning stage.

Due to the magnitude of this program, it will be the main topic of discussion at our meeting to be held Tuesday, December 6th, 7:00 p.m. at Burt Levy's house, 4000 40th Ave. So., Minneapolis. This will be a roll up your sleeves and let's get down to work type of meeting, but also bring along a handful of your favorite whitewater slides and we'll try to screen them at the end of the meeting.

We need lots of help to make this program work. We need people to run projectors, develop and distribute publicity and demonstrate equipment. So come on over. If you need directions or more information call Burt at 729-8874. Mike at 922-7633 can also answer your questions and relay suggestions if you can't make the meeting. ■



MCA ANNUAL BANQUET

On behalf of the board of directors and the members of the MCA, I want to express our thanks to Darla Nickerson for getting everything together this year for our annual banquet.

We had decided that the reason we had such a poor turnout last year was because of the expense of the dinner. We, therefore, decided to find a less expensive place to hold our banquet this year. Darla worked hard to find another place that was a reasonable cost. She checked with several smorgasbords, and arranged to have the banquet at the Viking Village Smorgasbord. We are not sure why, but we had even fewer people this year than we did last year. We had a total of 40 people attend the banquet this year.

Those 40 people had a very good time. We had a social hour from 6-7. We went through the dinner line at 7, and started our program at 8. We presented a certificate to Walt Jones for contributions to the MCA over the years. Jim Robinson presented his mother with a short paddle, recognizing her for all of her hours she has babysat for us so we could attend board meetings. The prizes were as follows:

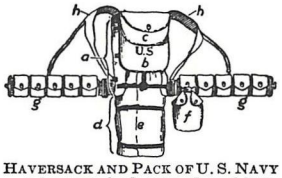
Door Prizes: $25 gift certificate from Hoigaards—Venice Barsness; $25 gift certificate from Midwest Mountaineering—Mrs. Cliff Jacobson, and Emergency Survival Booklet donated by Venice—Joyce Van de Vyver (how fitting).

Cruises Led: Waterproof pack donated by REI Co-op—Jim Robinson; $10 gift certificate donated by Burger Brothers—Harlan Nickerson, and MCA T-Shirt donated by the MCA—Dale Schleppenbach (from the St. Cloud chapter).

Trip Reports: 2 pairs of Hot Pogies donated by EMS—Dale LaFond; MCA T-Shirt donated by the MCA—Mike Gilman, and MCA T-Shirt donated by the MCA—Marshall Spencer (from the Duluth chapter).

The program for the evening was a slide show presented by Cliff Jacobson on his Hood River trip. It was a 400-mile trip that took 31 days. They encountered grizzlies, musk ox, and thousands of caribou on their trip.

Verna Robinson ■



HAVERSACK AND PACK OF U. S. NAVY
a, haversack; *b*, outer flap of haversack; *c*, meat-can pouch; *d*, *e*, pack, attached to lower end of haversack, containing blanket and poncho; *f*, canteen cover; *g*, *g*, cartridge belt about waist; *h*, *h*, straps passing over shoulders.

8th Annual

SNOWJOURN

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CANOE

CHOOSING THE RIGHT CANOE

Every canoe is a compromise. No hull does it all. Once you understand the compromises and the choices canoe designers make, you'll understand which canoes perform in which settings. Apply this knowledge to your canoeing style and you'll find the compromise to make you happy.

Excellent performance canoes are made of fiberglass and Kevlar because sophisticated shapes can be formed exactly as the designer envisioned. Careful hand labor goes into every good laminated canoe. However, forming a good shape isn't much harder than forming a bad one. Tooling costs are low so builders often create limited-production, specialty models. Builders also can refine their models often to reflect new ideas.

Unfortunately, not all builders strive for quality and performance. Shortcuts (sprayed, shredded fibers rather than hand laminated cloth) can aim for low cost rather than high performance and durability. Getting your money's worth is knowing the companies and canoes you are comparing. Canoeing and camping magazines are good sources, as are canoeing organizations.

Armed with knowledge of how a good hull looks and of who the reputable builders are, you can find a laminated canoe ideal for its use.

The compromise is cost: First-class fiberglass and Kevlar canoes are not cheap. But if selected well they are good values.

Many times, an identical hull is available in fiberglass or Kevlar. Kevlar is lighter (about 10 lbs. per canoe), stronger and more expensive. Kevlar cloth costs more and takes time to work with. Is the price of Kevlar justified? It is if you need the lightest weight for racing or portaging. The cost may not be worthwhile if strength is your goal. Kevlar is stronger than fiberglass but not enough to save the hull in circumstances where fiberglass would be damaged. Buy Kevlar for lightness, not strength.

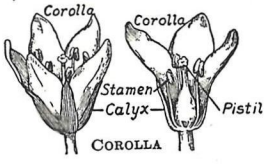
Length is crucial; six inches is a major change. Long canoes track straight, move fast, paddle easy and carry more weight with greater performance. All these virtues spring from the basic laws of physics.

Short canoes turn sharp, tend to be light and tend to cost less. Weight and price, are a function of construction more than length. So, the only real virtue of a short canoe is sharp turning.

There's an irony here. Many new canoeists buy a short canoe for fear they can't make a long one turn. But, they have as much trouble going straight as turning! Most canoeists spend more time traveling straight (or trying to) than turning. Experts easily make any hull track straight or turn sharp. As new paddlers master these skills they will benefit from a long hull.

Short canoes are better for small people and on tight waterways. Long canoes have advantages, but it is sometimes wise to scale the canoe down for occupants or environment. One misconception is that a wide hull guarantees stability. Not so.

There are two kinds of stability. Some call them "initial" and "final" stability or "primary" and "secondary." Initial stability is a hull's feeling of security when nearly level. Final stability is a hull's ultimate resistance to overturning.



Basically shape controls stability more than width does. Narrow hulls can be stable, but usually can't have a high degree of both types. Thus designers choose shapes to emphasize one form of stability. They seek final stability as more important.

Wide hulls can be stable in both modes. Not all of them are. Shape outweighs width, but designing stability into a wide hull is easier. But wide hulls push water farther apart requiring more muscle to move the canoe. Width adds carrying capacity, but length is a bigger factor here.

In general, new canoeists prefer wider hulls since they tend to be easier to balance. Experts prefer narrower hulls since they tend to be easier to paddle.

Increased depth adds freeboard contributing carrying capacity and sea-worthiness. It has no major effect on tracking, speed or turning. It may seem that extra depth is a bonus. Too much depth is a handicap in some situations because of excess wind resistance, creating steering problems. Too much freeboard can also make it hard to use the paddle comfortably. If you carry heavy gear or paddle rough water, freeboard is a virtue. If not, it may cost you.

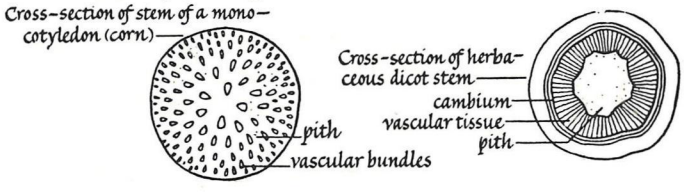
How do we pull these dimension considerations together? To find the canoe you will be happiest with, choose one as long as possible given your physical size and the corners you must turn. Choose a slim canoe which gives you a feeling of security. Choose a canoe no deeper than required for the gear you will carry and the waves you cross. To untrained eyes, all canoes look the same, but subtle differences have a major impact on performance.

Canoes float and move like yachts, barges and battleships. A canoe displaces water equal in weight to the total of hull and contents. Canoes move through water pushing it aside and then allowing it to be replaced. A hull interacts with water in ways determining speed, capacity, maneuverability and stability.

Consider the bow entry line, bow sharpness. The sharper the better for streamlining and tracking. Limiting factors are manufacturing difficulty and bow durability. Kevlar and fiberglass canoes can have very sharp bows, unless they are intended for whitewater. Here, the bow should be more blunt to resist impacts.

From the bow back, notice how quickly the hull widens. This has an effect on speed capacity and stability. For greatest speed, a hull should widen slowly and smoothly. A flatwater racing canoe may not reach full width until behind its midpoint. These hulls are very narrow. Their widest section is only a small part of the total length. These are called "diamond-shaped" canoes, and don't need high capacity nor stability. Paddling them are experts without gear. For most canoeists, a diamond hull is not ideal.

To achieve stability and capacity, a hull should widen soon and stay wide long. This is one way shape affects stability as much as width does; a hull moderately wide over a long distance can be more stable than one with greater width over a shorter distance.



This aspect of canoes is called "fullness." Extra fullness has a penalty: reduced speed and increased paddling effort. If the transition from sharp bow to full mid section is smooth the penalty can be small. There are no formulas for fullness design. The only way is to experiment with prototypes, testing, revising, and testing again.

It's worth the effort, because all canoeists desire stability and paddling ease. These are conflicting design goals. The good designer can reconcile them by carefully plotting a hull's transitional areas.

The same rules apply to the stern as to the bow. Fullness aft of center is good. So is a sharp stern. This transition must be smooth also. The bow and bow transition area are more important. Thus performance-oriented canoes are fullest behind the midpoint. This is called "asymmetrical;" the bow end is smoother at the expense of the stern. The result is net gain in hull efficiency.

Viewed from the side, the bottom of a canoe may be straight, may curve up at the ends, or may be curved from bow to stern. The curve called "rocker" plays a major role in performance.

A hull with lots of rocker will turn on a dime . . . but, you may have trouble going straight. With rocker, the bow and stern ride higher than the center. They don't hinder turning and offer less help going straight. Rocker makes a hull "shorter" than it is, increasing maneuverability but reducing streamlining.

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WOODSWOMEN

"Women and Wilderness," a college class in the history of women as explorers, pioneers, and other outdoor adventurers, will be taught Tuesday evenings, January 3-March 13, 6-9 p.m. at St. Louis Park Jr. High School.

Instructor Judith Niemi describes the class as "a mixture of good winter reading and detective work." Books include travel reports, women's diaries, fiction and poetry. There will also be several guest speakers and slide programs.

Students may take the course for their own enjoyment or for credit from Mankato State University, Extended Campus. Registration is on the first night of class.

Another section of the course will meet Monday evenings, 6-9 p.m., January 2-March 12 at Sabathani Community Center, 38th and Clinton, Minneapolis. Registration is in advance through Metropolitan State University.

For more information about the course, contact Woodswomen, 870-8291. ■

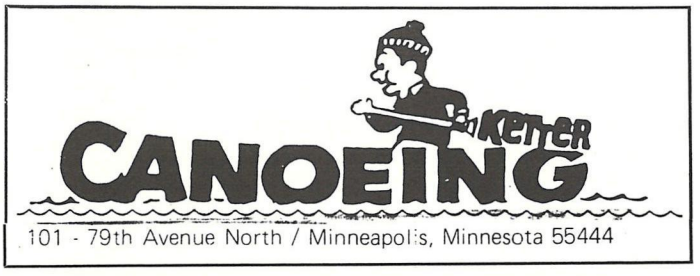
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Betty Ketter	561-2208	North Minneapolis
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Strip Canoe Supplies: Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100 for sitka spruce or redwood. Bill Knudsen & Associates, 488-1932.

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- ☐ 15' 6" Solo Canoe Pirate (Brown)
- ☐ 15' Solo (Ketter)
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- ☐ 18' 6" 4 & 32 USCA Racer (Burley)
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