ISSN 0739-7445

MINNESOTA CANOE ASSOCIATION INC.

HUT!

January 1984 / Volume 20, Number 1

CALENDAR of EVENTS

(FMI=for more information)

JANUARY

3 **Tuesday, 7:00 P.M.**
RAPID RIDERS WORKING MEETING
WhiteWater Canoe & Kayak EXPO 84
John Wexler's FMI (612) 722-7069
2923 16th Ave. So. Minneapolis

4 **Wednesday, 7:00 P.M.**
MONTHLY DIRECTORS' MEETING. All members welcome. Minnesota Federal Savings & Loan 5320 Lyndale Ave.S., Minneapolis. FMI-(612)588-5402.

4 **Wednesday, 7:00-9:00 P.M.**
GREAT FISH RIVER Slide Program.
Whittier Community Ctr.
2600 Grand Ave.S., Minneapolis.
WOODSWOMEN, fee $2.00.

5 **Thursday, 7:00 P.M.**
HUT WRITING MEETING
Winnie DauSchmidt's
1679 W. Minnehaha Ave.
St. Paul FMI (612) 644-6115
Need Proofreaders & Calendar Coord.

8 **Sunday**
CROSS-COUNTRY SKI LESSONS
Sponsored by Midwest Mountaineering
Hyland Park Chalet
FMI (612) 339-3433

13 & 14 **Friday & Saturday**
CANOE BUILDING SHOW
APPLE VALLEY SQUARE
See article this issue
FMI Bob Brown (612) 432-7557

14 **Saturday**
RIO GRANDE CRUISE PLANNING MEETING
See article this issue
FMI Caryl Duke (612) 544-2668

15 **Sunday**
RESERVATIONS DUE TODAY
TWIN PORTS GUNFLINT TRAIL
CROSS COUNTRY SKI TRIP
See Duluth Traveler for details
FMI Rick Luck (218) 724-7992

21 **Saturday**
CANOE BUILDING SHOW
See article this issue
FMI Al Gustaveson (612) 778-8525

21 **Saturday Time: 12:00 Noon-8:00 P.M.**
MCA MONTHLY PROGRAM
Whitewater canoeing by the Rapid Riders. Bring lunch or buy there.
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
See article this issue
FMI Burt Levy (612) 729-8874

29 **Sunday 3:30 P.M.**
LONG DISTANCE RACERS ANNUAL REORGANIZATION MEETING
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
Brooklyn Center
ALL RACERS MUST ATTEND!
FMI Karl Ketter (612) 636-8116

FEBRUARY

1 **Wednesday 7:00 P.M.**
MONTHLY DIRECTORS MEETING
All members welcome.
Winnie DauSchmidt's (612) 644-6115
1679 W. Minnehaha
St. Paul, Mn.

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.

HUT! is the monthly newsletter of the Minnesota Canoe Association, Inc. Copyright 1984, all rights reserved.

HUT! STAFF

Winnie DauSchmidt, *Editor* **Jim Robinson,** *Ass't. Editor*

Deadline For Each Issue:
Articles should be submitted to the Editor no later than the 10th of the month preceding publication. Send submissions to: Winnie DauSchmidt, Editor, 1679 W. Minnehaha, St. Paul, MN 55104.

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(612) 722-7069

CALENDAR of EVENTS

FEBRUARY (con't)

1 Wednesday 7:00-9:00 P.M.
TREKKING IN NEPAL SLIDE SHOW
Whittier Community Center
2600 Grand Ave.
Minneapolis Fee $2.00
Woodswomen members free.

2 Thursday 7:00 P.M.
HUT! WRITING MEETING--
Need Cooking and Camping Information
Winnie DauSchmidt's (612) 644-6115
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St. Paul, Mn.

3,5,10, &12
KAYAK ROLLING CLASSES
Oxford Pool
See article on canoe classes
Lexington & Inglehart Ave., St.Paul
FMI Mike Pease (612) 222-3191

18 Saturday, 12:00 Noon-6:00 P.M.
ANNUAL CANOE BUILDING SHOW
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
See article this issue & Feb. HUT!
FMI Bob Brown (612) 432-7557

22 Wednesday 8:30 P.M.
LEGEND OF THE WOLF
A KTCA-TV Ch 2 HALF HOUR DOCUMENTARY

FROM THE BOW

Venice Barsness, President

Take a good look at the information in this issue on the Minnesota Canoe Association's programs for January, (WHITEWATER CANOE & KAYAK EXPO'84) and February, (WOODSTRIP CANOE BUILDERS SHOW). These are both worth going out of your way to attend. Last year at our February Builders Show, we had members from several states come to the event. Your fellow MCAers have put together two fantastic programs for your benefit. **Mark your calendar for Jan.21st and Feb 18th; plan to attend these special programs.**

TRIP REPORTS

RIO CONCHOS, MEXICO Trip Report
- Cindy Faye

The Houston Canoe Club, of which I have been a member for two years, planned a special canoe trip down the Rio Conchos River in Mexico. This trip would cover twenty-five river miles, from launching our boats at Cuchillo Parada, Mexico to the take-out at a very small town near the mouth of the second canyon. We would be paddling through two canyons and encounter some hazardous rapids. One leg of the trip was to be a six-hour portage over house-size boulders which fell into the river many years ago.

Our party, included nine people in four canoes and one kayak, left Houston heading for Presidio, Texas, where we would be crossing the border into Ojinaga, Mexico. Before going we had to purchase our visas, boat permits, and car permits.

As we went on, it became more and more obvious that we were in the desert. Everything seemed to become brown and sun-baked. We went up to a look-out point on top of one of the mountains which overlooked the Chihauhau Desert. This is when we discovered the Rio Conchos flowing below. It was absolutely breathtaking. Here we were 1500 feet above the river. Everything was so beautifully colorful and majestic. We were overcome with awe.

We continued our jouney to Cuchillo Parada, anxious to begin out trip down the river.

Cuchillo Parada was a very small town made up of approximately twelve homes. The houses were made from adobe bricks. Each was painted turquoise, yellow, or white. There was no electricity and no indoor plumbing. One of the townsman led us to the river where we would launch. He also agreed to watch our vehicles until we returned.

We unloaded our boats and gear. We were finally able to be on our way. We had been waiting for this. We paddled about five miles before we set up camp outside the first canyon. Our goal for the next day was to reach the mouth of this canyon and set camp at the entrance to the next canyon. We didn't want to camp inside the canyon because the gravel bars are too restrictive.

As we entered the climbing walls, the colors were absolutely magnificient. The walls were silvery-blue and very smooth. The gravel was almost snow white. The temperature dropped to about 55 degrees until the sun was directly overhead. We noticed traces of animal life, particularly birds and goats. There were some cactus, but only on the gravel bars. At one of the gravel bars we found a cave. The rose colored walls of the cave were quite different from what we had been seeing. To get to the cave we had to climb over rocks and boulders. Some of the rocks weren't very stable, so we had to move with caution.

The walls of the cave were jagged, unlike the canyon walls which were very smooth. The cave was about twenty feet deep and fifteen feet high. If a mountain goat was to stand in the entrance of this cave, it would make a beautiful picture.

We finally reached the mouth of the canyon. We had met our goal! The scenery changed. There were brown rolling hills with dots of green. We saw more wildlife, and to our amazement, a herd of beautiful wild horses. We also saw more plant life. The temperature rose to about 70 degrees. The warm sun was a welcome change.

In the distance we could see mountains reaching up to the clear blue sky. We spotted the large gravel bar which led up to the next canyon. This is where we would set up camp. As we approachd the gravel bar there was a herd of livestock, cows and goats, standing next to the water. As we got closer, the animals disappeared through a connecting dry-bed canyon.

We set up camp and went exploring. On the canyon walls we found hieroglyphics. We figured that some of these drawings were recent, but most of them were very old.

We encountered many rapids up to this point, but here at the entrance of this canyon was what we believed to be the largest and most challenging. We would have to weave between many rocks and then drop over a three foot waterfall.

(Continued next page)

Fortunately, all of us made it through this rapid successfully. We were ready for a night's rest.

Our goal for the next day was to reach a section of the river called "Rock Slide". This is where the river would disappear for three quarters of a mile. Many years ago the canyon walls collapsed, blocking the river with house-sized boulders.

As we paddled into the second canyon we noticed some changes. The walls of this canyon were much higher than the first. The colors were the same, but the texture was different. These walls were much closer together. The rapids here were much harder to manuever through. Some of them we had to climb over because there wasn't enough room between the rocks to run a boat.

Finally, we reached the"rock slide". This was where we would set up camp. There was a very large gravel bar to set camp on. This gravel bar would be safe because it was twenty to thirty feet above the river.

The sight was unbelieveable. The boulders were monstrous. It was also frightening to think in the morning we had to portage over all this.

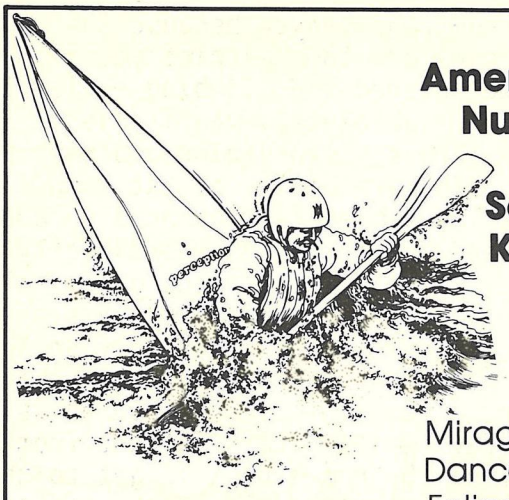
We actually enjoyed the portage. We made a game of the whole ordeal. After everyone reached the end of the rock slide, we continued paddling one more mile to the end of our trip.

That trip was a vacation I will never forget. It was also the best canoe experience I've ever had!

HOIGAARD'S THURSDAY NIGHT CROSS-COUNTRY CLINICS

Hoigaard's cross-country professionals discuss and demonstrate waxing, dressing for skiing, where to go and how to get instruction in technique. Free to the public. Starting at 7:00 p.m. every Thursday beginning Dec. 1st at 36th Street and Highway 100 in St. Louis Park and one mile south of 694 at Lexington in St. Paul. Call 929-1351 or 484-8555 for more information. ■

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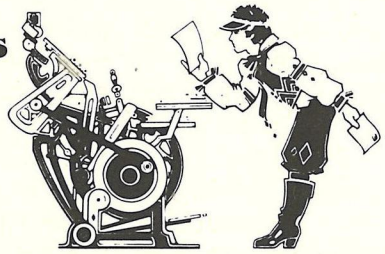
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BUILDER'S CORNER

M C A CANOE PLANS
by Bob Brown.

The MCA is not the only source of canoe plans, but it is a GOOD source. We like to see our members work with our plans because we know that they are good. We have many plans available and the list is getting longer. I'll describe each of these boats for you.

The Builders Manual, Guide, and Explorer plans come together as a bargain package. At $5. this is a REAL bargain.

The Guide model is our most popular canoe, probably the most popular in the world. What makes this canoe so great? Frankly, I don't know. The Guide has a traditional look, with its high ends and great shear it looks like something the indians first built in bark.

If your canoeing leans toward camping and BWCA stuff, the Guide may well be your boat. It carrys a load well and turns easily; it is easy to get on and off portage trails. This canoe has a high initial stability and most people feel comfortable is it.

The guide plans give numbers for 16, 17, and 18 foot models. Longer and shorter models have been built. Other variations have been flatter shear and zero rocker.

The Explorer, the other plan in the bargain package, is my kind of boat. The plans give numbers for 17 and 18 foot models and other lengths have been built, as small as my 15 footer. The canoe is fast and easy paddling. If fast and effortless is your style, this is your boat.

The Explorer has a straight keel line and a narrow waterline that allows it to cut the water with less fuss. The narrow waterline leaves the boat with less initial stability but with the fully flared hull it becomes quite wide at the gunnels and the final product is a very seaworthy hull.
This boat does draw more water than the Guide so either empty or lightly loaded it is harder to get off and on the beach. Once in the water its really hard to beat.

The BWCA Cruiser is a compromise of the previous two boats. At 18 feet this boat is a fast freighter. A few of these have been built, I've paddled one and found it to be a pleasant canoe to paddle.

The MCA 14' the first solo boat was an early attempt at solo design. Its 32-inch beam gives this boat a very high initial stability; but makes it difficult to reach the water. Its a nice choice for camping, fishing, or just messing around. The 14' has a tumbled-home, asymetric hull and it is not real easy to build.

Itty Bit II is an evolution from one of my earlier designs. It is a fun little (13'8") boat to run in small streams and class II rapids. It is small enough to manuever easily, yet large enough to carry 'spartan' camping gear. This boat has a fully flared hull for seaworthiness, and is fairly easy to build.

Pirate is another of my designs inspired by my 15 foot Explorer. I pirated the basic lines up to the 4-inch line and flattened the sides to keep the beam down to a usable 30 inches overall. Pirate is fast becoming a popular solo canoe. It is a better load carrier and is faster than the Itty Bit or the 14'.

The Ketter 15' is one of Karl's designs. He put much of his go-fast knowledge into this one. The Ketter is a real joy to paddle, it is fast, and its easy to build. The only fault I find is a low initial stability typical of fast canoes.

Griffin II is a wood strip version of an old english canvas kayak. I relofted the plans and the result is a real nice cruising kayak that is fast, stable, and has room for 'spartan' gear. It is not easy to build; joining the halves and building the comings and seat require ingenuity.

The MCA also has racing canoe plans, the USCA, 4+32, and the Pro Class, 3+27; and a 30 footer for those interested in larger canoes.

Karl Ketter is our racing expert; contact him if you want something that really moves. Mike Zapf's Osprey will be added to our list soon; it sure looks good. By spring I hope to have my Free Spirit built and tested. You will be able to watch this 4.1 meter solo play boat being built at various winter building shows.

CLIFF'S CORNER

"SIT 'N SWITCH OR J'N KNEEL?"
by Cliff Jacobsen.

Read the current canoeing literature and get the message: Canoeing IS a sport of "absolutes"--the values of which depend upon the school of thought to which you belong and the type of boat you paddle.

The "hit 'n switch" cult is founded on these premises:

1) You sit in a canoe, feet braced solidly against sturdy tubes of aluminum. You don't kneel. Ever!

2) Directional stability (read "tracking") is a function of switching sides when the occasion demands. A grunt, HUT, or other aboriginal muttering signals the change.

3)Paddles are short and crooked (the terminology is "bent"). The theory is that out-of-shape is "more efficient".

4) Speed is everything. The idea is to get to where you're going as fast as you can so you'll have plenty of time to return while there's still light.

5) Canoes must be slender (some use the word "skinny"). And they are long. And lightweight. This means they go like a beaten bat in a windstorm. Turning? Well ...muscle and coordination are the key here. With precision timing and brute force, anything can be made to turn! Whitewater? Certainly! As long as you can plow, hell bent for leather, straight down the tube.

In another boat of a different type are the "kneelers". They wield long straight paddles (some even come equipped with beaver's tails!) at venemous rocks which hide just below the water's surface. Watch these determined folk negotiate a tight Class III drop on the Chat or Nanta. Clad in colorful PVC helmets and eighth-inch neoprene, they flash their paddles from side to side in knowing confusion. Their knees, supported by thick layers of closed cell foam, are locked securely in webbed thigh straps which stretch tightly across the bulbous confines of their portly canoes.

To watch these masters descend a complex passage amidst rock-filled pillows of exploding white foam is almost a 'spiritual' experience. Knees to the floor, head bowed slightly, long staff-like paddles artfully parting the oncoming waves--all provide testimony to what are surely devinely inspired methods.

And where the rapids subside and the still, sun-lit waters and tangled pads of Lily begin, you'll observe these knowing kneelers J-stroking happily along...silently in control.

Sit'n Switch or J 'n Kneel? Who's right? Who's wrong? Is there a place for sitters and kneelers in the same world?

God forbid you should alternate styles in the same canoe!

How you paddle is as much geared to the kind of canoe you paddle as to anything else. For example, it's woefully inefficient, (and possibly dangerous!), to kneel in a sit-down canoe. First the seats are too low to ensure easy extraction of your feet if you capsize. Second, the bow in a F A S T cruiser is generally too narrow to provide a comfortable stance for your knees. Better to sit securely, feet locked ahead in braces. In this position, your CG is low--as low as in a kneeling boat, and your torso won't shift when the canoe bobs hopefully over waves. Being low-in-the-water requires use of a short paddle. Anything over 54 inches is terribly unwielding and awkward. And since you're sitting deep within the canoe (ala rib-high gunnels), standard J-stroke steering manuevers are awkward. The solution? Paddle dynamically forward, switching on gutteral command to maintain direction. Neat, powerful, athletic. And fast on the recovery.

Yes Scarlet, the techniques developed by racers for racing are awesome. There is simply no faster way to paddle from point A to point B.

Nonetheless, fast is only better if that is what you value above all else. Fortunately, not every turkey likes to trot. Change the boat: Shorten it to say 16-17 feet; blow out the ends for greater bouyancy, widen the beam to increase carrying capacity; add rocker to facilitate turns and enhance lift in monster waves; kick up the seats to 12 inches or so for greater leverage (power!) and all day sitting comfort.

(Continued next page)

Flare the bows to shed waves (and increase knee room); add wide outrails to deflect spray. Finally, eliminate interior refinements like pogo sticks, inner keelsons and foot braces which reduce cargo capacity and stiffen the hull.

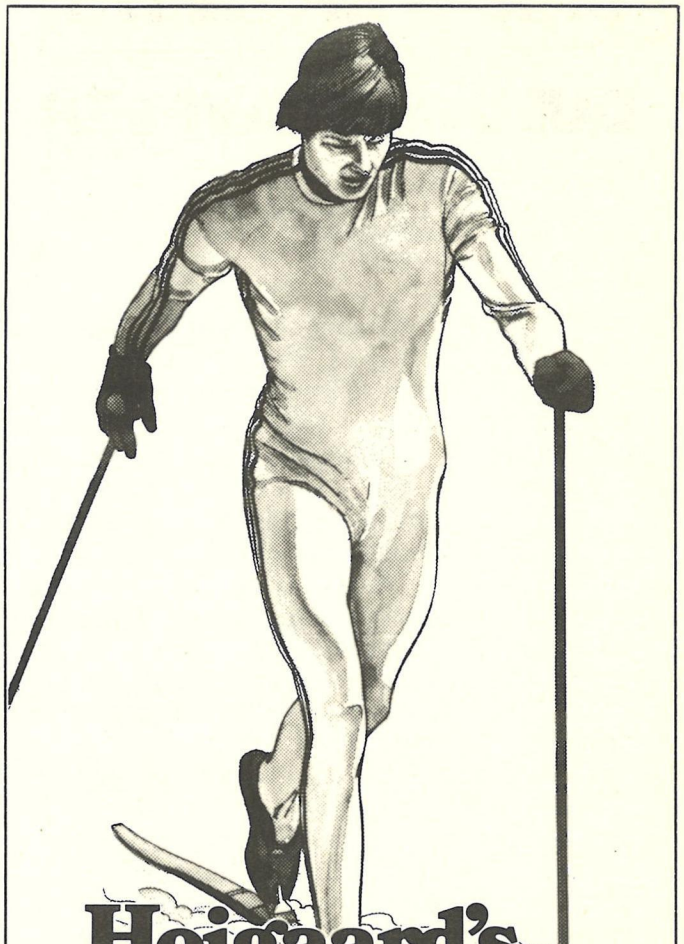
Now friends, you're paddling a wild river canoe, a deep woods tripper--a boat that will carry a month's load into the outback with little chance of swamping or destructing on an unkind boulder.

Fast she ain't. Seaworthy and trusting she is.

Want control? Then get on your knees, duff planted firmly against the high bench seat. Rock dead ahead? R E A C H..F A R ..O U T! Now drive deep below the milky foam into the heart of the cold black water. Your long (56-60 inch) straight paddle takes hold. You turn...instantly, precisely, confidently. You miss the rock!

Later, long smooth paddle strokes, planted deep in the champagne clear water of the big lake, encourage the momentum of your heavily loaded wilderness canoe. And when, round the bend, you spot the partially submerged head of a huge bull moose, you unconsciously place the canoe on automatic pilot, switching mechanically to the rotating quiet underwater stroke--pitching the blade just enough to maintain the course. There is no need to converse with your partner. Only the barely audible whisper of the bow parting water breaks the hush of silence. Your craft comes within feet of the lurking bull. Excitedly you snap picture after picture. Ultimately, the muffled clicking of your camera makes the moose "aware".

Canoeing is above all a sport that sets you free to do your own thing. Free to do what suits you in a way that suits you. So sit 'n switch when you like; J'n kneel as you see fit. Discover the joy of following your own star, unimpeded by the droneful sooth of self-styled experts. And never NEVER apologize to anyone for the kind of canoe you paddle or the method(s) you choose to paddle it!



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CHAPTER NEWS

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Racing: Jim Wheeler, 722-8010

Our season's wrap-up meeting was a lot of fun. Thanks to all of you who brought slides and equipment and took the time to share some of your trips with us. It was a great way to cap off the season.

We've reserved cabins at the Golden Eagle Lodge on the Gunflint Trail for the weekend of March 2nd, 3rd, and 4th. **A $15. deposit is required by January 15 to hold your reservation.** Don't wait until the last minute thinking you can still get in....you can't. There's only room for 28 people and last year we did not have any problem filling up early.

They have over 60Km of groomed trails and modern cabins with kitchens and a sauna. The cost will be approximately $25. per person for the cabin; food and travel expenses are extra. We will divide into small groups for meal preparations, just like last year. Once the list is compiled of everyone going we'll get back to you with details and meal assignments.

Send your reservation money to Greg Fuhrman, 4210 East Superior St., Duluth, MN 55804 or Rick Luck.

There's been quite a few spur-of-the-moment X-C outings already. Suggested trips include Jay Cook and Gooseberry State Park for day trips; and Ridgeview Golf Course, Spirit Mountain, and Chester Bowl for night outings. If you are planning a trip, or wish to join one, make a few calls to other members and get the word around.

1st Annual ANNUAL

The 1983 Minnesota Canoe Racer is almost ready. You can get all the race results of the past season, including Shawinigan daily times. The ANNUAL contains all the information you need to train, race, or paddle racing canoes next season. It includes a complete phone list of all registered Minnesota racers. Plus a whole lot more reading to get you through the frozen water season. Pick up your copy at Betty's or at the January meeting.



NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

Attention Long Distance Canoe Racers! You are invited to attend the meeting that will decide the future and direction of this years' events on **Sunday, January 29 at 3:30** in the Brooklyn Center Civic Center Social Hall at 6301 Shingle Creek Parkway, Brooklyn Center. If you are concerned about pro-racing, you **must attend.** FMI Call Karl Ketter.

Join the Racers NOW - Get the Benefits

New membership kit (manual)
Attend Rookie Racers and training runs
Participate in Racers point system
Jensen Handicap
Meet nice people
Don't need a partner to join
One time fee of $20. ($10. for juniors and out-of-state residents)

The MCA and Canoe Racing

The Long Distance Racing Chapter of the MCA is pleased with the enthusiastic HUT! plans of the new editor, Winnie DauSchmidt. Winnie's generous efforts to involve all chapters in the newsletter production will reap many future benefits. The MCA Racers will cooperate and will submit current and timely racing news for the Mississippi Mud section of HUT!

There are about 70 MCA members who are active or retired racers. But the 'official' membership of the racing group is approaching 200. Racing members who are not MCA members usually are:

1) Non-Minnesota residents who come to, or are interested in, Minnesota's brand of competitive canoeing;
2) Minnesota paddlers who find the policy or dues of the MCA not necessary for their canoeing. They come to the racers through Rookie Racers, or through other direct contact with racers,(no, racing is not really a virus), or they are former MCA members.

This group (Minnesota non-MCAers) is the one Bob Brown referred to at the Annual meeting. Bob feels that if any one is a canoeing nut they should also be an MCA nut.

The leadership of the Racers supports the philosophy and long range goals of the MCA and they feel the need to continue to bring racers into an organized group of canoers. Hopefully, with race news treated favorably in HUT!, racers will return to the MCA.



If you are thinking of learning how to kayak, now is the time for action. The eskimo rolling classes are filling fast. See the calendar and Education article for dates and more information.

This may be the middle of winter with rivers as hard as a rock, but now is the time to start planning for the up coming whitewater season. The way to do this is to get involved now. How? Call up your club officers, introduce yourself, and let them know what rivers you would like to run. The Whitewater Canoe and Kayak Exo '84 (see program ad on back page) will be an excellent chance for you to meet other whitewater crazies in person. At this program you will see a slalom kayak racer prepare for and compete in the world championship race in Jonquiere, Quebec, Canada. You will be able to meet, talk, and rub shoulders with Minnesota's most active river runners.

If you are anxious for more involvement, come to our Expo working meeting at John Wexler's house on Tuesday, January 3 at 7:00. Be ready for a bear down, hard working session.

USCA/ACA NATIONAL MARATHON CANOE CHAMPIONSHIPS
- Margaret Gardner

On August 13 and 14 of the hot summer of '83, paddlers from all over the country, and a few from Canada (even one from Australia), converged on the small southern Missouri town of Doniphan to compete for top honors in the annual USCA/ACA National Marathon Canoe Championships. Out of the thirty states represented, Minnesota ranked fifth in total point accumulated and fifteenth in overall participation.

The race course was a challenging twenty-one miles on the crystal clear, cold, spring-fed Current River. There were shallows and snags to avoid; chutes and shortcuts to find; and the heat to beat, as well as many excellent racers. Because of tricky currents and keen competition, boats were flipping at the starting lines and during the races; seven or eight boats were actually broken.

Minnesota paddlers placed well in many classes. Yah! CONGRATULATIONS.

Pat Forster, Pat McLaughlin	1st, C-2 Junior Aluminum
Margaret Gardner, Sheila Johnson	3rd, C-2 Women's Cruising
Beth Schluter (WI), Maren Hagen	5th, C-2 Women's Cruising
Jennifer Graham, Anne Rudquist	9th, C-2 Women's Cruising
Kate Mooney (OR), Amy Chichanowski	2nd, Fledgling Sprint
Al Rudquist, Jim Hagen	4th, C-2 Men's Cruising
Mike Bohanon, Mike Fries (NY)	9th, C-2 Men's Cruising
Stu Bastion, Dick Weber (NY)	13th, C-2 Men's Cruising
Bill Gardner, Cary Bush	23rd, C-2 Men's Cruising
Bret Thunstrom, Joe Zuzek	37th, C-2 Men's Cruising
Sheila Johnson	1st, C-1 Women's Cruising
Maren Hagen, Al Rudquist	4th, C-2 Mixed Cruising
Jennifer Graham, Jim Hagen	9th, C-2 Mixed Cruising
Margaret Gardner, Bill Gardner	20th, C-2 Mixed Cruising
Dave Krueger	10th, C-1 Men's Cruising
Stu Bastion	12th, C-1 Men's Cruising
Mike Chichanowski	13th, C-1 Men's Cruising
Mike Bohanon	18th, C-1 Men's Cruising
Cary Bush	22nd, C-1 Men's Cruising
Mark Walters	30th, C-1 Men's Cruising
Gerry Chichanowski	31st, C-1 Men's Cruising

CANOE CLASSES
- Burt Levy, Education & Safety

Things are rolling along with establishing classes for '84. Our current, (but-by-no-means-complete), schedule is:

KAYAK ROLLING
Complete instruction on this essential skill for whitewater decked boating is being offered on Friday Feb. 3 from 7-9 P.M., Sunday Feb. 5 from 1-3 P.M., Friday Feb.10 from 7-9 P.M., and Sunday Feb. 12 from 1-3 P.M.

Sessions will be held at Oxford Pool, one block south of I-94 on Lexington Parkway at Inglehart Ave. in St. Paul.

Cost for all four sessions will be $20. no equipment provided, or $30. with equipment. Contact Mike Pease 222-3191 or John Wexler 722-7069 immediately as registration is limited to 16 people.

BASIC CANOEING
Turning and steering techniques will be demonstrated, along with methods that will show you how to get more out of your stroke with less effort. The class is primarily paddling time on the water supervised by expert paddlers. (I strongly recommend this course before you take the 'Beginning Whitewater Course'.) Check future HUT!s for May, June, July scheduling.

BEGINNING WHITEWATER
You will learn the various whitewater strokes to negotiate a rapids safely and under control. You will receive complete instruction on how to equip your boat and you. We have tenatively scheduled classes for May 19, 20, and June 3. Check the February Hut details.

CANOE BUILDING SHOWS
- Bob Brown, Building Director

Build your own wood strip canoe? Yes, you can do it; and become the proud owner of an outstanding performance canoe, at a fraction of the cost of a comparable factory built canoe.

Three BUILDING PROGRAMS are coming to show you how.

The first program will be on Friday, January 13, 6:00-9:00 P.M. and Saturday, January 14, 9 A.M. - 6 P.M. at Apple Valley Square on County Rd.42 and Cedar Ave. in Burnsville. Bob Brown will be starting to build on his latest canoe design, FREE SPIRIT". Bob will gladly answer all your questions on woodstrip canoe building - or on any other canoe subject.

You can watch the continuation of the 'FREE SPIRIT' building at a show in St.Paul on January 21. Location was not set yet at press time, so call Al Gustaveson (612)778-8525 for time and location.

February 18th the 'FREE SPIRIT' will be completed at the MCA Annual Building Show at the Brooklyn Center Civic Center, 6301 Shingle Creek Parkway, Brooklyn Center.

This program, running from noon to six p.m., will feature instruction on canoe building by award winning builder and designer MIKE ZAPF. Full program details in February HUT!.

We plan to have a builder's contest at this show. If you have a wood strip canoe to enter in this contest contact Bob Brown (612)432-7557.

RIO GRANDE & BIG BEND NATIONAL PARK MARCH 1984 CANOE TRIP

You are invited to come paddle a river that carves it's way through a multitude of twisting canyons interspersed with scenic stretches of Chihuahuan desert flatlands? It seems the 20th century has forgotten this majestic, lonely land where golden eagles and mule deer still outnumber people.

There appears to be no way through the 3,884 foot Mesa de Anguilla bulk. Then, dramatically and with breathtaking abruptness, the massive wall splits into a narrow vertical crack that beckons you to paddle in.

We will paddle the length of Big Bend National Park in Texas. We are planning this exciting trip for sometime in March. We are estimating 10 to 14 days, including travel time.

We will have our next planning meeting on January 14. For further information call CARYL DUKE 544-2668 or RICK DECKER 533-1717.

Thank You MCA Letter!!

Explorer Post 301 of Faribault MN wishes to thank the Minnesota Canoe Association for its help in the past year. Having a state organization for canoeists gives new participants in the sport someone to work with. We, especially, were helped by those MCA members that assisted in the joint Hoigaard's - MCA race in June and by those who organized, or furnished racing canoes for, the Minnesota Junior Classic. Experiencing these well-run races gave our explorers the chance to develop skills and to have something to aim at.as we went to local citizen races around the state. Well done MCA. We look forward to participating in your races next year.

These two races deserve part of the credit for our success as a new Explorer Post this year. In February we chartered with five members; by August we had grown to 30 paddlers. One emphasis in Explorer Canoe Racing is to develop relay teams for state and national competition. Competition in the MCA races trained and honed our paddlers. This experience allowed us to develop teams that won Girls' state and national championships, Boys' state championship, and Mixed national runners-up honors.

The state race was 100 miles on the Crow Wing River; the national race was 120 miles on the White River in northern Arkansas.

I would like to comment that we, as state canoeists, need to work towards further standardizing of race specification. Using standard specs, as outlined by the MCA in these two races, helps in developing this ideal. I would like to have a single sheet to show other race sponsors as the "Minnesota standard specifications for citizen races". The 17 foot 3/31 rule is a very good base; see past HUT!s for the reasoning.

Again, our thanks to the MCA for the quality experience provided to our Explorers.

-Doug Sumner, Girls' team coach and Post 301 Scouting Coordinator.

EDITOR'S note: These letters are a tribute to MCA members who have given their time to promote canoeing. THANK YOU!

DNR thanks MCA

Because so many of us have been associated with Department displays at the Minnesota State Fair for so many years we tend to accept it as "just another event...".

When we think of it, the Minnesota State Fair is far more than a "routine happening". It is big. It is a superb showcase of Minnesota's mirror image.

The State Fair and, specifically, our Conservation Building and grounds, represent an annual, very special 12-day opportunity to "tell our story" to almost one million visitors.

It is my personal conviction that our Department's State Fair performance this year was the best ever! This is a great source of pride to me and, I sincerely hope, to all of you who contributed. It is a tribute to those of you who labored on superb exhibits and to those of you who responded courteously, patiently, and efficiently to the many public informational inquiries.

My heartfelt thanks to all of you!

-Joe Alexander, Commissioner, Minnesota Department of Natural Resources



CANOE

CHOOSING THE RIGHT CANOE

continued from December HUT!

Canoes for whitewater slalom racing have extreme rocker. Here, winning is a matter of tight turns into the gates. Speed is of lesser concern. Canoes for flatwater marathon racing have no rocker since their goal is speed in a straight line.

Compare your canoeing to these extremes. Decide if you need rocker. Most canoeing has little similarity to whitewater slalom, so most recreational canoes should have little rocker.

A keel's purpose is not really to help a canoe track. Most canoes with keels need them structurally. A keel may help a poor hull track, but a good hull does not need a keel. Furthermore, a keel hampers turning and movement in shallow water. For these reasons, none of today's high-performance canoes have keels.

Cross sectional shape is the single largest factor in stability. Meanwhile, stability is the single largest concern of most canoeists.

Some hulls feel secure at their normal upright attitude. Most new canoeists take for proof a high resistance to capsizing. This is often an illusion. Initial stability is a hull's steadiness when upright. Final stability is a hull's resistance to capsizing as it nears the point of capsize.

Which is more important? There is little value in false security. There is real value in a hull resistant to capsizing. Since hull design must favor one form of stability, higher final stability is the logical choice.

Flat bottom hulls have little final stability. They feel good initially but if you lean beyond a certain point, they capsize. But flat bottom canoes sell, since many canoeists don't discover the problem until too late, not realizing hull shape is the problem.

The opposite of flat bottom—perfectly rounded bottom—would behave in opposite fashion. It would feel the same at any degree of lean. Unfortunately, it would always be leaning with no initial stability whatsoever. It would scare any buyer half to death. No canoes are made with perfectly rounded bottoms.

A few are close. These are built for flatwater racing. They are used by people with enough experience to keep any hull upright.

So the solution lies between the extremes, the "shallow arch hull." Compared to a flat bottom, it sacrifices some initial stability. In return it delivers more final stability and greater predictability.

But to complicate the matter, not all shallow arch hulls behave the same. One may be closer to flat, another closer to round. The first will behave more like a flat bottom, the second will behave more like a round bottom.

The remaining hull is often called a "shallow Vee." It is a shallow arch with a ridge (almost like a keel) running along the center. Compared with a true shallow arch hull, the stability of a shallow Vee is no better, no worse. The ridge, however, increases water resistance and creates some of the problems a keel does.

So far, we've explored the part of the hull normally in the water. Shape above the water is important, too. Canoes function in active conditions: If the hull meets a wave or rocks with paddler movement, it immerses a different area than when upright on calm water.

By controlling the shape above normal waterline, designers impart extra safety which comes into play when needed.

The most common technique is flaring the hull outward. This deflects waves and gives extra resistance to capsizing. Flare is designed into whitewater/tripping canoes. The penalty is that it forces you to reach more to use the paddle. On a trip of any length this can be uncomfortable and inefficient.

Tumblehome is the opposite of flare. It is common in flatwater hulls. These canoes seldom encounter rough water; their paddlers desire every stroke perfect. Tumblehome is useful in solo canoes. To make these hulls track, the paddle is used close to the centerline. Flare forces the paddle farther out; tumblehome allows it closer in. Most solo canoes need a high degree of tumblehome.

Flare and tumblehome can be built into the same hull; the sides turn in for the paddles and turn out everywhere else. For maximum effect, the canoe should have wood gunwales. Most aluminum gunwales cannot hold the contour needed to combine flare and tumblehome into one hull.

Decide what shape hull is best for you. Then give thought to how you will use the canoe most and which aspects of performance you value most. Will you often take scenic trips and carry little gear on fairly calm water? If so, you'll seldom need great capacity or seaworthiness. You will desire paddling ease and a measure of security. Also, give thought to size of the paddlers and their experience. New canoeists who are large need a deeper, more stable hull to accommodate their size and their errors in balance.

(Continued next page)

Choosing the Right Canoe Cont.

When comparing canoes, look at all parts of the hull. Try to predict performance. Imagine how water will flow around the hull, Imagine the canoe at different degrees of lean and in waves of various sizes. Look for contradictions and hints that the hull was designed just for manufacturing simplicity. If a hull has a sharp bow and a high degree of rocker, that's a contradiction. Such a hull would not benefit from bow streamlining because the rocker would keep most of the bow out of the water.

Paddle each canoe you are considering. To analyze stability, capsize the canoe. Don't just rock the hull, actually tip it over. To assess paddling ease, how far will the hull glide after you stop paddling? Try a mock portage, too.

What must you spend for a good canoe? Half the answer is you get what you pay for; the other half is don't buy more canoe than you need.

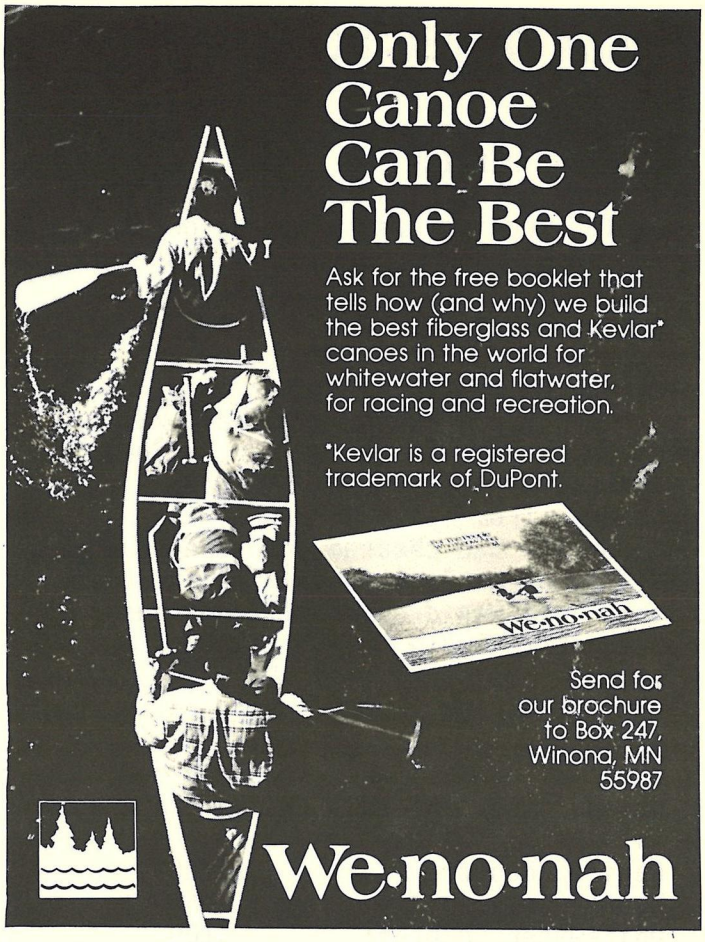
Discount stores sometimes sell new canoes for $250. Custom builders can charge ten times that to design and produce a canoe exclusively for you. The best value is somewhere between.

There are few canoes for under $400 that can be called excellent. Up to about $800, there are well-designed and carefully-built recreational canoes. $1,000 will buy a magnificent hull combining superb performance, exceptional durability and extreme light weight (lightness is the most expensive virtue). Prices above $1,000 are reserved for competition canoes. A higher price may or may not buy a superior canoe. Much experimentation goes on in this sphere, price may reflect scarcity and not superior performance.

How much must you spend? Somewhere between $450 and $900, depending upon your experience and the importance you place on canoeing.

It is difficult to find the right canoe. It's more involved than buying the first canoe with an attractive price. But selecting a good hull is not hard and well worth the effort. Most people buy one or two canoes in a lifetime. No one should spend 30 years wrestling with a canoe's shortcomings when a little investigation would have prevented that. There's just too much pleasure in a good canoe to miss.
Mike Cichanowski

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

WANTED

Wood/Canvas Canoe needing repair. 18 Ft or 18 Ft 6 inches. **Brad (612) 425-0195.**

FOR SALE

OLD TOWN CJ SOLO CANOE F.G./wood trim, yoke, kneepads, three seats. Excellent! Retail-- over $1,000. Must sell--$550. **Cliff Jacobsen (612)437 -7497.**

Crozier Corbin 3X27 -- Like new. $900. Kevlar Dam in stern. **Bill Gardner (507)286-5722 Weekdays.**

A REAL DEAL

WILDERNESS CANOEING AND CAMPING, by Cliff Jacobsen (E.P. Dutton, 1977) is now out of print. I have purchased the remainder of hardbound copies at low cost. Retail--$13.95; your cost is just **$6.50** (includes autograph and mailing). Write to:**Cliff Jacobsen, 928 W. 7th St., Hastings, MN 55033.** 3 week delivery.

The TRADING POST is for members. Submissions due by the 5th of the preceding month. First 20 words free, 10 cents each thereafter; make checks payable to MCA.

MCA DIRECTORS

DECEMBER MEETING

- Verna Robinson, Secretary

The meeting was called to order at 7:45 P.M. by President Venice Barsness.

A motion was made to make John Wexler, president of the Rapid Riders Chapter, a director on the board. The motion was seconded and carried.

Mike Vande Vyver said their WHITE-WATER program is set up for Saturday, January 21st at Brooklyn Center Civic Center, from 1-8 P.M.

Harlan had checked into the possibility of an Aquatennial canoe cruise. This idea was dropped after discussion because we would have to finance a shuttle bus ourselves. He will show us some ideas for the HUT! holders at the stores.

A motion was made, seconded and passed that the 1983 chapter rebates will be as follows:

Racing Chapter:	$200.
Duluth Chapter:	$150.
Whitewater Chapter:	$100.
St. Cloud Chapter:	$50.
Austin Chapter:	$50.

John Kopp, the Treasurer will send these CHAPTER rebates before January 1, 1984.

Karl Ketter told us the governor is planning a **Minnesota Sports Festival** for 1983, the tentative dates are July 26, 27, 28, and 29. There will be 20 to 40 different sports represented. Karl will check on setting up a citizen's race during this time. **We need a member to volunteer to manage and organize the race.**

Karl suggested that the MCA establish an annual Canoe Challenge from St. Cloud to Minneapolis -- 75 miles. Al accepted the task of checking with the American Youth Hostels for their support in setting up this race for September 1984. The AYH supports the "Iron Man Bike Challenge"; they know how to organize this type of event.

Al Gustaveson will, also, work with the governor's office on the 2nd Annual Governor's Cruise planned for June.

Chris Berne volunteered to take on the added duties of the Chapter Liaison Director.

Bob Brown phoned in his report. He has set up a canoe building show at Apple Valley Square on January 13th and 14th. Al is setting up a show the following weekend in St. Paul to continue the progress on the canoe. The MCA February program will be a Builder's show at Brooklyn Center Civic Center. Details later.

There was further discussion on the January meeting. The Rapid Riders asked for additional funds. A motion was made, seconded and passed, authorizing the Rapid Riders up to $100. for expenditures on the January program.

Ralph Lueck informed us that the DNR has alloted funds for improvements on three 'designated canoe route' rivers in southern Minnesota.

Jim Robinson was assigned to prepare the 1984 cruise schedule by the next meeting. Trip Leaders needed; call him.

John Kopp gave each Director a copy of the proposed 1984 budget. It will be discussed at the January meeting.

Our next meeting, January 4th, will be at Midwest Federal Savings and Loan on South Lyndale at 7 P.M.

NEW MEMBERS

Twin Cities

Charles Sward	Howard Faye
John Miller	Stephen Bany
Bill Dustin	Dennis Anderson
Jess Fauchier	

Minnesota

Jack Conzemius	St. Cloud
Robert Hill	Austin
W.J. Stock	Rochester
Evelyn Bishman	St. James
Terri Ziegler	Bemidji
Donald Gross	Hibbing
William Griffin	Red Wing
Robert Barrow	Hastings

Out-of -State

Dick Beckman	Eau Claire, WI
Charles Saydah	Monsey, NY
Miller White	San Antonio, TX
Roger Baronat	Wantagh, NY

HUT! ADVERTISING RATES

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.**

Betty Ketter	561-2208	North Minneapolis
Bruce Kunz	454-7207	Eagan



PAGE SIZE	NUMBER ISSUES 1	3	6	12	WIDTH & HEIGHT
1/4	$25.	$22.	$20.	$18.	3-1/2 x 4-3/4
1/2	$50.	$44.	$40.	$36.	7-1/4 x 4-3/4
				or	3-1/2 x 9-5/8
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I would like to join the Minnesota Canoe Association as a:

- ☐ Regular Member — 1 year..... $10.00
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Canoe Building Plans, $5.00 each (SALES TO MEMBERS ONLY)

- ☐ Woodstrip Canoe Building Manual, Explorer and Guide Plans
- ☐ BWCA Cruiser
- ☐ MCA 14′ Solo
- ☐ Itty Bit (Brown)
- ☐ 15′ 6″ Solo Canoe Pirate (Brown)
- ☐ 15′ Solo (Ketter)
- ☐ Griffen II, Kayak (Brown)
- ☐ 18′ 6″ 4 & 32 USCA Racer (Burley)
- ☐ 18′ 6″ 3 & 27 Racer (Ketter)

T-Shirt
Light Blue shirt with navy MCA graphic, 50/50 blend. $5.00 each, plus $1.00 postage.

Stickers
Blue on a reflectorized background, great for canoe or car. $1.00 each

Sew-On Patches
Gold paddles over a silver canoe, $2.00 each

To order fill in name and address above.

Indicate quantity desired in each size:

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OUTSTANDING PROGRAM - EVERYBODY WELCOME

WHITEWATER CANOE and KAYAK EXPO '84

FEATURING MINNESOTA'S PREMIER PADDLERS

SHARING THEIR KNOWLEDGE
DEMONSTRATING THEIR TECHNIQUES

SATURDAY JANUARY 21, 1984
12:00 NOON - 8:00 P.M.
BROOKLYN CENTER CIVIC CENTER
6301 SHINGLE CREEK PARKWAY

Presented by the BROOKLYN CENTER CIVIC CENTER and the
RAPID RIDERS Chapter of the MINNESOTA CANOE ASSOCIATION, INC.

12:00 **DOORS OPEN** - Browse through displays of the newest products for whitewater boating provided by local equipment dealers. Look over the decked and open whitewater boats on display.

1:00 **WILD AND SCENIC RIVERS** - The Department of Natural Resources will give a slide presentation on Minnesota canoe routes.

2:00 **SPRAYSKIRTS FOR OPEN CANOES** - Cliff Jacobsen, author of Wilderness Canoeing and Camping, will show his designs and will explain how to make and fit a sprayskirt.

3:00 **READING WHITEWATER, TECHNIQUE AND SAFETY** - Burt Levy and Pat Olson will present a slide show and discussion on 'the anatomy of rapids', paddling techniques, and safety procedures.

4:00 **FAST AND CLEAN** - This highly acclaimed movie explores the breathtaking action of whitewater slalom racing. World Champions Cathy Hearn and Jon Lugbill talk about what it takes to become the best in the world in this sport. John Burton, former Olympian and team coach commented on the film,"It is brillant and magical in its effect. I had chills up and down my spine the whole time."

5:00 **HUALLAGUA AND AMAZON RIVER KAYAK EXPEDITION** - Mike Vande Vyver will show slides and discuss his 30 day trip on these South American rivers He will also explain how to organize a trip of this magnitude.

6:00 **WHITEWATER EQUIPMENT** - Our experienced Minnesota paddlers will exhibit and explain the features of, and necessity for, specialized whitewater equipment.

7:00 **KAYAK ROLLING DEMONSTRATION** - Our expert kayak rolling instructors will roll repeatedly while we explain the technique.

COME MAKE A DAY OF IT - Sandwiches can be purchased or pack a picnic lunch.
for information call Burt Levy (612)729-8874/Mike Vande Vyver (612)922-7633.

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