ISSN 0739-7445

MINNESOTA CANOE ASSOCIATION INC.

HUT!

MINNESOTA CANOE ASSOCIATION INC. February 1984 / Volume 20, Number 2

CALENDAR OF EVENTS

(FMI= for more information)

FEBRUARY

1 **Wednesday 7:00 - 10:30 P.M.**
MONTHLY DIRECTORS MEETING
All members welcome.
Winnie DauSchmidt's (612)644-6115
1679 W. Minnehaha , St. Paul, Mn.

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 - 10:00 P.M.**
HUT! WRITING MEETING--
Need Cooking and Camping Information
Winnie DauSchmidt's (612)644-6115
1679 W. Minnehaha St. Paul, Mn.

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

7 **Tuesday 9 P.M.**
KAYAK ROLLING
Cook Hall Pool at U. of M.
(and every Tuesday thru March)
FMI John Wexler (612)722-7069.

18 **Saturday, 12:00 Noon-6:00 P.M.**
ANNUAL CANOE BUILDING SHOW
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
See schedule on back page.
FMI Bob Brown (612)432-7557

21 **Tuesday 7 P.M.**
GRAND CANYON AT 96,000 CUBIC FT/SEC.
Rapid Riders Program
Longfellow Community Center
36th Avenue and 35th St.
FMI See Rapid Riders article page 9.

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

27 **Monday 6:30-8:30 P.M.**
ALASKA SLIDE SHOW SERIES
YUKON RIVER AND TERRITORY
at Stillwater Public Library
223 N. 4th St. Stillwater MN
Free to public
Sponsored by Wilderness Inquiry Assoc.
FMI Don Mitchell (612)433-5367

MARCH

7 **Wednesday 7:00 - 10:30 P.M.**
MONTHLY DIRECTORS MEETING
All members welcome.
Al Gustaveson's,(612)778-8525.
1091 E. Hawthorne Ave., St.Paul

8 **Thursday 7:00 - 10:00 P.M.**
HUT! WRITING MEETING--
Need proofreaders
Winnie DauSchmidt's (612) 644-6115
1679 W. Minnehaha St. Paul, Mn.

17 **Saturday, 12:00 Noon-6:00 P.M.**
ENJOYING THE BWCA - As a volunteer or for your own pleasure.
Brooklyn Center Civic Center
6301 Shingle Creek Parkway
FMI Venice Barsness (612)332-3549

21 **Tuesday, 7 P.M.**
"HYPOTHERMIA & RESCUE" program
Hosted by Midwest Mountaineering and Rapid Riders. FMI see article Page 9.

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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Austin, MN 55912
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Rapid Riders & Kayak
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Minnepolis, MN 55407
(612) 722-7069

PROMOTE CANOEING, VOLUNTEER!

A lot of projects and jobs need your helpful hands. Jobs can be few or many hours, we'll give you as BIG or small a job as you want. If every member gave just one hour, helped out just once, attended a meeting just once, the MCA could easily fulfil its purpose to "Promote Canoeing in Minnesota". You don't need talent - just enthusiasm. Call any board member now before the good jobs are taken! Volunteer to coordinate volunteers. Hurry!

HUT! staff assistants (3)
layout, stat camera,word processing.

HUT! Advertising Manager (1)

Trip Leaders (many)
Weekend, and weekday evenings.

Monthly Program Coordinators (4)
Several topics, Paddle Nights available

Major canoe events coordinators (3)
Canoe Challenge, Governor's Day

Artists, sketchers, doodlers (many)
to illustrate HUT!

Spectators (120,000)
for long distance races

Critics and Hecklers (75)
To attend one Directors meetings

Photographer
for HUT!, Building Book, Archives

Telephone Callers

Social gathering coordinators (2)

Cookbook cookers, testers, testers (3)

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LET US KNOW WHAT YOUR CLUB CAN DO FOR YOU; WE'VE LET YOU KNOW WHAT YOU CAN DO FOR YOUR CLUB.

CANOE CLASSES - Burt Levy, Education & Safety

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 (612)222-3191** or **Paul Rem (612) 645-3538** to register and for more information.

BASIC CANOEING

Turning and steering techniques will be demonstrated, along with methods showing how to get more out of your stroke with less effort. The class is approximately eight hours paddling time on the water supervised by expert paddlers. Session fee is $5.00 per person. Sessions are scheduled for May 12, June 16, and July 14. All sessions will start at 10: A.M. Contact Burt Levy (612)729-8874.

(I strongly recommend this course before you take 'Beginning Whitewater'.)

BEGINNING WHITEWATER

April 17, May15, 19,20, and June 3. The beginning whitewater course has been restructured this year with the intention of providing a more complete whitewater experience. We will have a slightly expanded course that will pay greater attention to: safety, technique, confidence building, and having an enjoyable group outing where everyone participates in teaching and learning.

Our only prerequisite is that you know how to paddle a canoe in a straight line. The Basic Canoeing Course being offered on May 12th will teach you this and a whole lot more.

Our course outline includes teaching: whitewater strokes and technique, reading whitewater, safety, rescue, eddy turns, ferrying, surfing (playing in the waves), how to equip you and your boat, and anything else that we have time for. The course is designed primarily for solo or tandem open canoes. Decked boaters will also find alot of useful information and are sure to receive some good tips from the decked boaters who will be joining us as instructors.

The regular April and May Rapid Riders meetings will provide two opportunies for on land orientation. We will discuss the personal gear that you need, show slides of the rivers that we will be paddling, and show an excellent movie by Bill Mason, "Path of the Paddle:Doubles Whitewater". These meetings will also enable us to team up those who have canoes and no partners with those who do not have equipment.

Our first on-water session will be the weekend of May 19th and 20th (This allows you to get your Basic Canoe Class on May 12.), on the Bois Brule River in northern Wisconsin. This river is noted for its beautiful scenery, frisky Class I-II rapids, and its excellent trout fishing.

For this weekend we are making arrangements to rent a house on the river to serve as headquarters. We will be able to pitch tents on the surrounding lawn and there will be limited sleeping facilities for those who are not equipped for camping out. This will give us a warm and dry place to change out of wet gear and a kitchen to prepare meals. The major meals will be provided, the cost of which is included in the course fee.

Our final graduation exercises will occur, per tradition, at Banning Rapids on the Kettle River. This final session will take place on Sunday June 3rd with a survivors party to commence upon completion of the run.

The course fee will be about $35.-$40. per person and you must be an MCA member. Whitewater canoes are available in Brule for about $25. for the weekend if we provide our own shuttle.

Enrollment will be limited to 30 people and the registration deadline is March 31st. To register send a minimum of $15. (payable to the MCA) to Paul Rem, 1845 West Larpenteur, St. Paul, MN55113. Balance is due April 30th.

For more details: check HUT!, attend Rapid Riders meetings, or call Burt Levy at (612)729-8874.

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HUT! ADVERTISING RATES

PAGE SIZE	NUMBER ISSUES 1	3	6	12	WIDTH/HEIGHT
1/4	$25	$22	$20	$18	3½ x4¾
1/2	$50	$44	$40	$36	7¼ x4¾
				or	3½ x 9⅝
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Minneapolis, MN 55414

GUNNEL GUIDELINES

- by Bob Brown

Gunnels, (along with seats, thwarts, and decks) are the things that make the difference between an ordinary canoe and a great one.

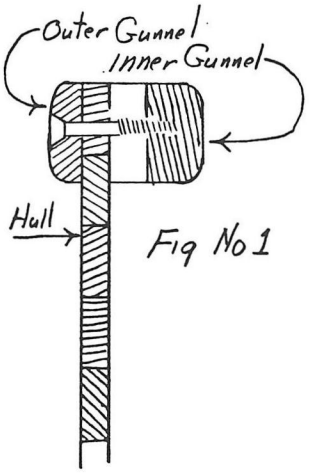


Fig No 1

Figure 1 is my idea of a perfect gunnel cross section. The outer gunnel is little more than a hardwood rub strip. The inner gunnel is ventilated and fairly large.
Many manufacturers insist on using massive outer gunnels, it keeps the water out they insist. Many home builders copy this mistake. If you depend on large gunnels to deflect waves you are kidding yourself. Proper design deflects waves; not gunnels.

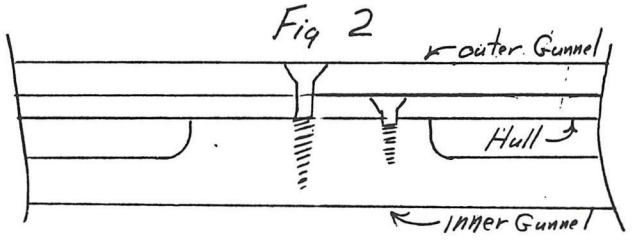


Fig 2

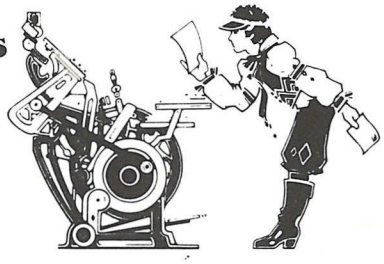
Figure 2 shows a top view of this same perfect gunnel section. The ventilation on this piece is shown as large sections that have been removed from the inner gunnel.

These vents do help to let the dirt and water out of the finished boat but, more than that, the ventilation makes the gunnels much easier to install.

The larger the vents are the more flexible is the part, therefore easier to install. When the entire assembly is finished this flex is gone. Just as in an I-beam, the strength depends on the total thickness of the unit.

I sometimes install inner gunnels first then add the rub strip. Note in Figure 2 the small screws that hold the inner parts in place are offset, leaving room for the large screws? Got lots of clamps? Try installing both parts at the same time.

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Clamp your gunnel parts in place, drill, and dowel them together. Glue the dowels in with a good water proof glue and leave then slightly long. When these gunnels are sanded smooth they really look classy.

Rather than rout out the vents many builders choose to add spacer blocks. This is easier and requires less wood than the routed gunnels. The strength is the same. The looks is never quite as good.

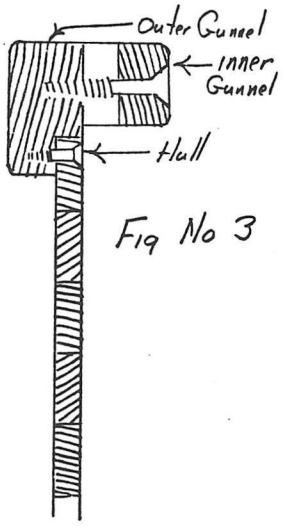


Fig No 3

Figure 3 shows a cross section of a gunnel that can be used to raise the sides of a canoe. The rabbeted outer gunnel sits atop the hull, it is installed first and the inner gunnel added after.

I used to feel that gunnels must run continuously the length of the boat. No longer. I've seen too many neat ideas using segments of gunnels. One solo racer I've seen has outer gunnels on the forward and aft third of the hull and inner gunnels in the center half. The sections overlap making the system quite sturdy and the beam at the center of the hull has been kept narrower. This gunnel system was easy to do and didn't require long sections of wood.

Often seats and thwarts are bolted directly to the gunnels. This means that the inner gunnel must be large enough to stand a hole through it to accept the bolt, yet still be strong. The entire gunnel need not be this size. The inner gunnel can be built up of pieces of various thickness.

Racers are quick to part with tradition when it doesn't help them go fast. Many racing canoes have tucked-in sides and other 'odd' shapes. These shapes could not be maintained using traditional gunnels. The stiffness would fair up the sides removing much of the asymmetry. Wenonah Canoe Co. has found a very simple solution. They make a laminated inner gunnel that is cemented together in place while the hull is still in the mold; good going Mike.

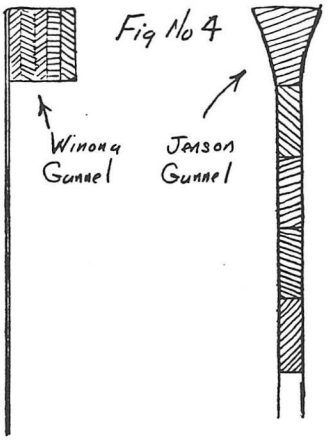


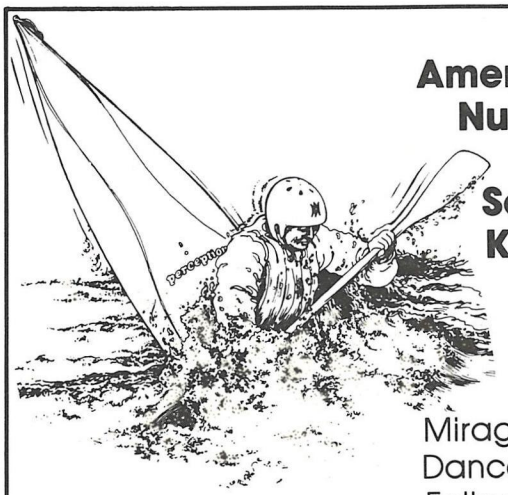
Fig No 4

When these hulls are removed from the mold the gunnel has the exact shape it needs to hold the boat in shape.

The simplest gunnel of all? Leave it to the master, Gene Jensen had a better idea. Figure 4 illustrates the gunnel design on the latest Jensen boats.

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OCTOBER ST.CROIX RIVER TRIP

- Margaret Gardner

On Friday night, October 7, Bill and Margie Gardner, Mike Bohanon, Shiela Johnson, Cary Bush, and Ann Tucek met at Interstate Park on the Wisconsin side of the St. Croix River, (the park on the Minnesota side was filled). We pitched our tents quickly in the dark, crisp air and found our way to the bathroom, with flashlights, before turning in for the night.

Next morning, we left two cars at the Interstate boat launch. We had decided that our trip should end with the mile and a quarter portage around the St. Croix Falls Dam instead of at the traditional take-out above the dam. After all, what is a canoe trip without a portage?

We piled three canoes on top and six people, plus gear, into a van and headed up to our put-in at Highway 70 bridge. By noon, in warming sunshine, we (two USCA golden kevlar cruisers and one green Mad River TW Special) were on the water.

With full stomachs, full canoes, and great peace of mind, we went slipping down the sun-glinting river. Layers of clothing peeled off as we warmed up: sweatshirts, sweaters, wool hats, down vests. We spent most of Saturday in t-shirts or turtlenecks with rolled-up sleeves and long pants,(not quite warm enough for shorts). Down the river we cruised, taking turns paddling on opposite sides of islands to see who came out ahead, enjoying the remoteness of the wooded shoreline. After an hour and a half, we had a nagging worry that we would be at our first day's destination before we were ready to stop. We had already come about eight miles to Old Railroad Bridge camp, and our day's total was to be about twenty miles. As a group of pretty well conditioned paddlers, we wanted to be sure to tire ourselves out, but we also knew that we had some good meals planned, and we wanted to be able to eat with a clear conscience. When in doubt, stop and eat. After rejecting a few less-than-perfect lunch spots, we settled on a grassy bank in the sun to enjoy bread, cheese, cucumbers, wine, and fruit.

After more leisurely paddling with the river mostly to ourselves, a pit stop, and a bread stick break, we were a mile above our destination--Sunrise camp-- but not quite ready to stop.

On a lark, we paddled up Goose Creek and had some chuckles negotiating downed tree branches and beaver dams. Okay, we make camp here! Up went the tents, out came the pots and pans, off went the firewood detail. Despite rapidly cooling temperatures, we brisked up to swim. Then, munching on the weekend's ration of chocolate chip cookies, we watched chef-of-the-night Ann prepare a delicious meal of fresh vegetables and dip and spaghetti. As the sun went down, the campfire blazed up (courtesy of Mike). We traded stories, drank chocolate, and listened to an eerie serenade by a pack of wild dogs until our cold toes insisted we turn in for the night.

Sunday morning was a world of our own. Thick mist shrouded the campsite; frost crystals crowned the tents and the canoes; the night before's towels, and Shiela's underwear, hung stiff as boards. Thank goodness the eggs hadn't frozen. Thank goodness the stoves warmed up. We enjoyed our surprise breakfast of bohunk--its a combination of potatoes, eggs, cheese, and seasonings as prepared by Shiela, as handed down to her by her grandmother. Her chef's duties fulfilled, Shiela defied the frosty morning by washing her hair at the pump! By then the sun was up and melting the fantasy frost. The grasses were losing their siver overcoats and revealing their usual browned selves.

With full stomachs once again, we loaded up the canoes and set off on our last twenty miles. This last day's paddling was quite different from the day before. No three Martini lunch today. The headwind that blew all day long created some challenging waves for the loaded USCA cruisers. We tried to stay out of the waves by paddling down the protected shore. Several times, we had exciting crossings as we sought the opposite wind-sheltered shore. The Mad River cruised through the waves dry as a bone, but the bow paddlers in the cruisers were getting damper and damper.... We

earned our lunch, peanut butter and jelly on a delicious cornbread bannock baked by Bill the night before in a Coleman collapsible oven that sat right on the campfire. We earned our snack that day, too. Not only were we hungry by snacktime, but we had an ulterior motive--eliminate any extra weight before the portage. We made short work of all leftover edibles, which included gorp, homemade bread sticks, apples, and lemonade.

By 3 P.M. we were all eager to reach the dam and have done with the portage. The take out, just around a point from the dam's bouy markers, provided the first challenge: how to get out without getting wet feet. Loading up gear to make just one trip provided the second challenge. We drew some surprised looks as we portaged through residential Taylor's Falls with packs hanging off every extra shoulder and canoes resting on shoulder-tops. After several breaks we turned the corner to the main street of town. What a sight! Tourists packed the sidewalk and bumper-to-bumper fall foliage traffic jammed the street. Pride and necessity (there was nowhere to put down the canoes) carried us through town and to the put-in at the scenic boat launch. We actually moved faster than the traffic!

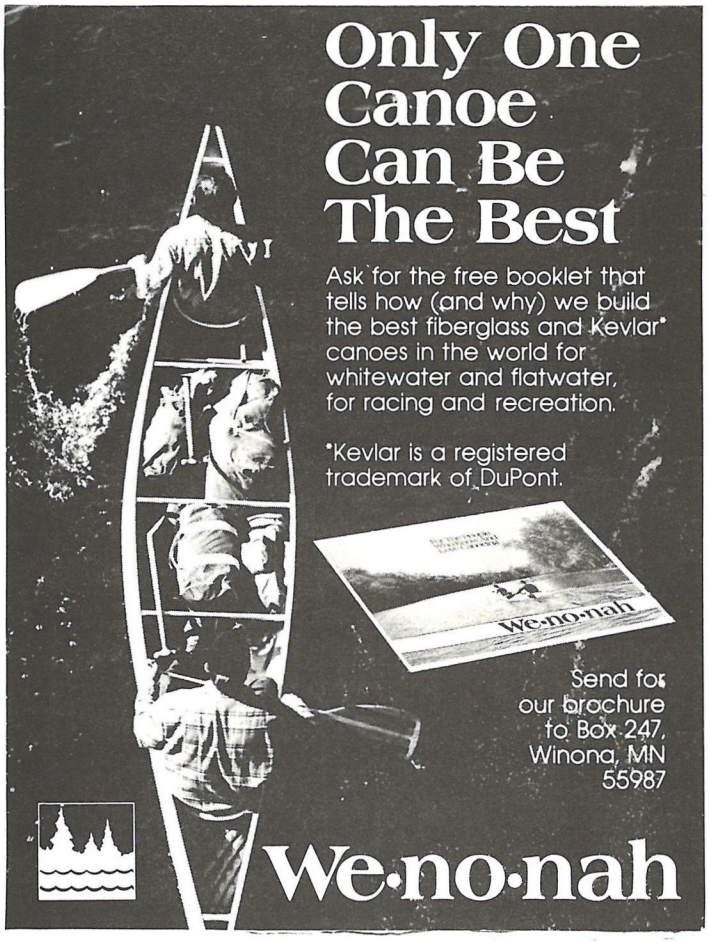
With relieved shoulders, we loaded up the canoes and set off on the last leg of our trip, the short but much anticipated paddle through the Dalles to our take-out. Unfortunately, the fall foliage seekers had the last laugh. Everyone "approaching puberty" (to use Sheila's words), and then some, were plastered all over the gorgeous rock bluffs that towered above us. As we paddled through the narrow waterway, just about every one of them was moved to yell, "Stroke, stroke, stroke." Good Grief! We vowed we would plan our next trip during a less popular time.

By a week later, the sun burns and wind burns were pretty well faded, but the good memories of a trip to which each indiviual contributed and from which everyone gained will sustain us through the winter until the waterways open once again.

@@@@@

'DOUS'

There are four words in the English language that end in '**DOUS**'. They all pertain to canoeing and are used by canoers. **Can you name them??**





Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

MUD Editor: Jenny Graham (612)729-3475
Race Calendar: Warren Thurstrom (612) 780-3284
Rookies: Karl Ketter (612)636-8116

The long Distance Racers received $200. from the MCA for the racers who were also MCA members. So join the MCA this year. Our 70 MCA members made Racers the largest of all the chapters. The money will cover the cost of the 1983-84 ANNUAL, Which is now available to new and old racers at Betty's or from racers who attended the annual meeting.

Watch the upcoming HUT!s for the results of the annual meeting, the 1984 Minnesota Citizens racing schedule, and the schedule of racing canoe events.

Long Slow Day training runs will begin in March. Details and more available in the ANNUAL, or for more information call Karl Ketter (612)636-8116. 0000

THE DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER

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

Our chapter finally has a treasury! We appreciate the director's recognition of our chapter and our activities with the $150. rebate they appropriated. It will make it easier in the future to encourage prospective members to join MCA along with being active in our chapter. We will be looking at ways of using the money and hopefully will have some ideas and suggestions when our spring meetings resume. If you've got an idea, jot it down and get it to one of the officers.

If you'd like to join us on our March 2nd ski weekend at Golden Eagle Lodge, check with Greg Furtman (218)525-6571 --- There still might be some room.

One final note, if you are interested in Telemark Skiing, or learning how, some of our members have been frequenting Spirit Mountain on Tuesday or Thursday evenings. Get ahold of either of the Spencer brothers if you are interested. 00

WHITEWATER RAPIDS CANOEING RIDERS

NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER

President: John Wexler, (612)722-7069
Cruising: Mike Vande Vyver, (612)926-7633
Membership: Paul Rem, (612)645-3538

WHITEWATER FEVER

In the middle of the Winter? Is this Sick? NO! There is good reason to have WHITEWATER fever. Only half the winter is over and already a whole season of snow is on the ground. If the rest of the winter finishes with close to normal snowfall, Minnesota will have the 'best ever' whitewater river running season.

Its not only the snow on the ground that excites me; its the list of trips being planned also: Sand Creek, White River, Totogatic, Wolf, Pestigo, St.Louis, Snake, Kettle, and a weekend on the North Shore. This list is by no means complete yet. If there is a trip that you would like to go on, OR LEAD, call Mike Vande Vyver (612)922-7633 and let him know about your interest.

John Wexler is looking for participants to join him the week before or after Memorial Day on a voyage across Lake of the Woods; starting at Baudette, Minnesota and finishing in Kenora, Ontario. He is also planning a trip out west, it might also include rafts, in GOOD WHITEWATER of course. He hopes to set dates for both of these trips shortly.

Many thanks to Burt Levy, Mike Vande Vyver, John Wexler, and team for their work in putting together the WHITEWATER CANOE & KAYAK EXPO '84. Many long and tedious hours of planning went into organizing this very informative program. We would also like to thank Midwest Mountaineering, Hoigaard's, and Cannon Paddles for their participation and support.

Paul Wilson is putting together a group purchase of paddling accessories. Call Paul at (612)529-4282 or see him at the next Rapid Rider meeting.

POOL SESSIONS

Pool rollers be sure to bring your nose plugs, a windbreaker, and a snack. The class is filling fast. Also, there will be kayak rolling sessions at the University of Minnesota every Tuesday night during Winter Quarter at 9 P.M. in the Cook Hall pool. For details call John Wexler (612)722-7069.

UPCOMING PROGRAMS

"The Grand Canyon at 96,000 cubic feet per second" will be the Rapid Riders February program. A group of Minnesota boaters went down the Grand last summer and made history by running the Grand at its highest. In fact, they were the last group to run the Colorado River because of the immense danger of the fast current. Several people drowned that week, but not any Minnesotans. (Proves that there is safety in an organized group, even when the river is crazy.) The waves were easily as high as a two story house and as long as a city block. Survivors will tell the story of this fantastic true-life voyage on February 21st at 7 P.M., at Longfellow Community Center located at East 35th Street and 36th Avenue S.

On March 21st at 7 P.M., Midwest Mountaineering will be hosting the "Rescue and Hypothermia" program for the Rapid Riders meeting. Learn how to save your best friend AND your boat all in one night.

Midwest, incidently, just got in the 'Dancer' from Perception; its a kayak designed to dance down the best of whitewater. @@@@@

TRADING POST

WANTED

Inexpensive, lightweight canoe. Call **John Wexler (612)722-7069.**

FOR SALE

18' Wenonah Jensen fiberglass, PVC core, wood trim, lightweight. New 5/83. No damage. Just $500. **(507)437-3794.**

Light utility trailer, 6'x4' tilt bed, removable stake sides, springs, shocks, extendable hitch, removable canoe racks. $400. **(507)437-3794.**

18' Sawyer Safari fiberglass canoe. Flat back will mount up to a 6HP motor. Fine shape. $900. new. Asking $500. Contact **Leonard Sliwoski (218)233-9557. 1006 21st Ave. S., Moorhead, MN 56560.**

Expertly constructed C-1 Hann Winner. This boat is known as a rock buster, yet only weighs 37 lbs. Will take good offer. Call **John Wexler (612)722-7069.**

Redwood strips 1/4-inch by 14 ft. about half enough to build a solo. Price open. Contact **Bob Brown (612)432-7557.**

RED WAX DAYS

Bob Brown

My brand new CJ was sitting in my garage ready for the water one morning when I called up Jeff and asked if he'd care to paddle with me.

"Its February!" he answered,"You're joking, aren't you?"

I assured him that I was not joking, so we met at the showboat parking lot about noon. Its about fifty yards to the river bank from the parking lot. Ah, the fine art of caboganning. With open water beckoning its pretty easy to drag a canoe through knee deep snow.

In minutes I had the CJ at the water and Jeff was close behind with my Pirate.

"You sure you want to do this?, he asked.

"I have to; I want to beat Cliff into the water; it will blow his mind", I answered.

The water was crystal clear, (it gets that way during winter). We broke loose a little shore ice and launched our boats.

We paddled together down to the Meeker Island lock. At the lock we swapped boats and we both tried to decide the merits of each boat. We swapped back and forth trying to make up our mind about the new Old Town CJ.

Jeff spotted a young lady on snow shoes and had to make a side trip to chat; the shore ice kept him at a safe distance.

On the way back upstream we were paddling along the right bank next to the wall. We were overtaking a cross country skier on the bank. As I passed under him I looked up and said,"I was going to do that myself today but I couldn't find my red wax."

The poor fellow looked around to see who had said that; he looked all around. He really looked surprised when he finally spotted me below him.

Try canoeing on a red wax day. Be cautious and wear lots of wool. Always go in a party with at least two boats. Its much safer that way.

If you start your season in February you can get 10 months of canoeing in a Minnesota summer. @@@@@

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.

SELECTING LIGHTWEIGHT FOODS

Every outdoorsperson knows the great pleasure of a hearty meal after a day in the wilderness. And the closer that meal comes to home cooking, the better. Such a meal involves careful planning. How much food would you need? How much room would it take? How much would it weigh? How would you repack it?

Fortunately, today's lightweight foods have provided easy answers to these questions, leaving only one important consideration - just how good a meal do you want?

Apparently, this could be answered simply by choosing from among the many different brands available, according to your tastes. However, not all lightweight foods are the same and some care should be taken that the meal you end up with is what you had in mind.

WHY ARE LIGHTWEIGHT FOODS LIGHTWEIGHT?

There are a great many things that make up the food you eat - proteins, fat, carbohydrates, vitamins, and minerals. But there is one ingredient that accounts for the vast majority of the food's bulk and weight. Water.

Wouldn't it be handy if we could take all that bulky, heavy water out of the food we'll be carrying with us and just add it back later without altering the size or shape of the product?

Essentially, that's exactly what the manufacturers of lightweight foods do. The methods will vary somewhat, but the desired results are the same. - the food retains the proteins, fats, carbohydrates, vitamins, and minerals your body needs. Only the water is missing. In fact, you could eat lightweight foods for nourishment in an emergency without water or cooking and not lose a thing - except, of course, taste, texture, aroma, and appearance. It's amazing what a little heat and water will do for a meal.

ARE ALL LIGHTWEIGHT FOODS ALIKE?

Not really.

Especially in recipes involving more than one ingredient. Different methods of extracting the water from the original food can produce varied results - some more suitable to certain types of foods than others.

Drying with conventional heat, for example, is great for producing such common staples as noodles, rice, and onions. About 80 to 90 percent of the moisture is removed with this process which usually consists of placing the product on a conveyer belt and running it through an oven.

Vacuum drying can remove up to 96 percent of a product's moisture. This is accomplished by placing the food in a vacuum chamber and applying heat, causing the moisture to evaporate. This process is particularly effective for fruits such as apples, apricots, and peaches.

An even more sophisticated method of moisture removal is freeze drying. The product is first frozen very rapidly, then subjected to a vacuum and heat. The water that has frozen within the food is transformed directly from a solid to a gas without ever becoming liquid. This is similar to what happens to dry ice at normal room temperatures. This process keeps the food from shrinking as the water is drawn from the product as a gas while the solid components remain in place. The resulting pores in the solid food are easily penetrated when water is again added just before use. Freeze drying is the process most commonly used for meats and many vegetable products.

Liquid products such as milk and eggs are usually dehydrated through spray drying. The liquid is sprayed as a very fine mist into a heated chamber where it is dried into small droplets and collected.

There are many variations to each of the drying processes and even further refinements are continually being invented. Often, when formulating different dishes, two or three different processes are used to maximize the taste, texture, aroma, appearance, and ease of preparation of the final product. WEE-PAK Beef Stroganoff, for example, combines freeze-dried beef, dehydrated noodles, and spray-dried sour cream.

Before you purchase a lightweight food product, however, a word to the wise. Know just what you are really buying.

(Continued next issue)

(Editors note: This information was supplied by Weepak, 155 North Edison Way, Reno, Nevada 89502. (702)786-4825.)

RIO & BIG BEND MARCH 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.

HURRY! To sign up and get in on the planning call CARYL DUKE 544-2668 or RICK DECKER 533-1717. @@@@

AL'S EXPLORER

- by Bob Brown

After the Governor's Cruise, I was watching the canoes while the politicians were out of earshot doing their thing. A few others like myself stayed back with the boats. One of these people was a young lady who was talking alot about her experiences canoeing and kayaking. I overheard her say, "Some of the boats that passed us looked like the paddlers were loafing."

I asked her,"Have you ever paddled a FAST canoe?" I got a blank look. "FAST canoe?, are some faster than others?" she asked.

This was too much for me, I grabbed Al's Explorer out of the pile and put her in the bow. A quick trip upstream and around the bridge pier made the point. She turned around to speak, all she could say was,"I see!" She really felt the difference.

If you feel all canoes are the same try an **Explorer.** Back in 1965, when Karl Ketter Sr. designed this boat he had his act together. The industry is just now beginning to build canoes that compare.

@@@@@



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DEVELOPING DESIGN

by Cliff Jacobsen



(Editor's note: James Zotilus made this Pen and Ink drawing of Cliff Jacobsen in 1982.)

Getting the last laugh is rare enough, but when a couple of hicks from Minnesota cross blades with gurus of canoe sport, and come out unshaved -- there's cause for real celebration.

First, some background: About ten years ago, friends Bob Brown, Darrell Foss, and I began our love affair with solo canoes. First off the forms was Bob's 16 foot "White Lightenin'",(a 16 foot water rocket with zero rocker, lots of tumblehome, and a clean, mean, un-wholesome disposition). Simultaneously there came my innocuous little 14 foot MCA solo boat, followed a month later by a 14 foot strip kayak by Darrell.

"White Lightenin'" went, within the year, to an unsuspecting canoeist and Bob again sat down at the drawing board. The result was "Itty Bit", (a 13-1/2 ft. long, tender loving beast). A beast that would unhorse you into the wily white if you failed to keep your chewing gum well centered in your mouth. Itty Bit WAS seaworthy if you could stay in her. And she paddled nice once you learned she was boss.

A four day stint in the Boundary Waters in our homemade creations loudly suggested that there wasn't a really good light cruiser in the bunch. So, back to the drawing board - again.

Our next effort was sheer luck (we later maintained it was devinely directed genius!) "Mantoy I", a high volumne solo tripper, rolled confidently onto the line. And a sweet gentle craft she was. Laid back stems, inch-and-a-half of rocker, flared bows, slightly arched hull, and a hint of tumblehome, made her a fine performer in tough water to Class III. We sold the plans to Old Town who produced a rendition called the "CJ solo". The "CJ" was a good tripper, especially for big people, and it maintained a nice glide under load. But at 50 pounds (in fiberglass) and 31-inch gunnel beam, it was neither a nickel rocket nor an exciting play boat.

The CJ was a fine heavy tripper, but it wasn't a graceful touring boat. We needed to "try again".

Darrell watched me stripping "Mantoy" and within the month came up with an improved design for play/cruising. The "DF Solo", (Plans are available for $15.), measured just 14-1/2 feet long and 28-1/2 inches at the widest point. She was seaworthy, forgiving, and downright snappy on the flats. For light touring she was simply better than Mantoy. We were impressed enough to begin looking for a commercial canoe company to build her. No luck; the market wasn't ripe yet for a pure fun solo canoe.

Three years passed before we came to a more realistic evaluation of the "DF"; a fine little boat, super easy to strip up, just the right size for that "personal feel". But, she was too crisp on center and she lacked the clean smooth firming of Mantoy. Now let's see, what can we do to improve on a good thing...?

I put it to Bob,"No more dart throwing, no more radical 'white lightenin' designs. Lets build on the knowledge we've gained from the "DF". Keep the 14-1/2 foot length, the 'personal feel', and the DF center section (taken originally from the Mantoy). Vee-out the bottom, tumblehome the sides an extra inch, AND flare hell out of the ends so she'll 'rise to the occasion'." "I want inverted (hollow) ends below the water-line", I commanded.

"I want a full 3/4-inch of rocker and enough curve at the stems so she won't be damaged on the rocks. Don't chop her too short though; I want an honest 14'6"WL."

"OK", said Bob, "But I dunno about the rocker. Should be zero. Won't track with all that rocker you know."

"She will if you know how to paddle her," I snickered. "With a load she'll run on rails. Lean her an inch to lay that flare to the water and she'll raise her fine narrow stems and spin around like a banana boat on a millpond."

"I dunno", said Bob. "If she were my boat, I'd build her with zero rocker!"

"Here's a pencil, Robert. Draw!" I commanded coldly.

I named the new boat TARA, it means Indian star. Upside down she was a dead ringer for a scaled down Mad River TW Special. We tested (and capsized) her on an icy March morning.

Damn! This boat is really good, we agreed. Push her to hull speed and she was dead silent. She turned, she tracked, she was comfortable to sit in. Best of all, she had that sweet firming feel we had captured in Mantoy.

Even Robert liked her!

Off went a letter, plans, and photos to MAD RIVER CANOE. Jim and Kay Henry were sufficiently impressed by my raves to send Pete McMullen, sales manager and canoeist extraordinaire, down to try the boat. If Pete liked TARA, she just might be a new MAD RIVER canoe!

For the first, eternally long, 20 minutes of testing Pete said nothing. He did some static axles, pumped her to hull speed, spun her 180, and just sat on the high mounted seat rocking from side to side. Then he broke into a big smile. "I think TARA is a MAD RIVER canoe", he grinned.

But what's a field test without a race? It was Bob and Pete neck'n neck; Pete in TARA, Bob in a cut down 16 foot "Screamer". Then came the turn and TARA broke ahead, never to be caught again. Really now, we didn't figure she was 'that' fast!

Pete took TARA on the Mad River seminar circuit where she was tried by hundreds of willing paddlers. Everyone, beginner and expert, liked her. It was starting to look as if the jury was rigged. The true test would come at the fall solo rendezvous in Arkansas, where the big gurus would have a hand at her.

Meantime, reports filtered back from Mad River, "Incredibly seaworthy for a little boat, more comfortable than other kneeling boats, faster than its size suggests, pretty!, nice traditional lines, handles rough water beautifully".

Arkansas? It was scary. Two hundred of the best soloists in the country were there to try her, critique her,...maybe sneer at her.

Finally the word came. "You guys did it!", Pete proclaimed. "Everyone loved her - even the big guns of the sport. One guru even called the boat a 'major breakthrough' in solo design; said he could learn a few things from you guys."

Then the laughter! Major breakthrough? Well, TARA is simplistic compared to the multiple curves and asymetric 'water replacement factorial disidential lines' on the state-of-the-art solo boats. "What's to get excited about?" I asked. "The way she performs", said Pete, "She's a winner!" Bob and I couldn't agree more. TARA (renamed LADY SLIPPER by Mad River Canoe) is indeed 'a winner'!

Prices and weights aren't yet finalized but we can tell you some facts. The basic all cloth glass boat with narrow ash gunnels and typical MR ash trim will cost around $675. and weigh in around 40 pounds. The other models: all Kevlar, Kevlar Airex/S-glass, and pre-preg (at 12-19 pounds) will also be offered, at $1,000. plus. More expensive models may feature a sliding seat.

Bob, Darrell, and I should get our new LADY SLIPPERs sometime in January. If we can find some broken ice, we'll take you for a paddle. Look for LADY SLIPPER in the new Mad River catalog. A few have been built on our plans by MCA members and you may be able to get your hands on those plans. Regrettably, we cannot offer these plans anymore.

We think LADY SLIPPER is destined to be THE small solo cruiser. She ain't just a kneeling boat either; push her from the seat with a bent shaft and watch her run!

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JANUARY MEETING
- Penny Mielke, Acting Secretary

The meeting was called to order by President Venice Barsness.

First off, Winnie was complimented on her promptness in getting her first issue of HUT! out (with the help of Venice, and Jim and Verna Robinson).

December's business was discussed. Al Gustaveson reported on his contact with the American Youth Hostel officers concerning the proposed St. Cloud to Minneapolis CANOE CHALLENGE. They expressed an interest in assisting and participating in this event and will get back to us by our next director's meeting. In the meantime, Venice, Karl, and Al are setting up a planning committee to lay the groundwork. They will need a chairperson, co-chairperson, safety committee, shuttle committee, etc. LOTS of man power. Volunteers are needed.

Discussion on the proposed budget was postponed until the February meeting.

Al Gustaveson also reported on the River Level Reporting Form findings, the forms circulated by the DNR in 1983 in conjunction with the MCA. The response was minimal but helpful enough that the DNR plans to continue the forms in 1984.

A motion was made, seconded, and passed to appropriate up to $500. to establish a micro computer base membership system that would be readily transportable from membership director to membership director. Steve Stedman will be working on this task. If you have suggestions contact him.

Burt Levy's report on the 'revised' Beginning Whitewater Canoe Course whet our appetites.

Jim Robinson reported that Verna was recovering well from her recent surgery. And Penny reported that Walt Jones was seen looking for water and testing the wind currents for spring....so, GET THOSE BOATS READY!

Next meeting is Feb. 1, 7: to 10:30 PM, at Winnie's house, 1679 W. Minnehaha Ave., St. Paul, (612)644-6115. She's cooking up Chicken 'n Homemade Noodle Stew to eat during the meeting break from 8:30-9:00.

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FROM THE BOW

- Venice Barsness, President

Minnesota ranks number one in the nation with the highest number of boats of all types registered. Dealers reported canoe sales up 6% and outboard boats up 16%. This is according to the December issue of Boat & Motor Dealer Magazine. This publication places total retail sales for 1983 of outboard motors at 337,000 and outboard boats at 273,000. This somehow says that the outboard boats outlast the motors. How many canoe paddles have you completely worn out?

The same article lists canoe sales at 107,000. This figure should surprise you for it represents two canoes for every five outboard motor boats sold in this country. Go to a boat show and you have to hunt to find one or two canoe displays, if there are that many. And yet the article listed the canoe population of the United States at 1,534,000.

With that many canoes out there it seems strange that canoeists have so little voice in the way our rivers and lakes are managed. The outboard boats can be heard on the water and in our state legislatures around the country, they have a strong voice. Some how canoes don't make as much noise.

Those of us who plan to continue canoeing should start to make our voice heard wherever people meet to pass laws which may effect our use of the waters. Lets keep canoeing enjoyable for all of us!

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NEW MEMBERS

Vere Volmers	Wheaton
Craig Simon	Minneapolis
Don McClung	Brooklyn Park
James R. Kreutter	Robbinsdale
Robert F. O'Grady	Robbinsdale
David Stamps	Minneapolis
Barry Burgstahler	Farmington
James Daly	Minneapolis

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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

STRIP CANOE SUPPLIES: Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-$100. for sitka spruce or redwood.
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- ☐ Regular Member — 2 Year $19.00
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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.

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

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Gold paddles over a silver canoe, $2.00 each

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CONTINUOUS PROGRAM OF SPEAKERS, DEMONSTRATIONS, AND DISPLAYS

12:00 **DOORS OPEN** - Look over the wood strip boats on display. Bob Brown will be designing a canoe throughout the day, he will gladly answer your questions and show you techniques for designing your own canoe. A demonstration on wood strip boat building by MCA master craftsman will continue throughout the day for public viewing and comment.

1:00 **WOOD STRIP CANOE BUILDING** - Mike Zapf, MCA's master canoe builder from the St. Cloud Chapter, shows, in detail, color slides of the MCA canoe building process.

2:00 **CHOOSING THE RIGHT DESIGN** - Karl Ketter discusses the effect of different hull designs. Karl, an international long distance racer, knows that canoe travel is easy and pleasureable if you are in the correct hull.

3:00 **BUILDER'S CONTEST; DOOR PRIZE AWARDS** - Bob Brown and Committee of Judges explain how a canoe is judged; points to look for, which are good and bad, and how these points effect the performance and durability of the canoe.

4:00 **MOLDED COMPOSITE CONSTRUCTION** - John Wexler, Whitewater kayaker and canoer, defines the composite construction process using molds; including the relationship of cost, strength, and weight; and analyzing the properties of fiberglass, mylar, and kevlar.

COME MAKE A DAY OF IT - Sandwiches can be purchased or pack a picnic lunch.

for more information call Bob Brown (612)432-7557

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