ISSN 0739-7445

HUT!

MINNESOTA CANOE ASSOCIATION INC. September 1984 / Volume 20, Number 9

CALENDAR OF EVENTS

(FMI= for more information)

CALENDAR RIVER RATING CODE

example:**@Q,I-A (trees,cold)**

@ = code following
Q = quiet water; **W** = Whitewater
I-A = skill level required: **B**eginner, **N**ovice, **I**ntermediate, **A**dvanced
( ) = special conditions requiring rating

SEPTEMBER

SHAWINIGAN
1,2,3 contact: Karl Ketter
1957 Lake St., Roseville, MN 55113

CANOEING THE MISSISSIPPI
1-3 Sat.-Mon., Labor Day Weekend
Lazy paddle through backwaters and sloughs below Wabasha
No experience necessary
FMI Woodswomen (612)870-8291

WHITEWATER INSTRUCTIONAL TREK
1-3 Saturday-Monday
Bois Brule Northwest Wisconsin
American Lung Association
FMI (612)227-8014 or (800)642-LUNG

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

MISSISSIPPI RIVER CANOE CLASSIC (MCA)
8 contact: Betty Ketter
101 79th Ave. No, Minneapolis, MN55444

CROW RIVER CRUISE
8 Sat @Q,B,
Hanover to Dayton
FMI Jim Robinson (612)588-5402.

TWIN PORTS APOSTLE ISLAND CRUISE IN 34' VOYAGUER CANOES
8-9 Sat-Sun, limited to 30 people
Send $10. deposit ASAP to: Rick Luck
18 W. Owatonna St. Duluth MN 55803
FMI Rick Luck 724-7992.

WOLF AND PESHTIGO WHITEWATER
8-9 Sat-Sun @W, N-I, Class II - III
River Leader Burt Levy
FMI Dave Nelson (612)541-1211

RAPID RIDERS MEETING
11 Tuesday 7 P.M.
Coffee House Extempore
Cedar & Riverside
FMI John (612)722-7069.

TWIN PORTS GENERAL MEMBERSHIP MEETING
Annual election of officers
13 Thursday 7:00 P.M.
Lower level meeting room
London Rd. Godfathers Pizza
Bring your slides and pictures.

RUM RIVER CRUISE
15 Saturday 9:00 A.M. @Q,B
Meet at Burger King in Anoka
FMI Jim Robinson (612) 588-5402.

FAIRMONT KING CORN DAYS CANOE CHALLENGE
15 contact: Scott Ankeny
811 So. Galbraith, Blue Earth, MN56013

TAYLOR'S FALLS OPEN BOAT CANOE SLALOM
15-16 Saturday practice; Sunday race
Whitewater for intermediate & advanced
FMI Rick Luck 724-7992.

Calendar continued on Page 3.

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.

1983-1984 Board of Directors, Minnesota Canoe Association, Inc.

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Mike Van de Vyver *(1986)*
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St. Cloud, MN 56301
(612) 251-5807

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Twin Ports Chapter
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(218) 724-7992

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Roseville, MN 55113
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Ardel Gorman
Desert (Austin)
810 Tenth Avenue Southwest
Austin, MN 55912
(507) 433-7465

John Wexler
Rapid Riders & Kayak
2923 16th Avenue South
Minnepolis, MN 55407
(612) 722-7069

GOVERNOR'S CRUISE

- Al Gustaveson

The second annual Governor's Family Canoe Day this year was on the St. Croix river from Taylor's Falls to the Osceola bridge. Although its a short distance to paddle on the river, we feel that we have come a long way since the first canoe day in promoting canoeing in Minnesota.

Governor Perpich, and his wife Lola, made the trip in a 17 foot MCA Guide canoe. Fifty to seventy-five other canoes followed in his wake, including our large Montreal canoe.

At the picnic following the trip, Govenor Perpich declared June as Rivers Month in Minnesota, and he reaffirmed that we are indeed the Canoe Capital of the United States with over 125,000 registered canoes. In additional comments he mentioned the law suit brought against Minnesota by Wisconsin regarding the problem with raw wastes that pollute the Mississippi during runoff situations.... and affirmed that "they are right...and I hope we lose this one..."

The Governor mentioned to both your President and Vice President that this is going to be an annual event and that funds will be designated in future years to more adequately promote Family Canoe Day.

Ardel Gorman from the Austin Minnesota chapter buttonholed Perpich about next years event being held on the Root River in his area.... which drew a favorable response.... In coming years we will see the location of this outing switched throughout our state in an effort to draw more and more attention to our many wonderful canoe routes. Local chapter presidents should bear this in mind and start lobbying efforts to bring this fun filled day to their own location.

In an aside to his audience of about 200 gathered for the post-cruise picnic, Perpich mentioned that "this was much more enjoyable than the "opener".

The Governor was presented with a handsome Paddle crafted by Buzz Peterson, and inscribed with a fitting plaque from the MCA commemorating this annual event...we can report that he seemed much pleased with his new paddle - as would any good canoeist....

We look forward to seeing more of you at next year's Third Annual Governor's Family Canoe Day.

Continued from Page 1.

RAPID RIDERS ACTIVITY MEETING
18 **Tuesday 7:00 P.M.**
Spring & Summer Whitewater Revisited
by Jim Reda and Burt Levy
Powderhorn Park, 14th & 35th Sts.
FMI John Wexler (612)722-7069.

MINNESOTA MIXED CHAMPIONSHIPS
23 **(adult/junior)**
contact: Karl Ketter, 1957 Lake St.,
Roseville MN 55143

KICKAPOO RIVER !!!Date changed!!!!!
29-30 **Fri-Sun @Q,N (distance),**
Stueben and Ontario, Wisconsin,
Registration form to Steuben by 9/21
FMI Winnie DauSchmidt (612)644-6115.

TWIN PORTS FLAMBEAU COLOR CRUISE
29-30 **Saturday Sunday, @W, Class II**
Big Bear Lodge to Flambeau Lodge
Leave Friday night, Sat nite on river
FMI Jerry Challman 724-6126.

VERMILLION RIVER WHITEWATER
29-30 **Sat-Sun @W, N-E, Class II - III**
FMI Dave Hoiland (612)377-5253.

OCTOBER

MONTHLY DIRECTORS MEETING
3 **Wednesday 7:00 - 10:00 P.M.**
All members welcome.
John Wexler's
2923 16th Ave. S. Minneapolis
(612)722-7069.

HAWAII CANOE RACES
5 **contact: Karl Ketter**
1957 Lake St., Roseville, MN 55113

LAST DITCH SLALOM
5-6 **Sat- Sun**
Langlade, Wisconsin
FMI John Wexler (612)722-7069.

RAPID RIDERS MEETING
9 **Tuesday 7 P.M.**
Coffee House Extempore
Cedar & Riverside
FMI John (612)722-7069.

ST CROIX COLOR CRUISE
13-14 **Sat-Sun @Q,B,**
Saturday Wild River - Taylor's Falls
Sunday Builders Contest and
Interstate to Wm. O'Brien
FMI call Jim Robinson (612)588-5402.

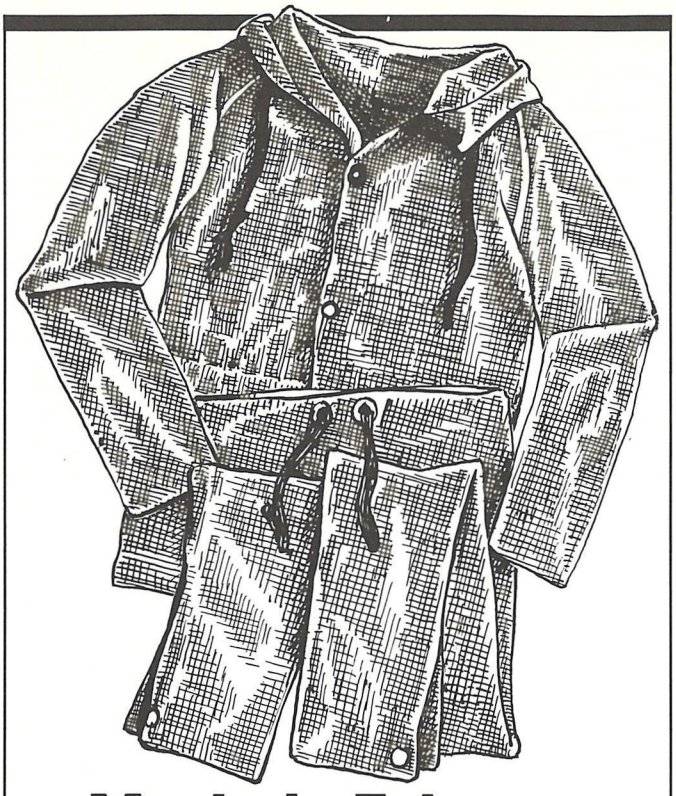
RAPID RIDERS ACTIVITY MEETING
16 **Tuesday 7:00 P.M.**
'Paddling the Suncosi' and
British Columbia Whitewater
FMI John Wexler (612)722-7069.

MCA ANNUAL MEETING AT 8:00 P.M.
17 **Wednesday doors open 7:00 P.M.**
STROH Brewery (former Olympia, Hamms)
707 East Minnehaha, StPaul
Members over 21 welcome; free beer

MCA ANNUAL BANQUET
20 **Saturday 6:00 P.M. to 11:30 P.M.**
Dinner at 6:30 P.M. program to follow
Twins Motor Inn, 1975 University,StP
FMI Darla Nickerson (612)535-1373

UPPER IOWA COLOR CRUISE
27-28 **Sat-Sun @Q,B,**
Bluffton Campground
FMI Jim Robinson (612)588-5402.





Made to Take on The Elements

Wind- and rain-resistant **REI Supercoated Rain Gear** keeps you dry and comfortable when weather conditions are less than ideal. Two-ply nylon taffeta construction makes these garments strong for years of wear; polyurethane coating blocks water entry. Lightweight and durable, this rain gear gives you sure protection at a low price.

Jacket
Men's Sizes: S, M, L, X, XL, XXL (XXL in Navy only).
Blue, Navy or Forest **$34.95**
Women's Even Sizes: 8-16.
Red, Navy or Forest **$34.95**

Pullover Pants
Men's Sizes: S, M, L, X, XL, XXL (XXL in Navy only).
Blue, Navy or Forest **$19.95**
Women's Even Sizes: 8-16.
Red, Navy or Forest **$19.95**

Zip Pants
Men's Sizes: S, M, L, X, XL. (XS and S fit women).
Navy only **$32.95**

REI

Quality Outdoor Gear and Clothing Since 1938
35W and 98th St. Exit, Clover Shopping Center, Bloomington • (612) 884-4315 • **Rentals Available** • Mon. through Fri. 10:00 a.m. to 9:00 p.m.; Sat. 9:30 a.m. to 5:30 p.m.; Sun. 12:00 noon to 5:00 p.m.

Save $2.00

on any Duluth Pack Rental when you bring in this coupon now through Sept. 30, 1984.

One coupon per customer.
Coupons may not be combined on any single rental.
Cash value 1/20th of 1¢.

UPCOMING EVENTS

CROW RIVER CRUISE

We are planning a cruise on the Crow River on Saturday, Sept. 8th. Meet at the Hanover Grocery in Hanover at 9.00 A.M. We will leave from there to go to the park to take our canoes and other gear out of the vehicles, and then do the shuttle to Dayton.

This is a fun trip on a semi-wilderness river, and you do not have to travel a long distance to go paddling. Join us Saturday, Sept. 8th, and bring a picnic lunch to eat along the way.

FMI Jim Robinson (612) 588-5402.

RUM RIVER CRUISE

We are going to canoe the Rum River on Saturday, Sept. 15th. We will meet at the Burger King in Anoka at 9:00 A.M. and then drive to St. Francis to the put in point. This is a fun quiet cruise. Plan to bring a picnic lunch.

FMI Jim Robinson (612) 588-5402.

KICKAPOO RIVER CRUISE

September 29th and 30th

From Friday night, September 28, through Saturday, September 29, we will be joining the 11th annual Steuben Wisconsin Colorama Weekend for canoe maneuvering in an easy current.

The townspeople of Stueben provide camping, breakfast, hot lunch on the river, shuttle service, and supper with an evening program. **There is a charge of $13. per adult and $6. per child; contact me by Sept.15th for the registration form; form must be at Steuben by Sept. 21st.**

On Sunday, September 30, we drive upstream to a church pancake breakfast, and continue on to Ontario where we leisurely paddle through statuesque rock pillars. Plan for a picnic lunch on the river and an early start homeward..

To **obtain register form** and FMI call **Winnie DauSchmidt (612)644-6115.**

MCA ANNUAL BANQUET
Saturday, Oct. 20th, 1984

Dinner will start at **6:30 P.M.** A program will follow. There will be door prizes and prizes for trip reports written up in "HUT", and cruises that were led. The banquet will end at 11:30 P.M.

Dinner will include: tossed salad, baked potato, vegetable, rolls, butter and beverage. You have a choice of entree: Baked Half Chicken with cranberries for a cost of $8.20, or a Baked Stuffed Pork Chop for a cost of $9.65. These prices include tax and gratuity. The dessert is extra and alcoholic beverages are available upstairs.

Location is: Twins Motor Inn
1975 University Avenue St. Paul, Minnesota.
Make checks payable to the Minnesota Canoe Association and indicate number in party and choice of entree. Send checks by October 12th to Darla Nickerson 6483 Magda Drive, Maple Grove, Minnesota 55369. FMI Darla Nickerson (612) 535-1373 after 6 P.M.

UPPER IOWA COLOR CRUISE

If you missed the Upper Iowa canoe trip in May, now is your opportunity to join us for a fall color cruise on this scenic river in Iowa. Enjoy nature's beauty of fall colors as well as the magnificent 200 to 250 feet limestone bluffs.

It will be cool weather camping, as we are planning this trip for Saturday and Sunday, October 27th and 28th. Bring your warmer sleeping bags along. We will be camping both Friday and Saturday night at the Bluffton campground.

FMI Jim Robinson (612) 588-5402

SUPPORTIVE MEMBERS

Members who would like to support canoeing through the Minnesota Canoe Association, Inc. may become Supportive members by submitting $25.00 or more for their annual membership. Smaller donations are also welcome from any one who would like to promote canoeing.

A few individuals have been supportive members for a number of years without any recognition from the M.C.A. To show our appreciation to these members, the Directors have voted to list all supportive members regularly in HUT!, (as space permits).





101 - 79th Avenue North / Minneapolis, Minnesota 55444
561-2208

WOOD STRIPS: Ceder or Redwood-16, 18, 20 foot lengths. 3/4" and 1 1/2" widths. Wood is carefully selected and cut by a little old Swedish carpenters who mix sawdust with their coffee.

CANOE RENTAL: Winona, Sawyer, Beaver, Alumacraft, Paddles,PFD. $13.00 a day. Call to reserve specific high performance models. Group and shuttle service arranged.

CANOE LESSONS: On most any day you can paddle our rental canoes while we yell a few hints to get you out into the current. For a complete canoe technique analysis and personalized instruction with all equipement- $15.00 and can be arranged for one or three people. Instruction will be tailored for your next canoe adventure.

MCA RESIN & FIBERGLASS DEPOT: also stocking web and cane seat, thoarts, yokes, gunnels, footbraces for those builders under pressure to get the project out of the living room.

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President: Karl Ketter (612)636-8116/561-2208
MUD Editor: Jenny Graham (612)729-3475
Membership: Steve Nelson (612)822-4164/333-5336
Rookies: John Wexler (612)872-8282.

BOHANEN AND THUNSTROM WIN FIFTH ANNUAL SKI HUT CANOE CLASSIC

by Scott Neustel

Mike Bohanen and Warren Thunstrom surged ahead with two miles to go and edged Gary Bush and Bill Gardner to win the Fifth Annual Ski Hut Canoe Classic. Bush and Gardner lead early, gaining a half canoe length lead at the first check point. A persistent 56 strokes per minute pace by Bohanen and Thunstrom, however, finally took it's toll and they managed to pass Bush and Gardner at the Blatnik Bridge.

The finish was exciting as over 100 spectators lined the Park Point pier to cheer the pros in. The two canoes finished ten seconds apart: Bohanen and Thunstrom first, Bush and Gardner just behind. It was the most exciting finish in the race's brief history.

Gary Neddermeyer and Dave Sipe were third and Sheila Johnson and Maggie Gardner ended fourth, although they held third place for much of the race.

In the Ten Mile Amateur Race, Buzz Amble and Jerry Arnold of Grand Rapids, lead from the start to finish in record time. Their time of 1:33:45 cut over five minutes from the previous record. Gary Jensen and Jack Kenow pushed Amble and Arnold hard all the way but could not overtake them, finishing a strong second.

In other classes, Gloria Pasion and Dan Hunstiger were victorious in the Mixed Division. Linda Katauskas and Marianne Watt won the Women's Division.

The Four Mile Amateur Race was dominated by the solo canoes. The top five overall finishers were all solo boats. Dan Litchfield of Ely outsprinted the rest of the field to win the Overall.

Over $500.00 in prizes were given. Prizes were donated by: Furtmann Paddles, Clement Paddles, Sawyer Canoe, We-No-Nah Canoe, Old Town Canoe, The North Face, and Jansport.

104 competitors took part in the race, many of whom were MCA members. A strong Duluth contigent was also present. More than 150 spectators watched the most spectacular race in years.

This race, the 5th Annual Ski Hut/KZIO Canoe Classic is sponsored in conjunction with the Twin Ports Chapter of the MCA.

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 next General Membership meeting will be Thursday, September 13th at 7:00 P.M. in the lower level meeting room of the London Rd. Godfather's Pizza. We'll be holding our annual election of officers and previewing scheduled trips, programs, and events. We haven't scheduled a formal program so anybody who has slides or pictures they'd like to share with the group is encouraged to bring them.

Our trip leader's pack and rescue line have been purchased and is in the process of being stocked. If you have any items you'd like to see in the pack give Rick Luck your comments.

There were a lot of favorable comments on Dean McCall's flatwater slalom outing. If enough people are interested we could possibly setup the course again. Contact Dean at 722-2641 ex.3261 if interested.

Some of the decked boaters in the club have been paddling the lake side of Park Point whenever we get a good easterly breeze and the surf is up. The east wind blows in the surface water so the water temperature is much warmer than normal. Its not the type of thing that can be planned in advance. They usually go after work so if you've got a decked boat and would like to go some day when the surf is in, call any of the following at their work numbers: Rick Luck 722-4439, Dave Spencer 727-7266, or Ken Gilbertson 726-8741. See you at the meeting!

FIFTH ANNUAL SKI HUT/KZIO CANOE CLASSIC

Temperature: 69 degrees
Wind: 10 MPH
Lake: Slight Chop

Pro Race:

Warren Thunstrom/Mike Bohanen — Coon Rapids MN

Ten Mile Amateur:

Men: Buzz Amble/Jerry Arnold — Grand Rapids MN

Women: Linda Katauskas/Marianne Watt — Ely MN

Mixed: Gloria Paion/Dan Hunstiger — St. Cloud MN

Four Mile Amateur:

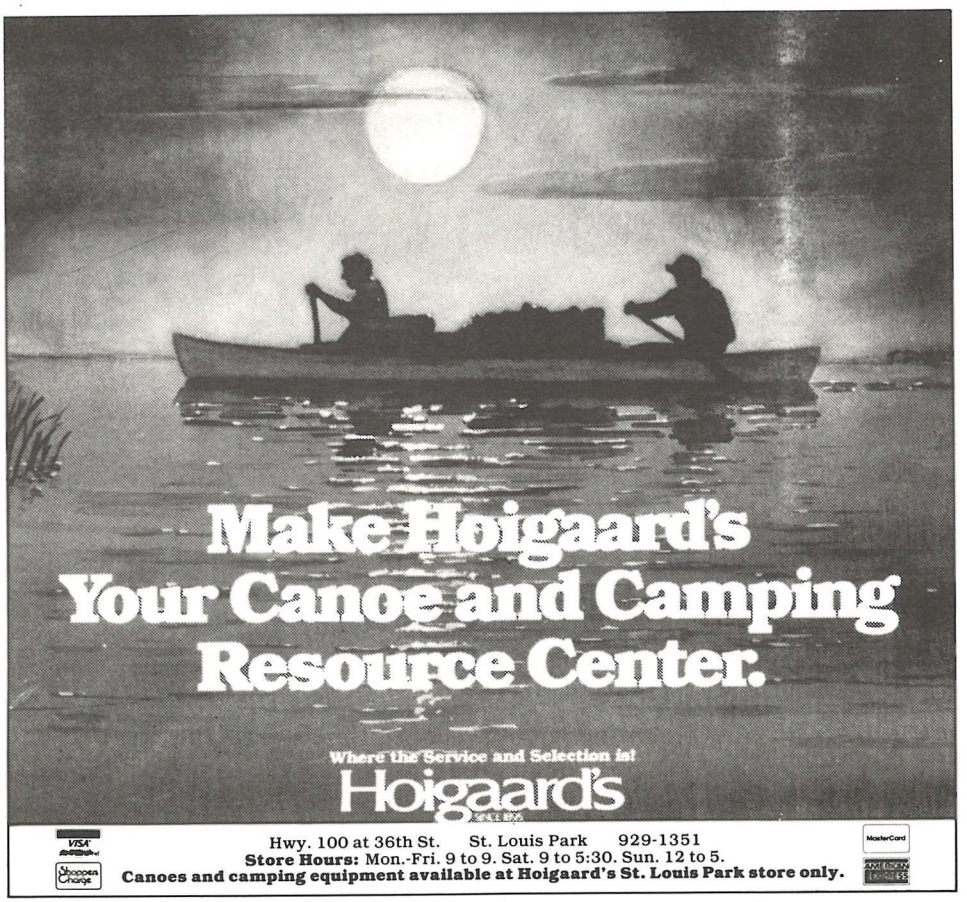
Traditional Aluminum: David Nylander/Todd Haglin — Duluth MN

Performance: Dave Teske/Steve Teske — Duluth MN

Mixed: Carolyn Sundquist/Tim Sundquist — Duluth MN

Solo: Dan Litchfield — Ely MN

Parent/Child: Andy Martin/Les Martin — Duluth MN



BUILDER'S NOTES

- Bob Brown, Building Director

The following article arrived from a west coast member. His opinions are valid so let's here what John Campbell has to say.

"In the June, 1984 issue of HUT!, Bob Brown has an article on things that can go wrong in fiberglass canoe building. One alternate answer to the problems he describes is to use epoxy resin instead of polyester resin. I've not had the pleasure of working with polyester resins, but have built three woodstrip canoes using epoxy resins. My problems have been few which leads me to believe my original choice of epoxy resins over polyester was correct. Before building my first canoe, I researched both polyester and epoxy resins. While epoxy is more expensive and may pose a greater health problem, there are distinct advantages.

The first advantage was bonding and curing with resinous wood. David Hazen, in his book,"A Stripper's Guide to Canoe Building", discusses a potential problem of adhesion between polyester resins and cedar and redwood hulls. Epoxy, on the other hand, has a true affinity for wood; there are no adhesion problems with any species. While the MCA building guide does not discuss a potential bonding problem, it does note a possible delaminating situation arising from steam created by moisture in the wood. I have never heard of this happening with epoxy. Choosing epoxy over polyester appears to reduce the possibility of bonding or delamination problems.

The second advantage is simpler mixing and measuring with epoxy--a two to one ratio by volume. The fewer number of steps means the lower chance of error. Adding wax to cure polyester has always struck me as another little detail where things can go wrong. If the wax is not evenly distributed, then tacky areas occur which need additional treatment. If more coats of resin are needed the wax must be removed. Epoxy doesn't require wax which simplifies the process and removes a step if more coats are needed.

Lastly, modern boat building epoxy formulations reduce the temperature and humidity worries. The epoxy I currently use, System Three, is formulated for the wide range of weather conditions found on the northwest coast. It works beautifully in cold weather, hot weather, as well as dry or humid weather.

Health concerns may be the strongest objections to epoxy. The main problem is a contact dermatitis. This is a rash which breaks out after a person has been sensitized to the resin and hardeners. The rash is not unlike poison ivy. The best thing to do is be very clean when using the chemicals. Usually uncured resins can be removed with a good quality waterless hand cleaner. At least one company does not recommend using acetone for fear of opening skin pores and allowing deeper penetration of chemicals. By themselves, the cured epoxies pose no problem. However, one should take adequate precautions against the dust from sanding the resins and glass, just as one would in sanding polyester.

Modern boat builders of racing and ocean going ships are using more and more epoxy in hull constrution. It bonds excellently to wood and metals and produces a strong light hull. I encourage everyone interested in canoe building to investigate the use of epoxy. There are a number of mail order suppliers in the United States and Canada. Most are willing to offer technical advice over the telephone. (This means you'll probably get better help than from the local store where the salespeople insist you really don't need wax to harden polyester.)

In all, using epoxy resin will save you time and reduce the risk of losing many hours of careful, loving workmanship. Since all time spent building is time away from water, I feel the extra expense is worth the additional time I get paddling. Also, I've been spared the embarrassment of calling someone to ask why the goo wasn't getting hard.*

*P.S. Dear Diary...Well for the first time the darn stuff didn't cure right. Still tacky 24 hrs after application. Mixed a batch of fast curing resin late on a cool day. Because of short pot life, began to spread it on immediately. Since this was a sealer coat on the ash gunwales, it was spread very thin. Well, too thin, too cool, and probably didn't let it develop enough body in the pot before spreading. Took it off with acetone, a scraper, and some sandpaper. Only my ego was damaged and two hours of extra work. Next coat went on fine. Nothing is foolproof, least of all me."

I hope that people don't get the idea that I'm opposed to using epoxy. I'm not really; I'm just cheap. The cost difference has kept me away.

As a designer I want a new model tested quick and cheap. Polyester fills the bill. The additional cost of epoxy would nearly double the price of my boats.

If you are looking for a 20 year life for one canoe, epoxy will possibly keep you boat looking young longer.

Anyone who is considering epoxy for use over a wooden hull should look into "West System" or "System Three" that John recommends. Other epoxys I'd question.

I feel that all resins present a health hazard -- polyesters included. "West System" claims to be 'safe'. I can't vouch for it but I have used it and it doesn't stink like polyester.

Soon the canoeing season will be over (November?) I will have more time to sit down and write. I plan to have a follow up article on epoxys. I also plan to introduce the world to the "KUNZ gunwale", its the hottest thing in canoe building since the staple gun.

Coming up in the months ahead will be an evaluation of some of our new canoe designs and some of the older ones, Stay With Us!!

TRADING POST

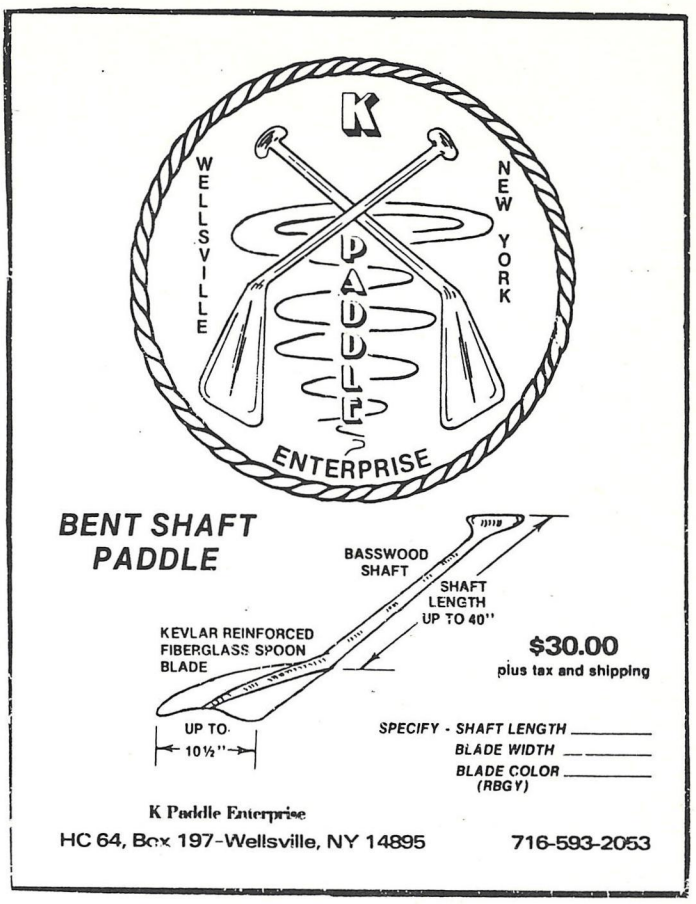
FOR SALE

We-No-Nah 16'6" Advantage Solo Cruiser. Fiberglass hull. Brand new - won at a raffle at 'Fit Fest' on July 1. $475 firm. **Call Tom Steckling 475-6857.**

1982 Wabash Valley Canoe Competition Cruiser, 18-1/2 FT long, meets USCA specs, used only 3 months, Excellent shape!! Fiberglass, foam core, aluminum gunwales, bow and stern sliding seat, and center sliding C-1 seat. Great training, novice racing, or touring canoe. Must sell!! **Call David (715)664-8965.**

15 FT Cedar strip Solo canoe (Mantoy) with cover. Good condition. $400. firm. Call **Wayne 437-4067.**

Duluth Pack and Stuff bag liners. Finally, plastic liners sized right and made tough for canoeists. $.29 to $3.29. **R E I ,35W & 98th St. exit, Clover Shopping Center, Bloomington, (612)884-4315.**





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.

WHY YOU SHOULD READ THE LABEL

You may not be able to judge a book by its cover, but you can discover a lot about packaged food by reading the label. Government regulations require a food processor to tell you exactly what you are getting.

Start with the name of the product itself. What does it really say? For example, you might see one product labeled "Beef Stroganoff" while another is labeled "Noodles and Stroganoff Sauce with Beef". U.S.D.A. specifications require at least 45 percent beef content for the first product label while the second label can have as little as 21 percent beef. And if the label read "Beef flavored", it can have less than one percent beef.

So the name of the product is your first and most important clue. Be aware of the exact wording. If the label says "Chicken 'n Rice" you're getting a lot more chicken than if it says "Rice 'n Chicken".

Your next clue to what's inside is the list of ingredients. Every food packager must list each ingredient in decending order, according to weight, with the most prevalent ingredient named first, and the least prevalent last. Often, however, two companies may list the same ingredients in the same order, but the quantities of each item will vary considerably. That's why it's best to read the name of the product first. But what if both the name and the ingredient list are similar? Then how do you choose?

WHAT'S THE NET YIELD?

Most manufacturers will tell you the size of the final servings on the label (for example, "TWO 12 OZ. SERVINGS"). Of course, with lightweight, dehydrated meals, much of the final serving contains the water you add back during preparation, so be sure to also check the "Net Weight" when comparing products. Two products may claim to yield the same size serving, but if the net weight of one is less, that just means you've been asked to add more water. And, all other things being equal, the product with the higher net dry weight will yield more food value for you.

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

READ THOSE DIRECTIONS

There is one other area of the label that you should consider carefully and that is the directions for preparation. Many people fail to realize that seemingly easy to prepare, "just-add-water-and-serve" meals are not always the best when it comes to taste, texture, aroma, and appearance. Different foods rehydrate at different rates and it is folly to believe that a good Beef Stroganoff or Turkey Tetrazzini can be prepared simply by adding boiling water.

We have found that simmer and cook dinners are far superior to the precooked meals some companies offer. And in fact they both end up taking about the same amount of time to prepare. But that extra five minutes can make a world of difference to your taste buds. So don't be fooled by overly simple directions for preparation. Consider instead the final product. Fast foods are great in a pinch, but they will never beat a meal prepared with a little extra care.

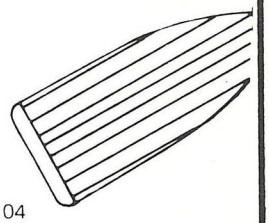
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WHITE OTTER LAKE COUNTRY



The kitchen measured 14 by 20 and the main building went a full 24 by 28 feet. The tower, built from red pine logs which averaged 37 feet and weighed nearly a ton when cut, was four stories high. It was in every sense a 'castle'.

Jim McQuat, one time farmer, logger, gold miner, trapper, and handy man, built it himself -- a log castle in the wilderness, hewn from nature's bounty. And Jimmy did it without any help whatsoever -- no horses or power equipment of any kind. A hand-built mechanical winch, pry bars, axe, cross-cut and twist drill were his major tools.

Jimmy began work in the summer of 1903. His ambition was to carve a fitting tribute to Jane Gibson, a 19 year old woman from Clifford, Ontario, with whom he hoped to share his life. But Miss Gibson ultimately declined his offer of mail order matrimony and instead left Jimmy alone with his castle and his dream.

Jimmy completed the walls and roof of the log mansion in 1914, and just four years later, at the age of 63, he drowned in the cold spring waters of White Otter Lake while netting fish. What's left of his accomplishment still stands among the towering pines of White Otter Lake. Though the interior walls have been defaced by senseless graffiti, the incredulity of the place still serves as an inspiration to all who make the effort to happen by. Jimmy McQuat's White Otter Castle endures!

There are no roads or trails to White Otter Castle. Getting there requires boating across 10 miles long, crystal clear, Clearwater Lake; then portaging over a sluice dam into White Otter Lake. Jimmy's castle stands in a quiet bay at the northeast end of the lake.

In the early part of the century, a "logging alligator" (small steamship) plied the waters of White Otter and was portaged into Clearwater via a gigantic mechanical winch. The "Alligator" provided transportation for Jimmy. Smaller lakes were accessed by canoe and portage. At the turn of the century, Ignace was the nearest town of any consequence. Jimmy frequently paddled and portaged (there were some 30 portages) the entire route to obtain supplies and sell his furs.

Jimmy McQuat's "castle" and the mysteries and legends which surround it, along with the dozens of sluice dams and logging artifacts which dot the White Otter wilderness area, are the most compelling reason to paddle the Turtle River. The area is scenic and campsites are superb. Rapids are best described as "interesting", as all are high Class II or better. It is the logging activity, the noise of the Caterpillars, the blasting (!), the roads, and the culverts...and the fly-in fishing camps which detract from the wilderness experience.

Our week long Turtle River canoe trip was a mixture of the good, the ugly, and a reenactment of history. Good fishing, spectacular views, pig-sty fly-in fishing camps, and enough LaBatt's Blue and Miller cans to ensure we wouldn't "miss the portage".

Yet, despite its well-traveled nature, there were surprises: The eastern leg of the route was nearly devoid of human evidence -- portages were difficult to find and so overgrown that it was doubtful they had seen the soles of man for a decade or more. There were, amazingly, tiny pockets of absolutely pure wilderness.

Most unforgiveable about the trip was the three dollar person per night, "camping fee".

Ontario has devised a clever new way to extract dollars from yankees. They've instituted a three dollar per head per night charge to camp on "crown lands". "Crown lands", mind you, not Provincial Parks! That fee is already in place. The program is being trialed in Northwestern Ontario (White Otter Wilderness Area). And if it "works here" (and why shouldn't it?) it'll be expanded to cover the province.

What a ripoff!

Under the program, you're bilked three bucks per person per day and given a little card with the camping dates indicated. This is, you understand, in addition to the 17 percent duty on food which you pay when you cross the border.

And what you get for your three bucks, friends, is nothing. Absolutely nothing! No established campsites, no firegrates, no box latrine, not even immunity to the chain saw, the logging road, the blasting cap, the airplane, or full scale "development". You get nothing!

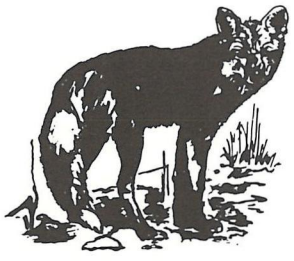
Our crew of five (in solo canoes, of course) quickly adapted to the new rip-off philosophy. We packed out every speck of our own trash, of course, but our attitude was not up to cleaning up after others. Garbage generated by others stayed put. We figured the MNR could use our fees to hire a clean up crew -- admittedly a hellava attitude coming from folks who are staunch environmentalists. The crown lands camping fee had, as absurd as it sounds, eroded our outlooks and caused us to re-think the value of "wilderness.

Ontario may have made a massive error here in misinterpreting the feelings of American canoeists. How much better it would be to have an annual permit of sorts -- one which would entitle the user to camp on crown lands for as many nights as he or she pleased. Like a fishing license. Imagine how you'd feel if instead of paying a license fee, you were instead required to fork over one dollar for each fish you caught. Each night spent in "the wilderness" was tempered by the thought that our cash register had rung up another three bucks a head.

Fortunately, the fee program is still in the trial stage. If there's enough opposition, changes are sure to be made. If you canoe in Ontario, you'll want to get involved, and quickly. Here's where to write. Make your feelings known to:

D.M.C. Lindstrom
Lands & Parks Supervisor
Ministry of Natural Resources
Box 730
Dryden, Ontario P8N 274

or phone: 807-223-3341



FOREST FIRES

As a forester in Oregon many years ago, I fought several good sized fires. But I've never been canoeing when the woods were ablaze all around me. If you're caught in the canoe country with a raging fire in progress, here's the recommended "survival procedure" according to Walt Tomascak, Fire Managemnet Officer for Minnesota's Superior National Forest:

"If you smell smoke or see a convection column rising in the distance, remain calm and evalute the safety of you position. Generally, fires move in a predictable direction so you may be able to outflank it by moving perpendicular to its path., that is so long as you can stay on or near water. If the fire has reached the lake you are on, move to the opposite shore and stay near the water's edge. If the shoreline is burning all around, get out in the center of the lake and stay there. Wet down your clothes, hat, and life jacket. Remove all nylon clothing! Flaming nylon produces the most severs burns -- instantly!

If sparks are flying badly, overturn your canoe in the middle of the lake and get under it for protection. The canoe will retain a large bubble inside in shich you can breathe and talk normally.

An intense crown fire often generates its own winds. In extreme cases these winds may reach speeds in excess of 100 miles an hour! If that happens you may be in trouble whatever you do. Generally though, you should be able to survive even very large fires if you're at least 100 yards from a burning shoreline.

I would not recommend leaving your canoe under any conditions since it offers a means of eventual escape as well as protection from radiant heat. Its best use as I've suggested, is as a heat and ember shield when overturned in the water.

Under some conditions, forest fires may jump one-half mile or more--another reason why you should stay put near a large body of water. If you must travel through an area that is burning, wait until the fire activity is lowest, which is generally late evening through mid-morning."

From Cliff's new book, CANOEING WILD RIVERS, ICS Books, Inc., Distributed by Stackpole Books. $14.95 plus $1.75 postage from Indiana Camp Supply, Inc., PO Box 344, Pittboro, Indiana 46167.

JULY MINUTES

Verna Robinson, Secretary

Venice Barsness, President, showed those in attendance the August issue of Canoe magazine. CANOE magazine interviewed Gene Jensen, and Gene was shown wearing an MCA T-shirt. Venice suggested giving credit to Supportive members by listing their names in HUT! It was discussed and agreed that supportive members be listed on a semi-regular basis, as space premits. Venice volunteered to write an article explaining a Supportive membership.

Mike Vande Vyver, Director at large, is looking for information on the Knife River in Canada. He is planning an expedition for 1985.

Harlan Nickerson, Public Relations, will get news releases for the July 22nd 'Lockatennial' cruise and the July 30th Summer Pleasures cruise. Harlan and Darla have offered to host the November meeting in their new home.

Jim Robinson, Cruising, stated we have a good schedule for July and August, but we haven't had a lot of directors leading cruises. Let's have some enthusiasm and support.

Steve Stedman, Membership, reported our current membership status.

Verna Robinson, Secretary, June minutes were approved as read. Ralph Lueck has resigned as the Conservation Director because his work schedule interferes with the position. Therefore, the position for Conservation Director is now open.

Mike Pease, Representative from Rapid Riders, reported there were 16 people attending the rescue clinic and everybody was very satisfied with the class.

Respectfully submitted.

FLASH

Ralph Lueck, Conservation director has asked the directors to accept his resignation as his work schedule has changed. WE need YOU to fill this vacancy! If you would like to become actively involved in conservation, or would like to learn more about this, come to the next directors meeting.

WELCOME NEW MEMBERS

Gordon Aker	Crystal MN
R S Andrusick	Breckenridge CO
Jim Bennett	Elgin MN
John Cross	White Bear LakeMN
Greg Culp	Billings MT
John F Driscoll	StPaul MN
Darrell Erickson	Austin MN
Paul Garding	Litchfield MN
Robert Giampaolo	Everett MN
John T Gorman	Maplewood MN
Anne Hanley	Minneapolis MN
Glenn Hobson	Brentwood CA
George Horvat	Sandstone MN
Waid Johnson	Naperville IL
Fran P Kaschak	Minnetonka MN
Keith Keller	Brooklyn Park MN
A D Lafond	StPaul MN
Gerri Lien	Moorhead MN
Joseph M Mansur	Woodbury MN
Judy McConnell	StPaul MN
Steven S McDonald	Eden Prarie MN
Jan Mlinar	Minneapolis MN
Bruce Morrow	Minneapolis MN
Sue Mueller	Minneapolis MN
Jim Obbink	Richfield MN
Ben Ostman	Eagan MN
Gene Pastien	Moundsview MN
Fred Peterson	North Mankato MN
Craig Prudhomme	Finlayson MN
Michael Reid	Minneapolis MN
Peggy Roser	StPaul MN
Larry Schmid	White Bear LakeMN
Ron Schmidt	Plymouth MN
Steve Schmidt	Spirit Lake IA
Tom Schrank	Minneapolis MN
George Skinner	Wayzata MN
Gayle Strom	StPaul MN
Jim Swanson	Minneapolis MN
Chris Varkala	Golden CO
Janet Wallace	Washburn WI
Olga Lange Willmann	Sedgwick ME

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Old Town Canoe	Old Town ME
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