ISSN 0739-7445

HUT!

MINNESOTA CANOE ASSOCIATION INC. December 1984 / Volume 20, Number 12

CALENDAR OF EVENTS

MARK YOUR CALENDAR NOW!!
FOR THE
WHITEWATER CANOE & KAYAK EXPO '85
SATURDAY FEBRUARY 16, 1985
10 A.M. - 5 P.M.
MOUNDSVIEW

FMI Dave Nelson (612) 541-1210
or John Wexler (612) 722-7069

DECEMBER

RAPID RIDERS WHITEWATER EXPO'85 MEETING
2 **Sunday, 6:30 P.M. Dave Nelson's house**
Volunteers needed, call (612)541-1211.

HUT! WRITING MEETING.
4 **Tuesday, 7 P.M. John Wexler's house**
2923 South 16th Avenue, Minneapolis

TRANS ONTARIO CANOE TRIP TO HUDSON BAY
4 **Tuesday 8 P.M. Auditorium SMM East Bldg**
Science Museum of Minnesota series
Mark Hennessy, YMCA Trip Guide
$2. or less, FMI see article
To preregister, call Dan (612)221-9439.

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

RAPID RIDERS CHRISTMAS PARTY
8 **Saturday 6:30 P.M.**
Pot luck of sorts
Jan Amberson (612)332-8310 **RSVP**

RAPID RIDERS BUSINESS MEETING
11 **Tuesday 7 P.M. Cedar & Riverside**
Coffee House Extemporee,

WINTER SURVIVAL & WILDERNESS TRAVEL
11 **Tuesday 8 P.M. Auditorium SMM East Bldg**
Science Museum of Minnesota series
Cliff Jacobson, Wilderness author
$2. or less, FMI see article
To preregister, call Dan (612)221-9439.

A CENTURY OF ADVENTUROUS WOMEN
12 **Wednesday 7:30 P.M., slide program**
Women mountaineers, canoeists,explorers
Whittier Community Center
2600 Grand Ave., Minneapolis
Fee $2.00; Woodswomen members free.

TWIN PORTS X-COUNTRY SKI TRIP
15 **Saturday, Gooseberry State Park**
FMI David Spencer 624-3413.

WOODSWOMEN NEW YEAR'S SKI TRIP
29 **- 1 December - January**
Northern Wisc., ski inst, cookouts
chemically-free weekend (612)870-8291

JANUARY

HUT! WRITING MEETING
3 **Thursday 7 P.M. Powderhorn Park**
14th Ave & 35th St. Minneapolis

Plan NOW to attend the
3RD ANNUAL
WOODSTRIP CANOE BUILDING SHOW
SATURDAY FEBRUARY 23,1985
12 NOON TO 6 P.M.
BROOKLYN CENTER CIVIC CENTER

Stay to enjoy
THE MCA ANNUAL BANQUET
after the show

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: John Wexler, Editor, 2923 16th Avenue South, Minneapolis, MN 55407

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(612) 722-7069

CALENDAR OF EVENTS

MONTHLY DIRECTORS MEETING
5 Wednesday 7:00 - 10:00 P.M.
All members welcome.
Jim Robinson's, 4421 36th Ave. North
Minneapolis MN, (612)588-5402

RAPID RIDERS BUSINESS MEETING
8 Tuesday 7 P.M. Cedar & Riverside
Coffee House Extemporee,

"By Spirits Moved" & "Earth Circles"
9 Wednesday 7:30 P.M.
Inuit and Ojibway art slide programs
Whittier Community Center
2600 Grand Ave., Minneapolis
Fee $2.00; Woodswomen members free.

RAPID RIDERS ACTIVITY MEETING
15 Tuesday & P.M. Powderhorn park
14th Ave & 35th St Minneapolis

PLAN TO PADDLE PROGRAM
19 Saturday 12:00 - 5:00 P.M.
Films and Speakers all afternoon
Brooklyn Center Civic Center
5600 Shingle Creek Rd.
Brooklyn Center, MN
FMI Al Gustaveson (612)778-8525

TWIN PORTS X-COUNTRY SKI TRIP
19 Saturday, Jay Cooke State Park
FMI David Spencer 624-3413

FROZEN RASPBERRY BUSH X-SKI PARTY
19-20 Saturday - Sunday
Bek Kragh's cabin on Sandcreek, Jordan

ADVANCED CROSS COUNTRY SKIING CLINIC
19-20 Saturday-Sunday
Technique, Telemark Turns, safety, etc
FMI Woodswomen (612)870-8291

BEGINNING CROSS-COUNTRY SKIING
26 Saturday
Practice in downhills, turning, safety
Getting up from falls, where to go
FMI Woodswomen (612)870-8291

FEBRUARY

MONTHLY DIRECTORS MEETING
6 Wednesday 7:00 - 10:00 P.M.
All members welcome.
Burt Levy's, 4000 40th Ave. South
Minneapolis MN, (612)432-7557

THANK YOU & GOODBYE

Winnie, outgoing HUT! editor

You have not heard from me all year because I always had more articles than I had space, but I cannot leave without taking space to say a few thank you's.

I am a fairly recent newcomer to the MCA and being editor gave me privy to see the depth of canoe knowledge that our fellow members hold. I stand in awe of your talents, your knowledge, and your experience. My first Thank You is to the club for giving me the privilege of holding this post for the past year.

From conception to delivered copy the HUT! was passed along a regular chain of helpful hands. First there were the writers who were quite prolific if not always timely. Copy came in pencil and in dot matrix; some even by dictation. Some came misspelled and grammatically incorrect. One trip report was in poem form. All of it was interesting and I'm glad you let your creativity flow and sent the items in. That made the HUT! the member's newsletter.

Second I made the print copy and decided the layout arrangement of articles. (The schedule of decending priority drawn up by the directors in 1983 made decision making, for inclusion and location, a simple task.)

Verna Robinson, the unknown staff member and third pair of hands, started out the year as proof reader and ended up the year as proof reader, word processor, Croy operator, and final editor. One night she ventured into a blizzard for food to keep us going.

Jim Robinson had the biggest pair of hands; he laid up copy for every issue. Sometimes he even created Ads for the advertisers. He could always work faster than I could get the copy ready. He could massage any copy to squeeze it all in so we didn't cut a members story. He was patient with my unpreparedness and inexperience and always showed the greatest respect for my position by calling me 'madam editor'. (A private THANKS, Jim, for ignoring my tempers and bitchiness.) And, after finishing layup in the wee hours, Jim dropped the HUT! at the printers the next morning.

Beverly and her staff at Printing Works were helpful to us nonprofessionals. They patiently corrected our layout mistakes and gave us extremely fast service.

Venice Barsness volunteered for the task of runner between the Printing Works and Betty Ketter. He also volunteered many times for writing and proof reading.

Betty Ketter labeled all the HUT!s and delivered them to the post office, who delivered it to you-the last pair of hands

There were several volunteers throughout the year who eased the load for the whole staff. Special thanks to the bonus crew that turned out for HUT! layup the night before I left on the Rio Grande trip in March. We had more hands than work!

And thanks to Sperry for the use of their facility and equipment. The HUT! would have cost the MCA $1000. to $2000. more if I had not had access to the word processor,a quality printer, the Croy machine, and the stat camera.

I am not going away, I might even write for HUT! now that I'll have more time. It looks like I am turning the HUT! over to a very capable pair of hands. John has organized his staff well and he has some great ideas for the HUT!; give him your support, and understanding.

HUT! 1985

by John Wexler, Publications

Welcome to the new HUT! staff! So far, Randy Manlack and Betty Ketter have agreed to work on production, layout, and distribution of the HUT!; Wayne Martin and Chris Berne will be working on the business and advertising aspect; and Debbie Murphy and Karl Ketter will be editing the newsletter along with President Al Gustaveson, the calendar editor. I will act as editor until a willing soul steps forward!

We are looking for a cartoonist and/or cartoons. We need reporters to report on important canoeing events. I need one person to help my out with the archives, which are literally all over my living room right now. We need typers, wordprocessors, staplers, more help in all areas of production, advertising, and editing. All MCAers are invited to attend our writing sessions on the first Tuesday of each month. The first writing session is December 4, 1984 at my house.

Upcoming issues of HUT! will focus canoeing as follows:
January - Long Distance Canoe Racing;
February - Canoe Building & Whitewater;
March - BWCA preparation.

GOIN' FOR IT SOLO!

by Bruce Kunz

Like so many things in solo canoeing, this wasn't really planned that much, it just evolved out of a chance meeting. Bob Brown and I were in the southern part of the state for Labor Day weekend. We'd put in at Winona, and were paddling up toward Wabasha. The goal was to hit some of the back sloughs on both the Minnesota and Wisconsin sides. Somewhere between Lock 5 and 5A, amid the tow boats, pleasure crafts, and bass busters, we spotted a lone aluminum canoe bearing down on us. Bob voiced our mutual surprise, "Well, that's one more than I expected to see." As we paddled closer, we got our next surprise. The neatly stowed Duluth packs showed they were not out for a day trip, and the way they moved that canoe, with strong but relaxed strokes, showed they knew what they were doing. I could tell by the smile on Bob's face, we were thinking the same thing. We were sharing the river with a pair of real canoeists.

Those of you who know Bob and I, know that sooner or later, in any conversation, the subject of solo canoes will come up. Put the two of us together, and it comes up sooner. Put the two of us side by side on water, and it usually starts the conversation! Mary Doerr, paddling stern, expressed an interest in trying some of our solos, so we told her about our upcoming solo paddle-in at Lake Nokomis. She said she'd try to make it, and also informed us she was with the Woddswomen organization from Minneapolis. I guess the idea was born there in the middle of the Mississippi that day, but it took awhile to grow.

Mary didn't make the September paddle-in, and over the next few weeks, I ran into her twice more; once at Betty Ketter's, and again at EMS on the first day of her new job there. We talked about the lack of solo canoes for smaller people, and the lack of good wilderness cruisers in general. I don't know who put it into words first that day, but when I left EMS, I had the phone number of Judith Neimi, founder of Woodwomen, in my hand, and a firm resolve to get some of these people out for a solo clinic before winter. My offer brought an enthusiastic response from Judith that afternoon, so I called Bob, and between the three of us, we agreed on October 16th, with the 17th as a rain day (just in case). Judith would try to get eight or ten of her guides, so we would be working with a premeir group of wilderness canoeists.

I had long ago set up the metrics by which I judge a wilderness cruiser. I've tried to incorporate these metrics in the solo canoes I design and build, and have felt that I have been reasonably successful. I really missed on one measure, and it didn't take any time at all for the Woodswomen guides to home in on it!

A good OC1-WC should allow the paddler three strong strokes per side with a bent shaft using the HUT! system. Loaded with 25 to 30 pound packs, (enough for a week and a half), it should give you four strokes per side. The final stability should be such that you should not have to worry about swimming while trying to land a fish. It should take Class II whitewater in stride, and should have a bench-seat, one that you can get your feet under when you kneel for whitewater or a windy lake crossing.

Which of the above assumptions was wrong for Woodswomen? Think about it for a moment.

October 16th was a miserable day. The wind was 25 to 30 miles per hour and wave after wave of cold rain blew in from the southwest all day. I talked to Judith and Bob, and we decided this was to be a clinic, not a survival contest. Wednesday was cool and still windy, but the sky was clear, the sun was out and we went for it. Between Bob and I, we had eight canoes, plus a Pirate, (designed by Brown) brought over by Harold Alt. Mary made this paddle-in, and brought a Summer Song, (a Dave Yost design by Sawyer), compliments of our good friends at Eastern Mountain Sports in Roseville. By 5:00 P.M., we had the shore of Lake Nokomis littered with canoes, paddles, and life jackets. Bob had six of his designs, everything from the little creek runner, Free Spirit, to his Tri, a 16'6", USCA, OC1. I had three of mine, including my new "small person special", the Kestrel 2. (I know Cliff, its a little squirrelly, but once you get it up to hull speed, it firms up.)

After 15 to 20 minutes, they looked like they had been doing it all their lives. In spite of the strong wind and the varied canoes they were trying , no one went for a swim. Thats what I call quality. It was evident that the guides from Woodswomen had come to paddle, and paddle they did. We had a hard time keeping them on shore long enough to get their opinions on what they liked and why. They tried everything. I remember talking to one about the final stability of the Merlin, and how, with a good brace, I could put the gunwale under water and still recover. She came back a few minutes later with a pail and a half of water in it. She looked at me as she dumped it out and said,"You were right!".

For the next two hours, those canoes really got a workout. The questions were intelligent, their observations precise, their opinions almost unanimous. Of the 10 canoes they paddled, three were too-close-to-call without more time under a wider variety of conditions. The others, for the most part, were "nice". (I think they were trying to be kind.) The three they liked were Bob's venerable Pirate, his new prototype for Mad River, (the MR-2), and my Merlin. All high volume cruisers! They wanted solo canoes with a capacity of from 225 to 250 pounds! That's where my assumption was wrong, these people trip for 4 weeks at a time! You have to watch a 110 pound guide handle a 15'6" high volume cruiser in a stiff wind with grace and ease. I believe the word for that is technique.

We are beginning to judge the success of our solo paddle-ins by the length of time it takes to clear the parking lot. Had it not been for the MCA annual meeting and the free beer at the Stroh Brewery that night, we'd have been there till 10 P.M. Thanks to EMS for the Summer Song, Cliff for the Lady Slipper, Harold for the Pirate, Reggy for the Tri, and thanks most of all to Judith and the Woodswomen guides. We enjoyed it and we'll paddle solo with you anytime.

Give a gift MCA membership to a friend.
Get someone to join the club.
Send in an MCA membership for a birthday.
The perfect present: MCA membership.





THE DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER

THE NEWLY ELECTED OFFICERS FOR '84-'85 FOR THE TWIN PORTS CHAPTER ARE:

PRESIDENT, DAVID SPENCER (218)624-3413
9 ST. LOUIS CT., DULUTH, MN 55808
CRUISING, GARDNER ELLIS, (218)728-5304
WHITEWATER & MEMBERSHIP
RICK LUCK, (218)724-7992
RACING, JIM WHEELER, (612)728-3368

As fall makes way for winter it seems that the canoes and kayaks are being stored away while cross country skis and downhill skis are being set out ready for wax and new snow. But, don't store that paddle too soon. Some of the best canoeing is still to come. Each year, while snow gathers on the banks, a few hearty paddlers make their way down the upper St. Louis, Cloquet, or Brule.

If you're looking for a quiet winter paddle, don't overlook these rivers. Take a dry bag with warm clothes, fire material, and hot drink, and you'll have what you need for some great paddling. A few boaters to call for a winter trip are Gardner Ellis, the Sundquists, Jerry Challman, or Kris Weyerson.

There were few trips to report on in October due to poor weather. Rick Luck, Jim Wheeler, and others have been out setting duck decoys on cold mornings. Kris Wegerson has been seen circling the Salties out in Lake Superior with her new Kevlar boat. ...rumor has it that school has been too much for her. Gardner Ellis has undoubtedly run some unheard of river somewhere in Minnesota.

The Twin Ports Chapter of the MCA has a new paddler. Seth Franchiere Spencer was born on November 2nd and is looking to run some of the high water in the spring. Seth Franchiere was named after great-great-great-great grandfather Gabriel Franchiere, secretary on John Jacob Astor's fur trade expedition to Ft. Astoria in 1810. Seth plans on following in his ancestors footsteps.

The Twin Ports Chapter plans on a few ski trips this winter. The annual Boundary Waters Ski Trip will be planned for late January or February. A $20. deposit to Tim Sundquist is necessary as soon as possible. Send your reservation money to Tim at 2510 E. 6th St., Duluth 55812. FMI call Tim at 724-4143.

A one-day cross country trip at Jay Cooke Park is planned for January 19th, with pot luck at David & Sue Spencer's. Call if interested. If there is snow by December 15th, there'll be a short day trip up at Gooseberry State Park. FMI call David Spencer at 624-3413.

Rick Luck is planning a New Year's Eve winter camping trip to the BWCA. Any intrepid souls are invited to come along. FMI call Rick at 724-7992.

Happy Holidays to all!!!

WHITEWATER RAPIDS CANOEING RIDERS

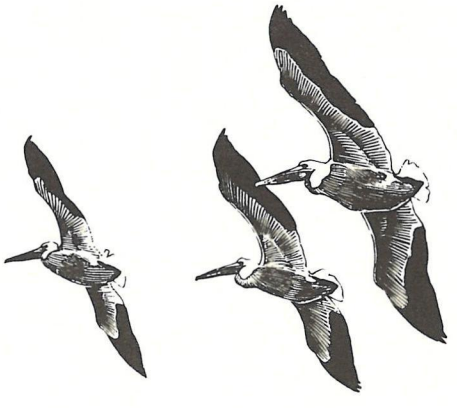
NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER

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

Merry Christmas to all Rapid Riders and all of you regular members also. Jan Amberson has invited all whitewater buffs to her home on Saturday December 8, at 6:30 P.M. for pot luck. Jan requested that everyone bring an ornament to help decorate the tree. She also requested that you please restrict ornaments to items smaller than canoes, kayaks, or paddles.

The first meeting for the Canoe & Kayak Expo '85 will be held December 3rd. Call Dave Nelson 541-1211 or Barb Peterson 421-4888, if you are interested on working on the biggest canoe event in the Midwest.

Bek Kragh will be hosting the Frozen Raspberry Bush X-country Ski Weekend on January 19, 1985 on a beautiful 200 acre area near Sand Creek by Jordan. FMI call Bek (612)929-9454.



BUILDERS NOTES

by Bob Brown

After a careful tally of all votes for first, second, and third place contest entrys I have determined that this years contest winner is again a Zapf. This year its Mike with his Osprey. Congratulations Mike.

Bill Cunningham ran a close second with his Traveler III. And right on Bill's heels was Bruce Kunz with his Kestrel II. All of this years canoes were very nice examples of what our members are doing.

The thing that really impressed me with this year's collection was the variety. We had Explorers, a MicMac, Peregrines, a Kestrel, a Traveler, and even a couple Guides. Our members seem to be demanding more sophisticated canoes.

We are going to make a couple changes in our list of available plans. The Itty Bit plan will not be offered anymore. We are replacing it with the Free Spirit. Bruce Kunz is offering his Peregrine plan for our use. The plans will soon be available for this pretty tandem cruiser.

We have purchased a roll of 6 oz. cloth and plan to use it for a test. I have talked it over with many builders and decided that maybe 6 oz. cloth inside and out will make a better boat. We are asking experienced builders to use and evaluate this material. If you are interested call Bruce or myself (612)432-7557.

The MCA is going to become a dealer for West Systems products. Many of our members have expressed an interest in using epoxy. This dealership should make a good line of epoxy available to our members. More on this when we close the deal.

Lately, I have seen many builders using a 'T' type strong back. These are made of 2x6s or 2x8s fastened together in a 'T' section. Every one of these strongbacks, I repeat, every one of these was twisted. I would strongly urge you folks to quit building this type of strongback. In my next article I will give an update on our latest strongback.



CANADIAN EXPEDITION

by Fred Rayman

Dear MCA; .....I made a solo canoe trip during the summer of '83, in a "homemade", MCA design canoe. I left Fort Frances, Ontario on May 20th and arrived in Fort Smith, Northwest Territories on September 19th.

I am writing to recommend Bob Brown's "Pirate" canoe design to anyone wanting to build an excellent and versatile solo boat. The only major modifications I made in the design was to make "Steady Eddy" three inches deeper than "Pirate". The hull design handles big waves, mean rapids, carries a big load, and is fast.

I'd also like to thank the MCA for its unselfish aid to canoeists and canoe builders. ....Fred Rayman

(ED. note-following are excerpts from news articles on Fred's '83 Solo Expedition.)

Living on the ancient Voyaguer's Route Fur Route along the International border, Ely folks are used to modern day paddlers who take extensive trips north. but few can match the trip taken by Fred Rayman in the summer of '83. He traveled from Fort Frances, Ontario, to Port Smith, Northwest Territories.

Rayman began his odyssey on May 20th and finished up at Fort Smith on September 19th. He travelled in a homemade redwood strip canoe built on a Minnesota Canoe Association design. Named "Steady Eddy" the canoe was 15'7" long, 28-1/2"wide at the gunnels, and 14" deep amidships. The craft was covered with two layers of fiberglass and had other additions including a nylon spray cover that upped the overall weight in excess of 100 pounds.

He used a double paddle, built with oak shafts and glass-faced, 1/4" birch blades. The blades were 8"x 16".

Rayman packed a Sears 'pop' tent, Palco grate, axe and camp saw, 2-1/2# Snow Lion sleeping bag, and other gear all carried in a #4 Duluth pack. He had a Force 10 cloth parka, but picked up a good nylon rain jacket made in Winnipeg.

The young voyageur decided to retrace the fur route that stretched from Fort Frances past Fort Chippewayan on Lake Athabaska to Fort Smith on the Slave River.

He followed the route of the voyaguers in the fur trade era. From Rainy Lake, he paddled up to Lake of the Woods and up Lake Winnipeg. Then he paddled upstream on the Saskatchewan, Sturgeon-Wier, and Churchill Rivers before crossing the 12-mile Meythe Portage. From there, he paddled down the Clearwater.
Enroute he crossed Lake of the Woods, followed the Winnipeg River to Lake Winnipeg and then travelled up that huge piece of water from Pine Falls to Grand Rapids. The trip carried him past the Pas and up the Sturgeon River to The Churchill River where he paddled upstream from Lac La Rouge to the Artic Ocean-Hudson Bay Divide, then down the Clearwater to the Athabaska River and Lake Athabaska, thence into the Slave River and down to Fort Smith.

The incredible journey was not without hardships including waves up to four feet in height on some of the bigger lakes (where the nylon spray cover proved its worth), wild rapids, rain, sleet, and hordes of insects. One of his biggest problems was navigating the big rivers when strong winds were blowing up stream against strong current, creating a dangerous chop.

With the double paddle, Fred traveled more than 30 miles per day, no small feat in a solo craft. He kept an accurate log of his trip which he has typed up for friends to read.

June 8, Bird River -- "I was feeling laid back and blase. I was going to coast in next to the sloping rock where the portage started just 20 feet from the top of the rapids (really a pretty good little falls). The bow hit the rock before I could get my foot out, the canoe strated swinging around, it looked like I was going down the rapids backwards. I leaped out into chest deep water and scrambled and clawed up the rock shore to pull my canoe to safety."

Most of the time the portages were just plain work. The 5'6", 150# Rayman had to carry his canoe, pack, duffle, and rifle across in two loads. That meant three trips in all. But toughened from his months in Alaska's bush country on the trapline, he was fit for both portages and paddling.

June 22, Lake Winnipeg -- "After seeing how quickly the wind can stir the lake up, the traverses across Fisher, Kawinaw and Sturgeon Bays are anxiety-producing. If you weren't a racer prior to these traverses, they'll make you into one."

On several occasions, Rayman built smudge fires of green wood to ward off the misquitoes and blackflies while he was pitching camp.

Because he would be paddling through many settlements on his trip, Rayman chose to buy his food along the way rather than sending it ahead to specific drop points.

I had no trouble buying it along the way. I ate a lot of macaroni and rice and dried potatoes, and I carried some canned meat and some dehydrated foods.

In late August, he encountered a portage that was a legend during the fur trading era. The Methye Portage, a 12-mile carry over the height-of-land between Lac La Loche and the Clearwater River in western Saskatchewan, was a three-day project for Rayman. His three trips over the trail turned into a 36-mile workout.

August 25th, Methye Portage -- "The trail is narrow - 10 feet wide. The foot path is 12 inches wide and worn 6 inches deep in many places.... There must have been a lot of foot traffic over the centuries to wear this trail in."

Though the weather began to get colder as Rayman paddled into September, the bugs didn't let up. Each night, he hoped the steadily dropping temperatures would spell doom for the tiny pests. But they were with him almost until his last day on the Slave River. ...So were the clouds and rain.

Sept 17th, Slave River -- "Regular armpit morning. Strong cold wind blowing right down on the deck. Impenetrable fog. Not a good day for negotiating this stretch. Ugliest September I've ever seen."

Rayman is eager to get back out in the wilderness, he enjoys the wilderness solitude and would like to paddle as much of Canada and Alaska as possible.

Help Minnesota's Nongame Wildlife

THE ECOLOGIST'S NICHE

by John Nosek, Conservation

This time of year we begin to realize that we will be faced with very few chances for paddling. The lakes will be covered with ice for the next few months. WHY? The obvious answer is that it is alot colder now than in July. But alot has to happen to a lake before it will freeze.

Liquid water is strange in many ways. As it gets colder, it gets heavier. Just let yourself sink slowly into a nice deep lake in July and all of a sudden your toes will feel really cold water. That colder water is heavier than the warmer surface water, so it's down deep. But when water gets to be about 4 degrees centigrade, just above freezing, its as heavy as it will get. Any colder than that and water begins to get lighter again. This lighter water stays on the surface, and eventually, in a Minnesota winter, it freezes. Now, the water beneath the ice is not only heavier, but warmer too. If you could sink slowly into a deep frozen lake your toes would actually feel warmer water the deeper you sank. But don't try to prove that, when the lake is frozen the warmest your toes would get is 4 degrees centigrde, and that is still pretty cold feet. (Remember, water is heaviest at that temperature.)

So what does all this mean? For one thing, lakes freeze from the top down. This seems ridiculously obvious, but think! If water just kept getting heavier as it went from 4 to 0 degrees centigrade it would freeze from the bottom up. If that happened, we may never thaw out!! Also, the changing density of water from 4 degrees to freezing is responsible for the fall and spring overturns. Fisherman know what that means. Briefly, during the overturn, temperature is uniform top to bottom, water circulates freely, and oxygen and nutrients are recharged through the lake. Fall and Spring overturns and what they mean to a lake could be a topic all themselves, maybe in a spring issue of HUT! But for now, remember that the frozen lake, that keeps the canoe stored in the garage for the winter, is only cold on the surface -- it has a warmer heart. Just a little bit warmer.

SCIENCE MUSEUM SERIES

A TRANS ONTARIO CANOE TRIP TO HUDSON BAY
Tuesday, December 4 at 8 P.M.
Auditorium, SMM East Building
$2. cost, reduced rates for Science members, students, and children

Mark Hennessy,YMCA Camp Menogyn Trip Guide

Join Mark and 4 others on a 910 mile trip, negotiating rapids and whitewater, seeing moose, beluga whale, otter, and birds. Gain insight into the pre-trip planning and requirements for a long wilderness canoe trip.

31-DAYS TO THE ARCTIC SEA
Paddling the Hood River
Tuesday, December 11 at 8 P.M.
Auditorium, SMM East Building
$2. cost, reduced rates for Science members, students, and children

Cliff Jacobson, instructor, guide, and wilderness canoeing and camping author

This twin screen fast paced slide show will take you on a canoe trip down the rapids filled Hood River, which flows north 180 miles through the most remote parts of Canada's Northwest Territories - terminating at Bathurst Inlet on the Arctic Ocean. On the way see the muskox, grizzly, wolf, and travel through the midst of the 90,000 animal Beverly caribou herd. See Wilberforce falls, the 160 foot high waterfall that flows through a 3 mile long, mist-filled canyon.

For registration information call Dan McGuiness at (612)221-9439. You can pay at the door or register in advance to assure a seat. Registrations by mail (or in person) only: Continuing Education, Science Museum of Minnesota, 30 E. 10th St., St Paul MN 55101.

BRAINS & BRAWN

by Bob Brown

On September 12, on the shores of Lake Nokomis we had a gathering of brains & brawn. Sorry folks it didn't make the HUT! on time, but we had a Fall Solo Get-Together. As a get together it was a flop, very few people got the word.

We got the word to a lot of smelly racers and they showed up for the first annual (maybe last) Lake Nokomis Challenge. BRAWN definitely.

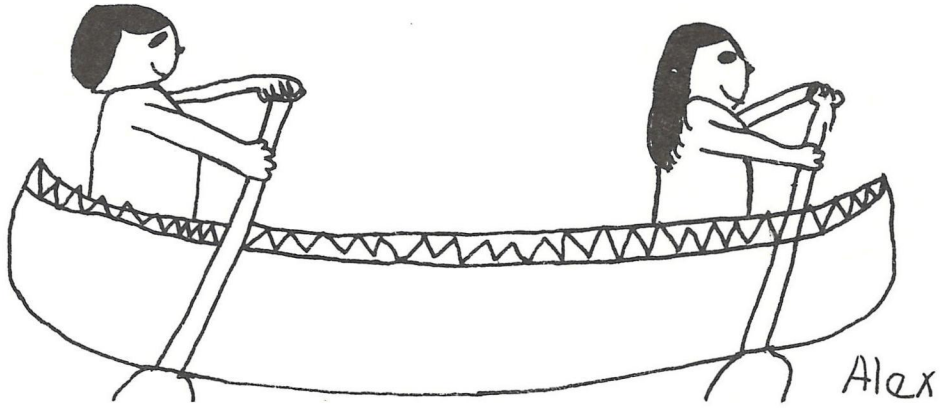
The BRAINS that showed up impressed me more as I looked around that evening I was surrounded by canoe designers. There was Paul Swanson from Hastings and my good friend Bruce Kunz, both showing off their products. Karl Ketter and I are both designers. But much to my surprise Dave Kruger came up from Winona with some friends. Dave brought along some of Winona's line to show us.

My evening was made when a red wagon arrived with a couple of exotic looking racers. This was the master. Gene Jensen had arrived. I was in the company of the best. Between Gene and Dave here were two of the best minds in racing canoes.

The race proved to be Jensen's evening. No he didn't win, he tipped on one of the turns and finished fifth. His boats took first and second. Mike Bohanon took second at 30.36, but it was Al Rudquist who was the talk of the day. He burned up the course in 29.07.

The minute and a half difference between Mike and Al has to say something about Gene's new 17'6" USCA Racer. Really a good performance by Al.

Dave Kruger pulled out a third place in his Advantage in 32.12; and just seven seconds behind him was Dave Zink in another Advantage. ME? 12th place in 36.16, happy to have a few canoes behind me.



THE TENT

by Cliff Jacobson



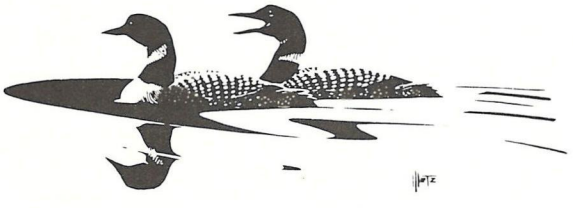
Hooray! The Cannondale Arrostook tent-- the one I've raved about in workshops and writings -- is back. Cannondale informs me they'll be making the tent once a year, if sufficient demand warrants it. Retail cost is $400., and I might add, worth every penny if you need a tent that is absolutely, positively foolproof.

The Aroostook had two integral vestibules, two entries, and a built-in fly that's fully baffled at the ends so that no storm can possibly rip it free. This is THE tent for canoe expeditions. I can rig it myself in 50 mile per hour winds in less than three minutes. I firmly believe this is the best tent there is. No and's or if's.

A slightly smaller model -- the "Wabash" is available for $75. less. It features a single vestibule and sloping ridge. Other dimensions (6 feet wide across the front; 4-1/2 feet maximum ridge height, etc.) are identical to the roomier Aroostook.

I've been using the Wabash for BWCA and Ontario canoe trip's and find it an excellent tent. It's honest weight is only eight pounds, yet its luxurious for two. Because it has only one vestibule you can pitch it on a shorter site than the larger Aroostook.

These tents are very cool in summer and quite toasty in winter thanks to the unique Thermos bottle construction. They are so different from run-of-the-mill expedition tents that they're difficult to describe in less than a thousand words. Most Cannondale dealers don't stock them, though you can order one from them. I have both models on hand; give me a call if you want to check out this truly magnificent tent.



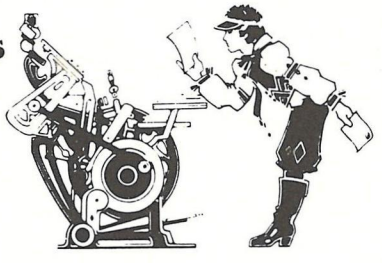
CONSERVATION NOTES

John Nosek, Conservation

Hello. At the most recent annual meeting of the MCA I became the new Conservation Director. As Conservation Director I hope to bring members of the MCA a greater involvement and awareness of conservation issues. Beginning with the next issue of HUT! I will be passing along to you the news and correspondence we receive from various Federal, State, and private conservation agencies. I encourage you to get involved, show your support, or disagreement, with what is happening on the conservation front. Your membership in the MCA already proves you're interested.

From time to time I will be representing the MCA at meetings dealing with conservation issues. I welcome and encourage your input. The more I know about your point of view, the better I can represent you. Send me your questions too. I'll try to find the answers. For major issues or projects I may even be looking for volunteers to help. Look for CONSERVATION NOTES next month for more.

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RED CEDAR, WISC.

by Good 'Ol Nels

continued from last month.....

We generally only have to go about 15 miles today so the pace is especially leisurely. The mighty "Chippewa River" is soon greeted with a salute and I rejoice yet again from that renewed thrill of joining another river! The river from here on down has the appearance of being greater than the Mississippi but likely is not. The bottom is of millions of tons of rolling sand bars and variable depths all round. One can see why this great river was able to dump enough silt into the Mississippi at its mouth to make a sort of a dam that formed Lake Pepin.

Vance isn't as pleased with this new river 'cause the current may be a little less and with its great width you don't notice your speed as much. After a while that beautiful long, low light blue bridge shows up on the horizon and we know we are near Durand. I always like those pretty blue bridges I see in Wisconsin!

Durand appears all neatly together on the south bank with most all of its buildings about the same height. Kind of a European look from the river but from up at the "Sportsman's Porch" and looking to the river I get the feel of Memphis. We visit the Tavern with the high ornate ceiling and the porch out in back high above the river. It was pleasant in the past watching the old codgers playing cards on that screened porch and hear their comments about the bank fisherman below and the other action up the river.

We go down and load up one of the canoes on the van. I am determined to go as close to Lake Pepin as I can get and hope Vance will join me. At this time the Big Jon Boat arrives. About an hour ago we heard the sound of an airplane - seaplane taxiing around in those multiple side channels that are part of the Chippewa. When we finally saw that magnificent craft speed by, it turned out to be a Florida type "Air Boat"! It had the good sized aircraft engine and fins and it was mounted on a big 18 to 20 foot Jon Boat that had a flared out rounded portion on the bow to break up waves. Lately I have kind of been wanting a big conventional Jon Boat to fish big rivers controlably. It was exciting watching the fellow beach that big thing! The engine would roar, the propeller would spin and with careful nudges on his throttle he could inch that big thing up ever so carefully to the exact spot he wanted! He said that for him to get around -FAST- on that big river with all the sand bars and changing variable depths he had the ideal craft. As a matter of fact we were pretty pleased with our crafts on that river! An occassional sliding over and off a sand bar never bothered us at all.

We spot a friendly looking Cafe & Tavern type place just up the bank from the canoe. As we are crazy hungry again we go right in! Good pizzas and hot sandwiches and pitchers of beer are thoroughly enjoyed!

Back at the canoe I realize that Vance is not going to go. I am disappointed 'cause I really wanted to thrash in the bow for a change and we together could really have blown out that 15 to 18 mile distance to Wabasha. Well I took my frustration out on the paddle and the river and thrashed anyway! I was very familiar with this early part of the Chippewa 'cause Mavis and I had really paid the price on it the year before paddling upstream in a big snowmelt current and also into a BIG headwind. We had left the mouth of the Eau Galle River which we had paddled on for two days and tried very hard to penetrate the Chippewa of one mile up to Durand. With all our early effort we just ended up with a L-O-N-G ferry over to the other side and gained hardly a foot! Mavis took the pack and I took the canoe and we started up bent into the wind with grim determination. We walked in deep soft sand and would use the oak trees for wind breaks whenever we could. Out in the open if I failed to split the wind dead on with the canoe I would be tossed several yards into trees. After over a half mile of this we felt we could paddle short spurts along the bank because we had gotten past a faster drop in the river and had an improved wind angle. We would spot a twig coming out from shore and paddle hard the 40 yards or so to grab it. After a good rest we would paddle on to some other hand hold. I had broken by Doubleblade (after all this time) up on the Eau Galle so I was forced to paddle with my 13-1/4' Banjo paddle. Once I let the bow tilt out towards mid river a mere 14" and wind took

us on a FAST FERRY a third of the way across the river before I could correct it! Finally we managed to thrash our way up to near that pretty blue bridge and Good Ol' Durand. While there we enjoyed the intake of the very necessary replenishment of food and fluid!

As I journey on down towards my finish at the Wisconsin 35 bridge between Pepin and Nelson I am treated to one of the finest scenes ever. Mindful of Switzerland, a lucious Alpine-appearing home lay up on a rounded hill along the south bank! That in combination with a big meadow, the pleasant scattering of nice trees in other green grassy areas made that scene so memorable. It is one where one might actually paddle that portion again just to possibly relive that scene!

Paddling down the Chippewa now I am determined to set a near record and I can feel the heat building up in my shoulders. Soon I spot the bridge and a small island just this side of it where I expect the van may be. I slip around the island and lay the canoe along the bank within 10 feet of the van! Vance who was milling about relaxedly spotted me with wide open surprised eyes and said -- you made good time, then he paused a split second and said,"You R-E-A-L-L-Y Made Good Time!! I tried to talk anyone who would listen into a journey out into Lake Pepin and down to Wabasha but got no takers. Oh well it had certainly been a pleasant and fulfilling trip!

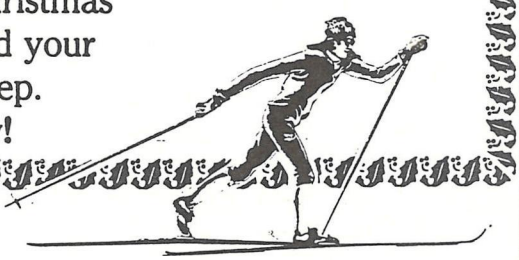
As we travel up along Lake Pepin to Maiden Rock I think back over the trip. Someone commented that we had seen no livestock of any kind throughout all of the trip. I told them of how Daisy and me got out of the canoe to cross a field to talk to a farmer and see where the heck we were. We crossed over a mysterious fence and when we got to mid field that herd of cows we saw just over the crest of the hill off to our left charged down at us. Daisy likes to bark at cows when we are in the canoe but now she cowers down quietly and stays tight to me. I realized right away that these critters are certainly not milking cows but were probably three-fourths grown steers. They snorted and pranced and bucked about excitedly as we walked over to the farmer. After the farmer gave me some words about our whereabouts he excitedly asked me how I got through the Electric Fence and also how we managed to get by those 18 BULLS. Well ignorance is bliss - I guess! I was in a mellow relaxed mood and just didn't give a rap! The farmer insisted on throwing the lever on the Electric Fence, which he did, and also wanted to do something about the bulls. I thanked him and told him that seeing as how we made it up here okay we would probably make it back. And we did.

Ah, the memories that these canoe trips bring back!

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OCTOBER MINUTES

by Verna Robinson

The meeting was called to order at 7:30 by Venice Barsness, President.

Mike VandeVyver, Director at Large, reported on the Rapid Riders meeting. They are starting plans for the Whitewater Expo '85.

Burt Levy, Education & Safety, is setting up the whitewater class for next spring. He is thinking of moving it to St. Croix State Park and using a group camp site. They are thinking about having a graduation dinner catered through Tobie's. The date is tentatively set for the weekend of May 19th. The '85 rescue classes will be in July and August. The date for the Whitewater Expo is February 16th.

Bob Brown, Building, has been 'testing canoes all summer'. He is thinking of dropping the 8 and 4 oz. cloth when it runs out and use 6 oz. cloth all around. Bob was asked to check on cost of purchasing a roll of 6 oz. fiberglass. He is getting alot of requests for epoxy. He will check with West Systems Corporation on being a dealer for them for epoxy.

John Wexler, President Rapid Riders, thanked the board for a job well done in '84. He suggested planning long term advance for next year's activities. He made a proposal that we think about buying a building some place as a permanent base for the MCA and put 5% of the annual dues into a building account. Possibly renting a space was another suggestion.

Venice Barsness, President, and Al Gustaveson, Vice-President attended a special meeting on the BWCA on teaching classes on how to behave in the BWCA. Too many novices have been abusing the area. You will get a license when you take the course. It will cost you less at the entry points if you have taken the class. The March program will be on the BWCA and will be run by the Department of Agriculture.

There will be a program in January on the 19th called "Prepare to Paddle". It will be held at the Brooklyn Center Civic Center. A motion was made, seconded, and carried to appropriate up to $50. for the January program.

Verna Robinson, Secretary, read the minutes and they were approved.

ANNUAL MEETING

ANNUAL MEETING MINUTES
of the
Minnesota Canoe Association
October 17,1984

Respectfully submitted,
by Verna Robinson, Secretary

The annual meeting started at 7:00 PM. Prizes were drawn for activities for the past year. Prizes for trips led were won by Jim Robinson - Hoigaards gift certificate; Al Gustaveson - Midwest Mountaineering gift certificate. Prizes for trip reports in HUT! were won by Bob Brown - Burger Bros. gifts; and Cliff Jacobson - Eddie Bauer chamios shirt. The door prize, an REI co-op gift certificate was won by Pooh Olson. Our thanks to Hoigaard's, Midwest Mountaineering, Burger Bros., Eddie Bauer, and REI co-op for donating these gifts for prizes.

The annual elections were started at 8:00 P.M. the Dirctors elected for 1984 - 1985 are as follows:

President - Al Gustaveson
Vice President - Steve Stedman
Secretary - Verna Robinson
Tresurer - John Kopp
Membership - Lare Strom
Publications - John Wexler
Cruising - Jim Robinson
Building - Bob Brown
Conservation - John Nosek
Education & Safety - Burt Levy
Public Relations - Warren Roundy
Director through '87 - Earl Liberko

The annual elections closed at 9:20 P.M.

CANOE BUILDING CLASS

The MCA Canoe Building method is taught in a class thru the St. Paul Public School's Adult evening classes. Six to ten students build the MCA Explorer model in eight 3-hour sessions. The instructor is Karl Ketter, who wrote the original MCA Canoe Building Manual. The courses are taught once in fall, winter, and spring quarters on consecutive thursday evenings from 6 PM - 9 PM. To register for the **January course** at Benjamin Mayes School (near Hamline University - Snelling Midway area) call Tom Olson (612)645-3948.

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☐ MCA 14′ Solo
☐ Itty Bit (Brown)
☐ **17′ Osprey (Zapf)**
☐ 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)

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

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Send check to: Minnesota Canoe Association, P.O. Box 14207, University Station, Minneapolis, MN 55414

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SPRING IS COMING!

ITS TIME TO START GETTING READY

ATTEND THE MCA PROGRAMS

IN
JANUARY, FEBRUARY, AND MARCH.

Your directors have put their collective heads together and developed four outstanding programs on canoeing.

The first is on **January 19, 1985.** This is a **PREPARE TO PADDLE** show. Two rooms will have continuous programs. One will show a different film every hour; the other will have different lectures and demonstrations every hour sharing the latest information on canoeing.

Next is our 2nd Annual **WHITEWATER EXPO on February 16th.** The Rapid Riders chapter is planning for a fun filled day to top last years information and entertainment record.

On **February 23, 1985** is our 3rd Annual **WOODSTRIP and CANOE BUILDING SHOW.** The MCA has been teaching canoe building much longer, but this is our 3rd annual show. Many of our out-state and out-of-state members will be attending this program. Members in California, New York, and the other thirty states we boast members from, may want to start planning for a winter vacation in Minnesota. Write the MCA for information on hotels, motels, other events, and plan to bring your skis.

The fourth program on **March 9, 1985** will be on the **Boundary Waters Canoe Area Wilderness.** Slide presentations showing the beauty of this pristine land will be only part of a program, which will cover topics on packing, safety, lightweight foods, regulations, and preserving the wilderness.

The 1st, 3rd, and 4th programs will be at the Brooklyn Center Civic Center in Brooklyn Center MN. The doors will open at noon, with the programs starting about 1 P.M. and ending about 6 P.M. The Rapid Riders are working out the details for the Whitewater Show.

Every member should take advantage of these quality programs provided by the MCA for its members and the canoeing public. For more information watch future HUT!s.

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