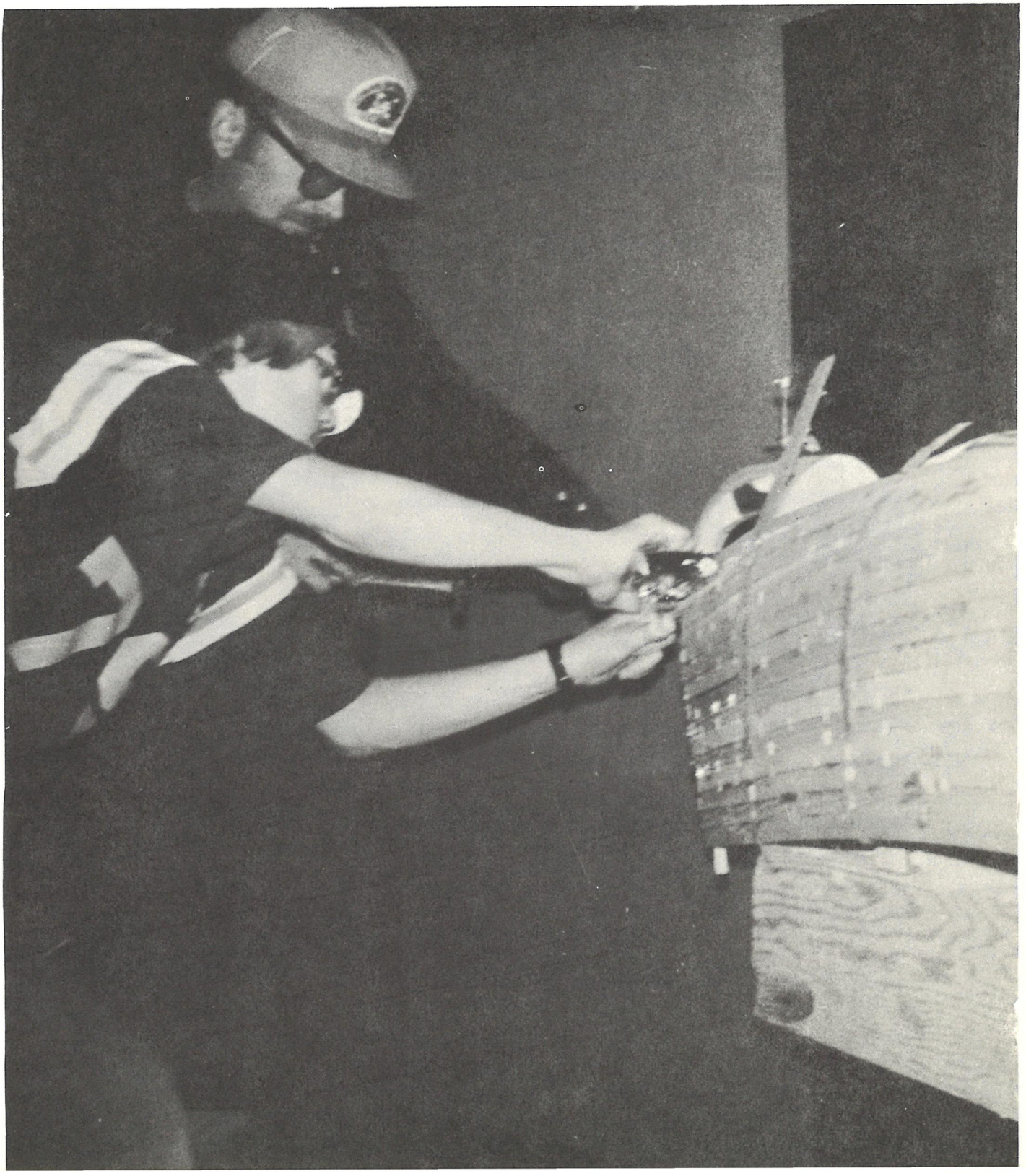
March - April 1977

HUT!

OFFICIAL PUBLICATION OF THE MINNESOTA CANOE ASSOCIATION, INC.

Canoeing in the Midwest



"HUT" is the signal said by one canoer to their partner in order that both paddlers may switch sides in unison. This practice was originated by canoe racers of Minnesota in the late 1940's with the word "HUT" first used by Eugene Jensen, who still builds and races canoes. This swift and distinctive style of paddling has since been recognized as the most effective way to move a canoe by both recreational and racing paddlers.

HUT Magazine is published bi-monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1500 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

Editing and Production
by
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014
784-7667

Cover photo:

Bob Brown and Dean Miller stripping a 14' Solo at Apple Valley Builder's Show.

Photo by Lew Miller

Activity Meetings 1977

~~February - Bob O'Hara's Artic Expedition~~
March - Builders' Show
April - Cascaders Whitewater Presentation
June - Marathon Jensen Handicap
July - Voyageur's
August - State Fair Display
September - Color Cruise and Builder's Contest
October -Banquet
November - Hobby and Craft Show

Office Hours

6:00 p.m. to 9:00 p.m.

Monday: First, third, fourth of each month. Dave White, Cruising.

Second - Lew Miller, Publications.

Tuesday: Walt Jones, Karl Ketter

Wednesday –Dan and Joyce Busch

Thursday:

Friday: Fourth - Chuck Alberg - Building



MINNESOTA CANOE ASSOCIATION
HUT AD RATES

1 inch on Trading Post Page	$5.00	
¼ Page	$30.00	6 - 150.00 12 - 300.00
½ Page	$50.00	6 - 250.00 12 - 500.00
Full page	$80.00	6 - 400.00 12 - 800.00

The Editor Says:

Yep. Another *HUT*. Just one month after the last one. Two reasons for this. It's canoe building time and we hope a timely issue will get you started in time to finish your new boat for the cruising season.

Secondly. We keep having trouble coming out on the alternate month the *Canoe* gets to you. And *Canoe* has been consistantly unpredictable in its appearance -- the main reason for not including an MCA insert. We may be putting out a bi-monthly, single page "Canoers Calendar" by next fall if our membership grows to support the cost.

Your Board of Directors remains convinced that an MCA member receives ALMOST the best available in canoe related publications by receiving both *HUT* and *Canoe*.

For just $4.00 more an MCA member could receive *Wilderness Camping* too. It's articles on canoeing are unmatched in excellence. And W.C.'s Editor Harry Roberts is as fond of strip canoes as one can be while staying open-minded about other materials. Look on page two for this special offer to MCA people.

L.M.

BIG BUILDER'S SHOW



At Rosedale Shopping Center
Snelling Avenue and Hwy. 36
Thursday through Sunday
March 24, 25, 26, 27

PHOTO CREDITS MISSED IN FEB. HUT

Cover by Dean Miller
Page 3 Dean Miller
Page 4 Dean Miller
Page 8 and 9 Lew and Dean Miller
Page 10 Jerry Barsness
Page 11 Lee Stocking

April Activity Meeting

MINNEAPOLIS PUBLIC LIBRARY - 7:30

INTRODUCTION TO WHITEWATER

FILMS - KAYAK TALK

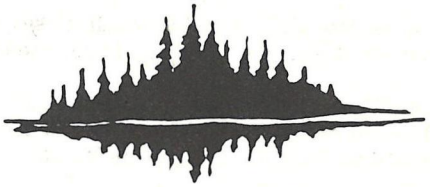
HOSTS: CASCADERS

NEW CHAPTER FORMING IN AUSTIN

Walt Jones and Karl Ketter drove to Austin Minnesota January 21 and met with canoers at the Hormel Nature Center. The group was called together by Dick Birger, naturalist at the center, who feels that there is interest in forming a chapter of MCA in Mower County. Dick thought that Desert Chapter would be a fitting name as it is the only county in Minnesota without a natural lake.

About 35 people attended and saw the MCA slides on building canoes and the eight foot scale model. Five new members joined and plans were made to meet again.

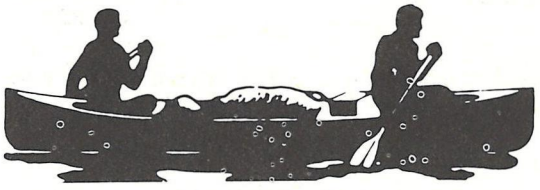
Anyone near Austin needing a place to build a canoe or interested should contact Dick Birger at the Hormel Nature Center, Route 5, Box 285 A, Austin Minnesota 55912 or 507-437-7519 or 507-437-7212.



PRESIDENTIAL SPORTS AWARD

By paddling 200 miles in 4 months (no more than 7 miles credited to a day) you can receive a Presidential Sports Award ... a diploma signed by the president!! a pin and patch to sew on your jacket. PSA's can be earned in about 2 dozen sports (cross country skiing, backpacking even ping pong.

You must be at least 18 years old. For a personal log book and list of qualifying standards send to: Presidential Sports Award, P.O Box 129, Radio City Station, New York NY 10019.



OUTDOORS AND YOU AND MCA

When it's 30 below a **lot** of people watch TV. Walt Jones and Lew Miller starred on *Outdoors and You* on just such a day. They discussed with ease the joys of building cedar strip canoes. Chuck Ross, host of the show encouraged viewers interested in canoes to write for more information. After two weeks over 200 inquiries have arrived! Thank you Chuck Ross.

New Resin - Fiberglass Depots

By Chuck Alberg

The MCA now has four new resin depots. Because we rely on volunteer workers and because the MCA is a non-profit organization, it is imperative that members note the following rules:

1. Supplies sold only to paid up regular members. Bring your membership card with you.

2. Call the depot and schedule a time for picking up supplies.

3. Materials must be paid for by check or money order for the exact amount of purchase. Make checks payable to the Minnesota Canoe Association.

SUPPLIES AND PRICES

Polyester resin with Catalyst	$7.50 per gallon
4oz. cloth, 50 inches wide	$1.50 per yard
7½ oz. cloth, 50 inches wide	$1.70 per yard
7½ oz. cloth 60 inches wide	$1.80 per yard

Three of our four depots will be dealing only in two, pre-packaged lots of fiberglass. These will be as follows:

13 yds. of 7½ oz. cloth, 60 inches wide, $23.40
6⅓ yds. of 7½ oz. cloth, 60 inches wide $20.88
6⅓ yds. of 4 oz. cloth, 60 inches wide $20.88

Betty Ketters depot will cut cloth to any length desired.

DEPOTS

APPLE VALLEY
Bob Brown
12936 Galaxie Ave.
432-7557

ST. PAUL
Dan Busch
876 Deleware Ave.
222-5760

ST. PAUL
Walt Jones
823 West Idaho
488-4570

NO. MPLS.
Betty Ketter
Ketter Canoeing
101 79th Ave. No.
561-2208

We would like to set up a few more depots in other locations. Anyone interested call Chuck Alberg, 529-0779.

We now have a new supply of MCA jacket patches. The price is just $1.50. You may order by mail from Membership Services Director Barb Babcook or buy at the next activity meeting.

Wilderness Camping

Just because you are a member of the MCA you can receive a year's subscription to *Wilderness Camping* for just $4.00. To get this special rate we need only 25 subscriptions from our group. This is a great bargain on a great magazine that provides some very fine articles on canoeing.
Send your $4.00 check to:
MCA Office
YMCA Builing
475 Cedar
St. Paul, MN 55101
Name.....
Address.....
Zip.....

Cruise Schedule

April 1 - Minnehaha Falls Aerial Kayak Demonstration 4:00 p.m.

April 9 - Rice Creek Slalom - call Tom Jahns 633-6734

April 16 - Upper Snake - Intermediate - call Tom Rice 484-5519

April 17 - Lower Snake - Beginner - call John Krack 633-1170 ext. 5821

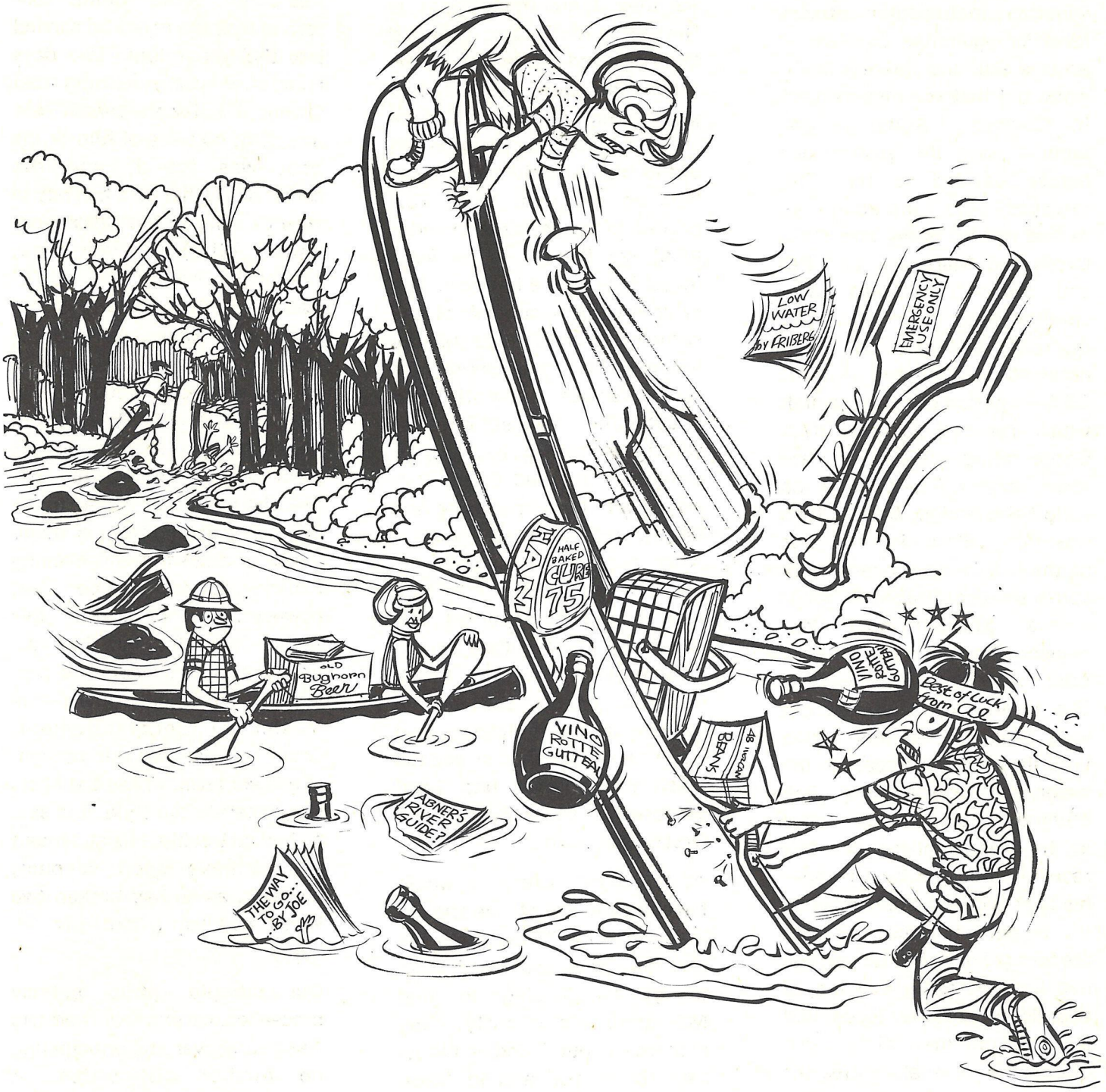
April 23 & 24 - Kettle River Wildwater Match Race and Cruising - call Bob Schuetzler, 331-5284

April 30 - Cannon River Cannon Falls to Welsh - 9 a.m. Bring lunch. Bob Brown

May 14 - Mississippi. Lock One. University Landing to Fort Snelling. Bring lunch and life jackets. Call Bob Brown 432-7557.

Rice Creek's Black Gorge

by Larry Johns



This is not a first-hand account of the trip—the survivors were quite incoherent, and it was necessary to piece the story together from the fragmentary accounts of the participants, who were still quite distraught two weeks after their harrowing experience. Last names have been omitted so they will not be besieged with calls that will constantly remind them of their brush with death. However, it could be mentioned that Pat is involved with biology, Becky with reclining bodies, Bob is a sometimes nail-bender, Dick makes beef jerky, Orson is a

house husband, and Marianne is (or was) a bartender.

Abner Jones has often stated that Rice Creek is a gentle, winding, metropolitan stream ideal for beginning paddlers to acquire skill and develop teamwork, but that you must respect it. Obviously, Abner is unfamiliar with the section our heroes decided to try. The intrepid crew included, as named above, Becky and Dick, Orson and Marianne, and Pat and Bob—all paddlers with considerable experience but dubious ability. The trip occurred near the end of June, 1975—a period of heavy rainfall which resulted in the Black Gorge being an inch or two above normal. Put-in was at the Long Lake Bridge; starting time was noon, with anticipated time on the stream three hours. With some unaccountable subconscious premonition, they neglected to spot a car at Locke Lake, their intended take-out. The three couples started out with high hopes—this lasted until they put their boats in the water, at which time Bob promptly swamped their canoe as he was climbing in. This resulted in no special damage—his boat was in the only eddy on the stream—but they did lose the four gallons of white port Pat had brought along and the 75 pounds of survival foods that Dick thought they might need. Losing the wine eliminates the possibility of intoxication, which might have accounted for some of the subsequent events. Eventually, all six paddlers were situated in their craft, although Pat had a little trouble convincing Bob they should both be facing the same way and preferably downstream; but all went well the first fifty feet of their journey.

As they approached Death is Beckoning Rock, Dick, who had been selected trip leader by the group (unaware that he had packed his glasses with the survival food) decided to go left of the rock to avoid the obvious hole on the right side. This proved to be an error in judgment, as there was an even larger hole on the left side. The error was compounded as the second and third boats blindly followed Dick and Becky. All three canoes promptly did spectacular reverse enders, which resulted in the loss of everything not tied down. Bob stayed with his canoe, as he had tied himself firmly to the seat. After rescuing Bob from his upside-down position, they took note of what they had lost. Pat and Becky had lost their seven-volume set of Braxton's Books on Bird Droppings, Dick lost his position as cruise leader, Bob lost his six spare paddles and his crash helmet that had been autographed by Al Button, and Orson lost his wife.

At this point, everyone would have liked to call off the trip, as they were only 75 feet from the car; but Orson convinced them to go on, hoping to find Marianne. Reluctantly, they proceeded, but found it necessary to portage around Blood Chute, Dead Dog Falls, Avalanche Cascades, Hole in the River, Headstone, Dunker's Drop, and Porky's Rapids. They watched carefully for any sign of Marianne, but all they found was one of the GI combat boots she had been wearing. This both encouraged and alarmed Orson, and he decided to hurry on ahead of the others to look for Marianne, being quite concerned that she could be carried into the Mississippi. Two days later, after hearing nothing from Orson, a full-scale search was mounted; no trace of him or his boat was found, and the consensus is that he's halfway to New Orleans on the Mississippi and yelling "Marianne, Marianne, where are you?" every seventh paddle stroke.

Orson's departure worried the other four, but they decided to go on, as it was only 300 yards to the Central Avenue Bridge. Dick had a waterproof copy of Joe Conrad's "Guide to the Treacherous Rice" taped to his belly, and it showed no major rapids or drops in the remaining distance to the bridge. Joe, however, had never run this section himself, and had acquired what knowledge he possessed from Grant Friberg—the master of understatement. Grant had paddled this section, at a lower level, in two bat boats rigged catamaran style, and said he had no trouble. His statement should have been suspect, however, as he had broken two kayak paddles (about par for him.)

Our intrepid group blithely proceeded, certain that their trip was nearly over and anticipating no further difficulties. A comparatively quiet stretch gave them a feeling of false security and probably made them somewhat careless. They were only fifty yards from the bridge and were looking forward to dry clothing, Dick's emergency

survival rations, and Pat's spare jug of white port when they heard a sound that chilled their blood. They were already in the fast water just preceding Blood Bath Backroller—there was no avoiding it. Becky broke two paddles desperately trying to get to shore, Dick was cursing with a Boston accent, Bob dove under the seat, and Pat squeezed the gunnels so hard that she cracked the metal. All to no avail—both boats were drawn over the two ledges just before Blood Bath, where both canoes were turned broadside and swept into and around the huge boulder that forms the notorious hole and roller. A rooster tail twenty feet high lifted both boats simultaneously. They were so close that Bob and Dick held hands in the forlorn hope that one could help the other. Crashing to the surface, the canoes were tumbled in the backroller, then lifted even more violently and thrown with great force into the branches of an overhanging oak. Both canoes were instantly shredded, Bob was caught in the branches and sought sanctuary in a cowbird's nest, and Pat, Dick, and Becky were swept downstream for 400 yards before Becky was able to get all three to shore. Dick and Pat were completely exhausted, so, waiting until Pat was able to struggle back to the road unassisted, Becky slung Dick over her shoulder and carried him back to the bridge. It took 20 minutes to convince Bob to leave the cowbird's nest and climb to the ground. All they had left were some shreds of clothing and their lives.

The ladies started to hike back to the car, but were promptly arrested by the Fridley police for indecent exposure. They sat for two hours in the Fridley jail until they were bailed out by the proprietor of Koshiki's Sauna and Massage Parlor (both girls work part time at Koshiki's). They proceeded to Bob's car, where Pat jumped the wires to get it started. (Bob had lost his keys in his first upset.) Driving back to the Central Avenue Bridge to pick up Dick and Bob, they went directly to Abner Jones' house and beat the hell out of him for giving out erroneous information about Rice Creek.

From most experiences like this, you can develop a list of do's and don'ts; however, in this case, there are only don'ts. They include:

1. Don't overload your canoe with wine.
2. Don't select Dick as cruise leader.
3. Don't tie yourself to your canoe seat.
4. Don't trust Joe Conrad's maps.
5. Don't take Grant Friberg's word on river conditions.
6. Don't walk around Fridley half naked.

MEMBERSHIP APPLICATION FORM

Make checks payable to, and send payment to the Minnesota Canoe Association, YMCA Building 475 Cedar, St. Paul, MN 55101

Age ___ Sex ___ No. of years canoeing ___

Occupation _____

Own canoe? ___ Type _____

How many others in your family canoe? _____

Status (check one):

New membership ___

Renewal ___

Name _____
(last name first)

Address _____

City and State _____

Zip Code _____ Telephone _____
(Our publications will not reach you without zip code)

Type of membership (check one):

Single ___
Family ___
Supportive ___
Contributing ___
Life ___

CLASSIFICATION OF MEMBERSHIPS

Single $8
Family $10
Supporting $25
Contributing $50
Life $100

Chapter 1 2 3 4 5

MAILING DATA

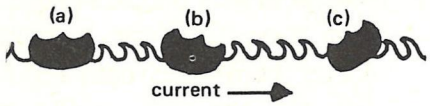
Name _____
Address _____
City and State _____
Zip Code _____
Telephone _____

Chapter Affiliation - 1. BRIGADE DU CANOTS DU NORD - 2. CASCADERS - 3. MARATHON - 4. 3M - 5. HIAWATHA

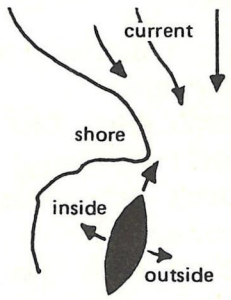
Quiz on River Current

by Ian Richards

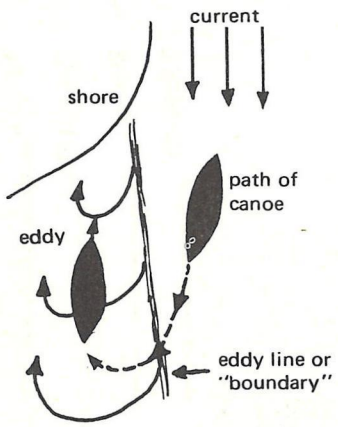
1. When crossing broadside to a current, should a canoe be (a) kept flat, (b) leaned downstream, (c) leaned upstream?



2. You are paddling upstream and must go around an obstruction jutting out from the shore. Should you (a) lean toward the outside of the turn, (b) lean toward the inside of the turn, (c) not lean at all?



3. When making an **eddy turn** (from fast current initially moving downstream, spinning 180 degrees into the back eddy), should you (a) lean outside, (b) lean inside, (c) not lean at all?



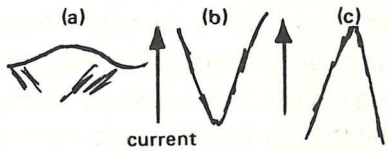
4. When turning 180 degrees out of the back eddy into the fast current, should you (a) lean outside, (b) lean inside, (c) not lean at all?

5. If for some reason you had to paddle **across** a river just upstream from a 100-foot waterfall (or fallen tree, low bridge in flood season, etc.), would it be safest to point the canoe (a) directly broadside to the current, (b) facing downstream at a 45-degree angle to the current, (c) facing upstream at a 45-degree angle to the current?

6. If your canoe hits rocks and spins around backward in a rapid, is it safest to (a) turn around again, (b) go through the rapid backward, (c) head for shore?

7. If your canoe gets stuck on a rock in a rapid, should you (a) lean toward the rock, (b) lean away from the rock, (c) call for a helicopter?

8. It's difficult to give precise rules for telling where submerged rocks are located. (They often turn up in the darndest places—like right under your canoe!) But, as a rule of thumb, which two of the following are the best indicators of barely-hidden rocks: (a) a smooth "pillow-like" wave, (b) a V pointed upstream, (c) a V pointed downstream, (d) choppy waves (haystacks) and rollers?





9. Which are the best and worst positions for a covered canoe going through a big rolling wave: (a) pointing straight into the wave, (b) sideways and leaning downstream into the wave, (c) sideways and leaning upstream away from the wave?

10. Is the safest place to run down a chute with big choppy waves below it (a) through the big waves, (b) along the edge of the waves, (c) heading into the back eddies on the sides?

11. Suppose you swamp in an open aluminum canoe. Should you (a) stay on the downstream side of the canoe, (b) stay on the upstream side or end of the canoe, (c) abandon the canoe and strike for shore?

12. One last question: Is someone who makes up a multiple-choice quiz about a decent sport like canoeing (a) a jackass, (b) ein Esel, (c) un burro?

Answers are on page 12.

BWCA TRAVEL ZONES

Refer to Map on page 9

HEAVILY USED TRAVEL ZONES:

Travel Zone 3

This is heavily used as an access route to adjoining areas.

Travel Zone 5

This is heavily used as both an access route to adjoining areas and as a destination in itself. Moose River provides little parking space and is generally crowded.

Travel Zone 8

This is a heavily used area, with a large proportion of the use being day use. Camping use is heavy during the weekends of the opening of fishing season, Memorial Day, and Labor Day.

Travel Zones 11 and 12

Campsites will be difficult to find in both travel zones during August and in travel zone 11 during the weekends covering the opening of fishing season and Memorial Day. The areas directly below Pipestone Falls and above Basswood Falls are crowded throughout the summer, as is Fall Lake. Zone 12 is less crowded in July. The primary access points to the travel zones are Moose Lake and Fall Lake -- the two most highly used entrance points to the BWCA.



Travel Zones 13 and 14

The primary access point for these travel zones is Moose Lake, the most heavily used entrance point to the BWCA. Nearly a quarter of all visitors to the BWCA enter here.

The campsites in these zones have the highest occupancy rates of all travel zones. The main travel routes are severely crowded from late July through Labor Day. Overcrowding occurs during the weekends of the opening of fishing season and Memorial Day.

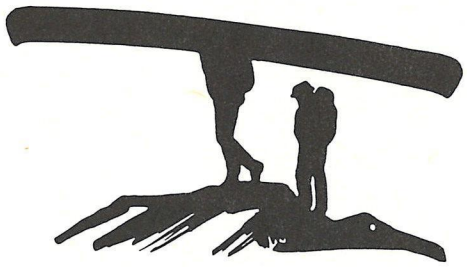
Ensign Lake, Vera Lake, and the west of Knife Lake are severely crowded from Memorial Day weekend to Labor Day. If it is necessary to camp in travel zone 14, a better chance of finding unoccupied campsites exists on weekends and in bays off the main travel route.

Problems with bears raiding food packs and campsites are common throughout the summer.

Camping is limited to one night on the Moose Lake chain of lakes.

Travel Zone 19

This zone is severly crowded during Memorial Day weekend. Early June, late July, and the first three weeks in August receive heavy use, with the remainder of the season receiving moderate use. Lake One, Lake Two, the north half of Lake Three, Lake Four, Hudson Lake, and the west end of Lake Insula receive heavy use throughout the season. Campsites are more likely available on bays or lakes away from the main travel routes. Plan your route carefully -- motors are not permitted on many of the lakes.



Travel Zone 26

This travel zone has the third highest campsite occupancy rate of all travel zones. It is severely overcrowded for the first three weeks of August. June, July, and the last week of August receive heavy use with occasional periods of moderate use. Campsites are more crowded in the western end of the travel zone. Problems with bears raiding food packs and campsites are common throughout the summer. Use is generally light during May and September.

Travel Zone 27

Travel zone 27 receives heavy use in early June and from late July until late August. Ogishkemuncie is severely overcrowded. Hanson and Ester Lakes are less crowded on weekends. Lakes other than these three tend to be lightly used. Weekdays tend to receive heavier use than weekends. Sea Gull Lake is the most heavily used access point to this travel zone, providing nearly half of the groups.

Travel Zone 28

Saganaga and Sea Gull Lakes receive heavy use from mid-May through Labor Day. Much of this is day use by large motorboats. Many of the campsites along the main route are overused. Fishing pressure is heavy in the spring and early summer. Saganaga is severely overcrowded on the opening weekend of fishing season. Alpine Lake has moderate to heavy overnight camping during July and August. There is considerable through-travel between Sea Gull and lakes to the southwest.



MODERATELY USED TRAVEL ZONES:

Travel Zone 1

The International Boundary is well used by motorboats. Little Vermilion Lake receives light overnight camper use, while Loon Lake receives moderate to heavy overnight use.

Travel Zone 2

This is Lac La Croix. Early season use concentrates near the east end. Mid-summer use is fairly heavy on each end and somewhat lighter in mid-lake. Due to the size, configuration, and number of islands, a secluded campsite is usually available.



Painted Rocks Lac La Croix

Travel Zone 7

The Basswood River area (from Basswood Lake to the Pictured Rocks on Crooked Lake) is crowded from the opening of fishing season to early September. The area from Pictured Rocks to Wednesday Bay is crowded on the weekends of the opening of fishing season and Memorial Day. Use of the travel zone during the last week of July and first two weeks of August is heavy and unoccupied campsites may be difficult to find. The bays of Crooked Lake offer seclusion for those willing to travel off the main route.

Travel Zone 10

Fourtown and Horse Lakes receive heavy use from the opening of fishing season to Labor Day.

There is a great deal of airplane noise in the vicinity of these lakes due to airplane landings just outside the BWCA boundary. Motors are allowed only on Fourtown Lake.

Travel Zone 15

Use during mid-August is very heavy and is moderate during the remainder of the season. Kekekabic Lake and the west end of Spoon Lake receive very heavy use from mid-July through August. The smaller lakes tend to be more lightly used than Kekekabic Lake. Mid-week use of this travel zone tends to be higher than weekend use. Moose Lake provides most of the entries to this travel zone.



RED (NORWAY) PINE
(Pinus Resinosa)
2 long needles



WHITE PINE
(Pinus Strobus)
5 medium length needles



JACK PINE
(Pinus Banksiana)
2 short, curved needles; closed cones

Travel Zone 20

Memorial Day weekend, mid-June, mid to late July, and mid-August are the heavy use periods in this zone. A State of Minnesota public access and parking area on Snowbank Lake opened in 1974.

Travel Zone 23

This zone receives light to moderate use throughout the summer.

Travel Zone 24

This is a large zone with relatively small amount of development (21 campsites). Campsites receive moderate to heavy use during late July and August. Portages are long and numerous.

Travel Zone 25

This travel zone receives moderate use from mid-July to early August and then heavy use until late August. The remainder of the year has light to moderate use. Weekday use is generally heavier than weekend use.

Travel Zone 29

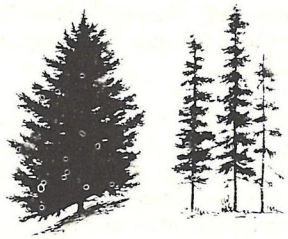
Little Saganaga and Gabimichigami Lakes are overcrowded during much of the summer season. Similar, but smaller lakes to the east receive little use. Most feature fine lake trout fishing.

Travel Zone 30

The portages to Tuscarora from Round Lake are rugged but worth the effort. Tuscarora is on a motor route, but outboard motors are rarely seen on the lake.

Travel Zone 32

This zone receives moderate use overall. Sawbill, Alton, and Cherokee Lakes are heavily used, often by large groups. Most campsites are full during the latter part of July and most of August. Bear problems are common. Access is primarily from Sawbill and Baker Lakes. Entry rates at Sawbill are moderate to heavy while being light at Baker.



SPRUCES

White — Black

Twigs not hairy — (Use magnifier) — twigs hairy

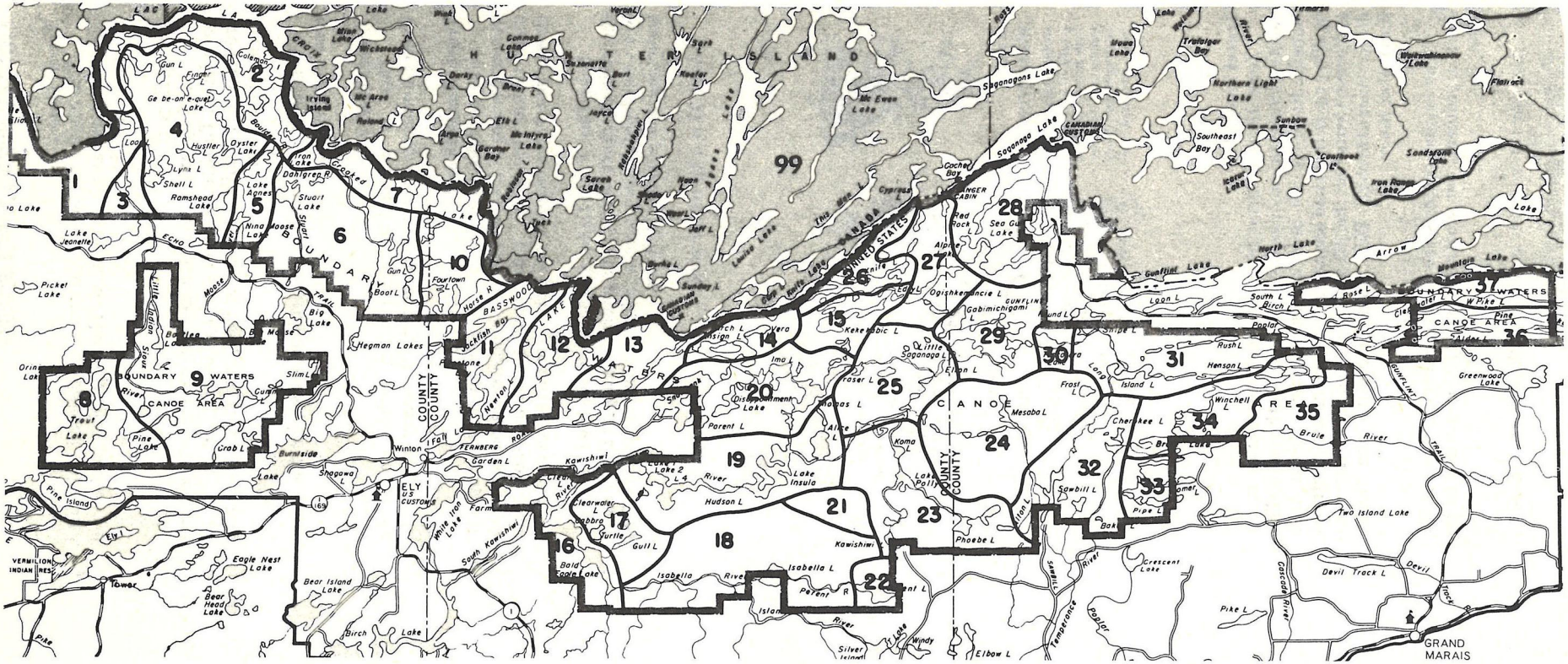
Needles square in cross section, pointed

Short single needles (less than 1½ inch)



BALSAM FIR

Needles, flat, blunt or notched at end-two ranked on twig except vigorous new growth



BWCA ENTRANCE POINTS

(Numbered West to East)

1. Trout Lake (from Vermilion)
2. Phantom Lake
3. Clark Lake
4. Crab Lake (from Burntside)
5. Cummings Lake Trail 163 (and Coxey Pond)
6. Slim Lake
7. Big Lake
8. Big Moose Lake
9. Little Indian Sioux River (south of Echo Trail)
10. Norway Trail 167
11. Oriniack Lake
12. Little Vermilion Lake (Crane Lake)
13. Little Vermilion Trail 168
14. Little Indian Sioux River (North of Echo Trail)
15. Sioux-Hustler Trail 166 165
16. Moose River
17. Portage River
18. La Croix Trail 162
19. Stuart River
20. Angleworm Trail 159
21. Fourtown Lake
22. Horse Lake
23. Range River
24. Fall Lake
25. Moose Lake (Fernberg Road)
26. Wood Lake
27. Snowbank Lake
28. Kekakabic Trail
29. North Kawishiwi River (Triangle Lake)
30. Lake One
31. Farm Lake
32. South Kawishiwi River
33. Nickel Creek
34. Island River
35. Isabella Lake
36. Hog Creek (Perent Lake)
37. Kawishiwi Lake
38. Sawbill Lake (and Alton Lake)
39. Baker Lake
40. Homer Lake
41. Brule Lake (and Juno Lake)
42. Ball Club Lake
43. Bower Trout Lake (Lower Trout Lake)
44. Dislocation Lake (and Ram Lake, Rum Lake)
45. Morgan Lake
46. Swamp Lake
47. Lizz Lake (from Poplar Lake)
48. Meeds Lake (from Poplar Lake)
49. Skipper Lake (from Poplar Lake)
50. Rib Lake Trail 143 (and East Dawkins Lake)
51. Ham Lake
52. Round Lake (and Missing Link Lake, Tuscarora Lake)
53. Brant Lake
54. Seagull Lake
55. Saganaga Lake
56. Gneiss Trail 145
57. Magnetic Lake (from Gunflint Lake)
58. South Lake
59. Partridge Lake (and South Lake Trail 128)
60. Duncan Lake
61. Daniels Lake
62. Clearwater Lake
63. Caribou Lake (and Deer Lake, Moon Lake)
64. East Bearskin Lake
65. Trap Lake
66. Crocodile River
67. Stump Lake (and Stump Lake Trail 121)
68. Pine Lake (from McFarland Lake)
69. East Pike Lake
70. Moose Lake (and Lilly Lake to Mountain Lake)
71. Canada

U. S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
John R. McGuire, Chief

BOUNDARY WATERS CANOE AREA
SUPERIOR NATIONAL FOREST

MINNESOTA

JANUARY 1973

SCALE

5 0 5 10 15 Miles

LEGEND

- Boundary Waters Canoe Area Boundary
- National Forest Boundary
- Main Highway
- Good Road
- 61 U. S. Route
- 37 State Route
- Ranger Station
- Travel Zone Boundary
- 18 Travel Zone Number

Supervisor's Headquarters, Duluth, Minnesota
Regional Headquarters, Milwaukee Wisconsin

Compiled and drafted at the Regional Office, Milwaukee, Wisconsin 1965

LIGHTLY USED TRAVEL ZONES:

Travel Zone 4

The Shell to Oyster Lake route, Ramshead Lake, and Heritage Lake are heavily used. The remaining portions of the zone are lightly used.

Travel Zone 6

A lightly used travel zone where motors are not permitted. The Stuart River portage and Angleworm Trail are long (1½-2 miles) portages, but provide direct access to this travel zone.

There is a great deal of airplane noise for the lakes near Fourtown Lake.

Travel Zone 9

This is a lightly used area with only the Crab-Cummings area getting moderately heavy use.

Travel Zones 16 and 17

Use is light to moderate, except in travel zone 16 during Memorial Day weekend. Campsites in bays and off main travel routes are more likely to be available than those close to portages or adjacent to main travel routes.

Lake One, Farm Lake, and South Kawishiwi River are the main entrance points. The public landing on Farm Lake is a very lightly used access point but provides excellent launching and parking facilities.

Zone 17 is a no-motor zone.



Branchlet

WHITE CEDAR

White cedars vary greatly in appearance from twisted veterans leaning over the water to straight and stately trees on moist hillsides.



TAMARACK

Clusters of many needles. Needles turn yellow and drop in fall. Usually found in bogs.

TREES WITH LIGHT BARK

BARK:
Papery, white — PAPER BIRCH or HEART LEAVED BIRCH
Smooth, greenish white to gray-green, becoming dark and furrowed with age — QUAKING ASPEN (ASPEN) or LARGE-TOOTHED ASPEN

LEAVES:



Travel Zone 18

Zone 18 is a large block of land containing many isolated lakes but only two canoe routes -- both rivers. The Isabella River is the best known and provides a high quality trip with a good opportunity to see moose. Entry is at Forest Center or the Island River, and most trips are down river through Bald Eagle Lake to the South Kawishiwi River.

The second route is the Parent River. Low water is often a problem, but worth the effort if you want to be alone.

Lakes in this zone are good for walleye and northern.

Total use of the zone is light.



Travel Zone 22

Access is by Hog Creek, a two-mile trip that may be difficult during low water. The light use of this zone is equally divided between motorcraft and paddle canoes. Heavy use occurs during the opening of fishing season and major holidays. Weekday use during the summer is light.

Travel Zone 31

This zone is entirely non-motorized and features many remote lakes. Several of the portages are rugged. Use is light with the exception of Long Island Lake which has moderate use in July and August.

Travel Zone 33

This is a small zone suited for two or three day trips. It is located on the external boundary of the BWCA. Primary access is by either Homer or Brule Lakes. Homer Lake entry receives light use while Brule is moderately to heavily used.

Travel Zone 34

A very desirable route for both scenic and fishing purposes. This zone receives relatively low use considering its qualities. Most portages are easy. Gaskin, Horseshoe, and Brule are good walleye lakes while Winchell and Gaskin have northerns. Brule is the only lake which receives much motor use. Caribou Lake does receive fairly heavy use throughout the season.

Travel Zone 35

Several portages in this zone are difficult and most lakes are small. Fishing is unpredictable.

Travel Zones 36 and 37

Motors are common on East Bearskin, Clearwater, and Pine Lakes. Use is heavy on Mountain Lake during late May and early June. The remaining lakes experience light use. Both zones are very scenic with several large rock outcrops. Fishing for walleye and lake trout is generally good.



Loons—Night Voices of the Wilderness

THE BIG, LONG CANOE PADDLER'S JOURNAL

VOYAGEURS WANT TO RACE **By Joyce Busch**

Recently, the editor of the Big, Long Canoe Paddler's Journal received a letter from her Cascader counterpart -- "Lester Molester" Stocking. He inquired as to the reason for the Voyageur's phenomenal race record, hoping to use their secret to improve his struggling whitewater racing career. Imagine his disappointment when it was explained to be a combination of clean living, natural ability and scientifically-planned training. Lester thought the training to be a possibility, but felt he was short of natural ability and he sure as hell wasn't about to consider clean living.

The Voyageur Chapter didn't have racing in mind when they built their 30-foot canoe, but when they found out how effortlessly the Buzz Peterson modified hull slid through the water, racing was the logical next step.

Not many races have a 30-foot voyageur canoe class, but varying degrees of competition were found and overcome at the Jensen Handicap, the Fort Snelling Rendezvous and the Grand Portage Rendezvous. At Grand Portage, a skeleton crew of seven Voyageurs beat the Minnesota Brigade who paddled a 34-foot canoe with a crew of 14.

The Voyageurs hope to expand their racing activities this summer -- naturally, they would prefer to compete against other Voyageur canoes, but they will consider any invitation to race. Anyone interested in testing themselves and their craft agains the Voyaguers should contact Monsieur G. Friberg, Director of Competition and Orgies, Brigade du Canot du Nord.

LETTERS TO FIFI

Dear Fifi:

Rumor has it that the typical Ms. Voyageur wears purple polka-dot underwear. Do you care to comment? -- A Concerned Cascader.

Dear Concerned: No.

Due to the volume of mail received by Fifi individual replies are not possible but watch for Fifi's answer to your question in the next issue of HUT!

EVENTS TO PONDER

March 3 - Chapter meeting at the home of Walt Jones, 832 West Idaho, St. Paul

March 12 - Voyageur "Shirt Building" at the home of Tom and Barb Babcook, 2516 Snelling Curve, Roseville (see article).

March 24-27 - MCA Builder's Show at Rosedale.

April 7 - Chapter meeting at the home of Larry Johns, 2836 N. Simpson, St. Paul.

May 5 - Gala Chapter meeting and canoe launching.

Ou puis-je louer un canot?

mississippi mud

Marathon Racing

WHAT'S A CANOE RACER?

It has something to do with challenge and achievement. It has a lot to do with one's efforts to improve. But it has most to do with doing.

Canoe racing is the activity of people who are impatient. It is a selective impatience directed toward those whose values are aligned with the internal combustion engine and the staduim seat. Rather than leisurely riding or idly applauding, the canoe racer would rather work his own muscles, rely upon his own abilities, develop his own skills.

Before racing, it is necessary to be a builder of canoes and paddles. After racing it is necessary to be a repairer of canoes and paddles. The racer also does designing and testing. It is in these activities that there is the pride of the craftsman. Competitive canoeing would be less without all these tasks.

The canoe racer likes rivers and lakes for what they are and not what the Army Corps of Engineers plans them to be. He views the waterways as his workshop. He uses those waterways with the respect and knowledge that thousands of hours of paddling have taught him.

The racer can enjoy the miles covered, rapids navigated, portages run, canoes designed and built, innovations tried, but most of all, the races completed. The racer does not perform for crowds, for not many rivers are contained in stadiums. The important audience to a racer is the one in the other end of the canoe and himself.

Michigan Canoe Racing Assn. MCRA

Answers to "Quiz on River Current," page 6.

1. (b). **Always lean downstream!** The only exception is when turning into a back eddy. (Then lean upstream slightly because the current is moving upstream.) In other words, always lean in the direction in which the current is going. The reason for leaning downstream is that the current moving under the boat wants to twist it upstream.

2. (a). Always lean **outside** when making **gradual** turns! Note that this outside lean is also downstream, since the boat is veering toward the outside and is pointed upstream. The lean lifts the ends of the boat out of the water and allows the current to slip under the boat.

3. (b). Lean **inside** on most **abrupt** turns! This situation (eddy turn) is the only time you lean upstream.

4. (b). Lean inside (downstream, turning out of the eddy), unless you want to do a "half Eskimo roll."

5. (c). Facing upstream 45 degrees. (You want to paddle against the current, not with it.) And, of course, lean downstream! A canoe held carefully in this position can be "ferried" without losing ground across quite a fast-moving current.

6. It all depends. In the event of being spun around, one should be **able** to do all three, as the situation demands. Trying to turn around 180 degrees in a rapid can be dangerous if there are lots of rocks. This is one reason for learning to go backward.

7. (a). Lean **into** the rock (downstream). Otherwise the upstream gunnel of the canoe may dip under water —if that happens, scratch one canoe!

8. (a) and (b). Smooth pillows and **upstream**-pointing **V**'s almost always indicate rocks. The "smooth pillow" is the best all-around indicator—learn to look for it hidden inside other waves. (Does an otherwise "choppy" wave have a "goose-bump" somewhere? If so, avoid that spot.) **Downstream**-pointing **V**'s are usually in deep channels, and rollers and haystacks are caused by the "hydraulic bounce" of water recoiling from an abrupt drop. Incidentally, the regular haystack varieties are much less likely to fill up a canoe than the mean-looking back-curlers (rollers.)

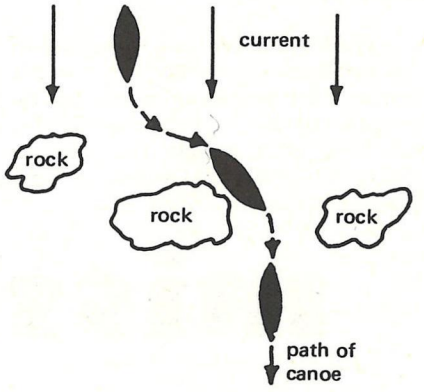
9. (a). Straight ahead is best. Otherwise, you know the answer: lean downstream.

10. (b). The edge of the haystacks is generally safest. Heading at high speed into back eddies (c) is dangerous —the boat is likely to spin around and turn over.

11. It all depends. Never stay downstream of the canoe. You might get pinned against a rock. Generally, (b)—try to hold onto the canoe from the upstream end, but in rare situations (terribly high water) you may want to abandon it and go for shore. If you must swim alone down a rapid, go down feet first, on your back, to hit off the rocks with your feet and posterior. The only exception might be through terribly high waves, where you turn your back to the waves in order to breathe more easily.

12. You're right.

As a bonus, here's one more situation which very often occurs. You've gotten off course in a rapid and have to make a sharp "cut" around a large rock. You first lean **outside** (the sternman gradually turning with sweep and/or rudder strokes as the bowman draws.) Your canoe just grazes the rock, and now you lean **inside**, making an abrupt pivot about the rock. Notice that in each situation you're leaning downstream.





Minnesota Canoe Manufacturers

By Lew Miller

Part two of a series

JENE JENSEN

On a frigid day in the second week of January Jene Jensen welcomed a guest to his shop. We were interrupted in our canoe-talk by a phone call. A Cree Indian from near LaPas called to say sorry for not making it down to pick up his new racer at Christmas. Jene replied that the boat is hanging in the rafters, finished and waiting, and they talk weather.

Jene is an unusual man. Though young in age he's an old-timer on the marathon racing circuit. He builds the finest, fastest strip racer in the world -- at least that's what buyers of his boats think. When you're laying out nearly $500.00 for a canoe it's only natural to buy the best. His volume of production, compared to other companies in this series, is small. But that is unimportant because each boat receives the kind of attention that only the devoted builder could equal.

Even resting on a bench a Jensen canoe has a restlessness about it -- like any racing machine. It's sleek polished form seems poised to leap into attack.

So the visitor says "you must be very satisified with your racers." And he answers, "No, I want to design and build one that goes by itself -- and wins." That same restless search for elusive perfection caused Jene Jensen to seek out a substance to make paddle tips resist the shattered early death of normally built paddles. It drove him to learning how to build a laminated paddle that was super tough yet light. And he invented the bent shaft paddle.

Jene is probably going to be best known for his canoe designing ability. Mike Cichanowski at Midwestern Fiberglass in Winona thinks that a Jensen design, whether for pleasure or racing is the most sophisticated available anywhere. And soon Jensen canoes will be built of the toughest, most maintainence free material, by a company that plans to be the industry leader.

So you don't need to buy a strip boat to get a Jensen design. The 18 foot standard that Midwestern builds is a fine responsive craft and in the hands of the skillful would be a constant delight to paddle. The big, high sided white water racer, labeled a super-canoe by Harry Roberts, would be right at home on your next trip to the Barren Lands, or the BWCA. He's got a new 16 foot solo canoe that I'd like to try.

L.M.



The Jensen Canoe Shop.

Photo by Lew Miller

LEGAL REPRESENTATIVE RECOMMENDATIONS

By Frank Mabley

The following are bills before the Minnesota Legislature which may be of interest to MCA members. If you care, do something, tell somebody, make your opinion known!

SF1 (HF 13) -
Mandatory deposit on beverage containers — support

SF2 (HF 45) -
Ban on one-way plastic milk containers — support

SF 118 HF 46 HF 96
Tax exemption for solar energy equipment — support

SF 136 (HF 349) -
Prohibiting pressurized containers using chlorofluorocarbon propellants — support

SF 76 (HF 115) -
Extend date of certain provisions of fire regs. on sleeping bags and tents — support

HF 105 -
Reduce protection on timber wolf — oppose

HF 84 -
Allow acquision of lands in state parks by eminent domain — support

HF 72 -
Double permitted pollution control equipment tax credits — support

Tips on Paddle Building

by

Bill McArthur

Laminated canoe paddles are easy to build and with the cost of buying a good one, making them is an attractive alternative. Very few tools are needed. Latch on to someone with a table saw, get yourself a can of good waterproof glue, a little spruce, a hand plane, and some sanding gear (an electric drill with sander is fine); and you're ready to begin.

I made an edge glueing jig for use on my workbench, with which two threaded rods with wing nuts soldered on the end apply the pressure to the edge of the wood.

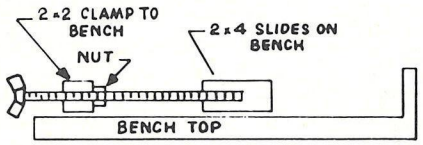
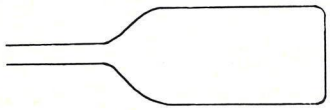


Fig. 1

In general, I like to make handles at least 1" wide, 1 1/8" is real good and about 1 1/8" to 1 1/4" thick. Blades can be 1/4" or even 3/16" thick if glassed on both sides, but remember there will be some loss due to planing after glueing. I like Sitka Spruce best for most stock. Cedar is okay but splinters easily when stripping. I use cedar, mahogany or walnut for accent color strips.

There are many blade shapes which people like and any can be made in any of the ways described below. The most popular blade is about 8" wide x 18" to 24" long.



I have made a banjo which I enjoy very much in shallow rocky streams. Its blade is about 13" wide by 15" long or even a 13" round blade would work well.

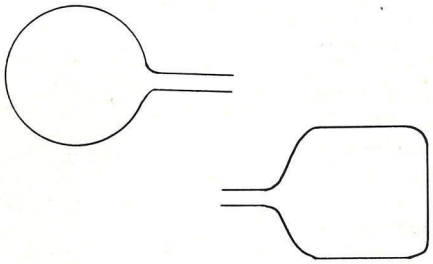


Fig. 3

Several handle styles are also used and any of these can be put on any of the styles shown.

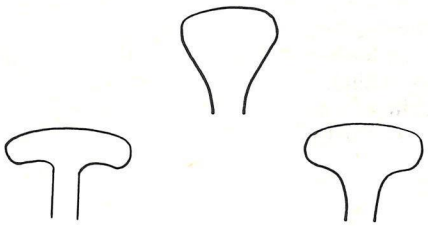
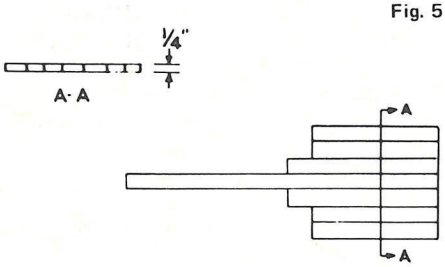


Fig. 4

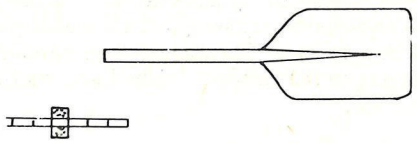
The easiest method which gives a good paddle is as follows: Cut strips 1/4" thick and edge laminate, handle and blade.

Fig. 5



Plane the blade area for flatness and to remove excess glue. Glue and clamp handle stiffeners to about 1 1/4" thick. The blade end should be tapered and shaped before glueing.

Fig. 6



The handle can then be built up, glued and clamped.

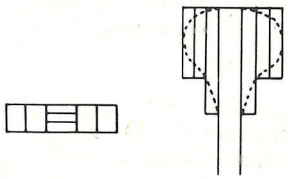


Fig. 7

Now you're ready for shaping and sanding.

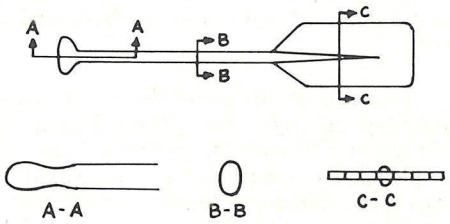


Fig. 8

Next, I like to add fiberglass support to the bottom edge and corners so the paddle is not damaged on rocks. This step is fairly easy on this design due to the square or flat edge. Use narrow strips or strands of glass – unravelled roving or cloth does well. Wet the edge of the blade with resin and start to lay strands on the 1/4" edge. Saturate the strands as added. After the first few strands, put a piece of oversized wax paper on each side of the blade to form a channel into which to lay the strands. Continue building up until there is 1/8 - 1/4" of glass over the end and corners of the blade and feather off up the sides as shown.

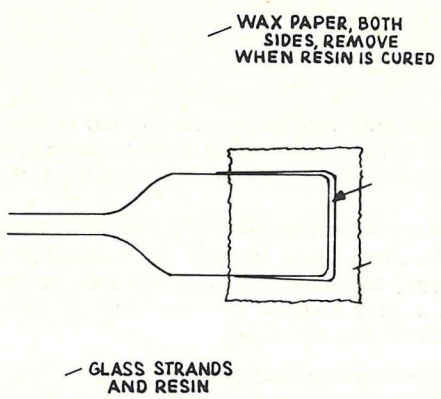


Fig. 9

After cured pull off waxed paper and sand flush.

The next step is to put fiberglass on both sides (faces) of the blade. To go smoothly over the raised handle, the glass cloth must be cut on the bias of the weave. Another method is to put a bias strip over just the handle area, then cover the remainder of the blade up to where the handle comes down using four smaller pieces.

A little trimming, sanding, and a coat of polyurethane varnish over the non-glassed areas and the paddle is finished.

A second style like the commercial Cadorette comes out a little heavier, wastes more lumber and requires a little more care and time in finishing but is considered stronger and more attractive by some people. To make this paddle, first laminate the handle from 1 1/8" to 1 1/4" wide strips to yield a thickness of 1" to 1 1/8" wide. Then the blade is laminated to shape using thicker stock, 1" thick near the center and 1/2" thick near the edges, also build up the handle.

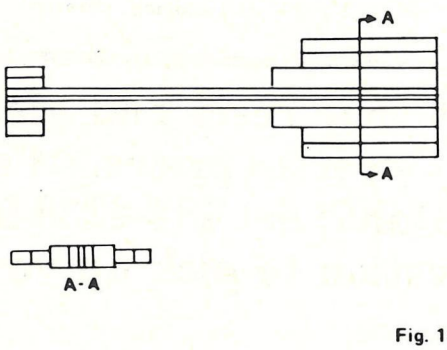


Fig. 10

Then shape and compound taper the blade with a hand plane or equivalent and shape the handle as before.

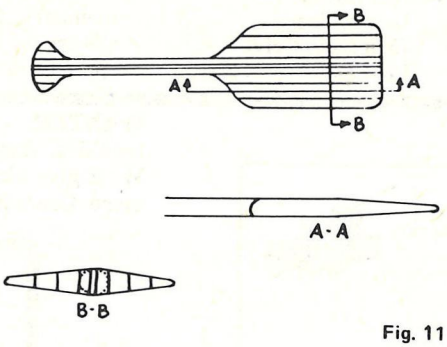


Fig. 11

After this style is shaped, about 3 layers of glass over the end and corners of the blade will save the paddle from damage on the rocks. To do this cut bias strips about 3" x 18" and wrap them over the area of the blade where bracing is needed.

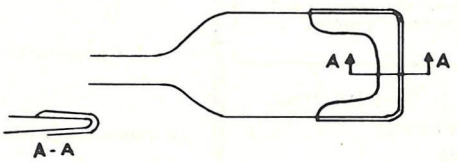


Fig. 12

Make the strips slightly different widths so all the edges don't occur at the same place. This will make a less abrupt transition edge. After the resin has cured, sand the edges smooth. When all the shaping and sanding is finished, varnish with polyurethane the exposed wood parts of the paddle and it's done.

A third style (as made by Clements) is similar to the Cadorette style but does not require as thick strips (less waste and finishing) as the second style but requires a little more care in finishing. The blade and handle are edge glued of 3/8" strips:

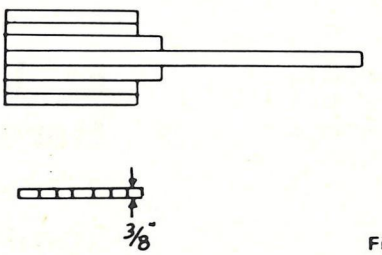


Fig. 13

then two handle/blade stiffening members of 3/8-1/2" thick strips are edge glued as follows:

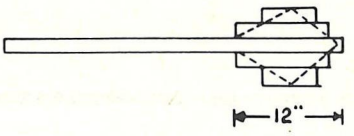


Fig. 14

These should be planed flat on one side, and the full size blade planed flat on both sides. Next glue the stiffeners to either side of the blade and handle.

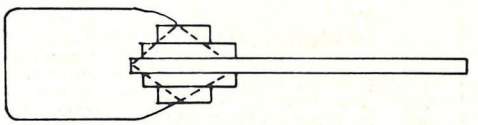


Fig. 15

The grip can be built up as in the other styles. Then the finishing and shaping can be started. The blade should be tapered both lengthwise and side to side as in the second style. This will then leave a very attractive wood pattern as follows:

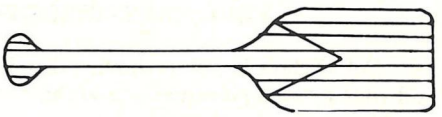


Fig. 16

Again, the end and corners should be glassed for strength against abuse as was done on the second style.

These are the only three laminating methods I've tried, and I guess I like the first one best for paddle weight, feel, and ease of finishing. All give plenty of strength, especially if the blade and handle are fiberglassed.

Happy paddling.

THE TRADING POST

Items for The Trading Post should be mailed to: Hut Editor
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014

Your ad will only run for one month and is free to members. HUT editors reserve the right to determine if ads are for a commercial venture and to charge the rate for space used.

WANTED - Marathon race chapter is collecting old trophies. Any type, and condition, any sport or activity. We'll give them a good home if you don't love them any more. Contact Karl Ketter 636-8116.



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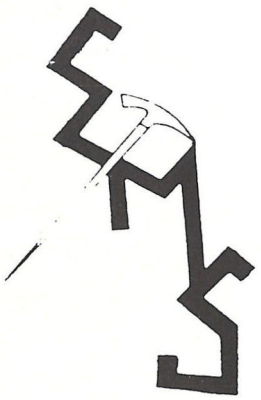
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