Canoeing in the Midwest

October 1976

HUT!

MINNESOTA CANOE ASSOCIATION



1976 St. Croix Slalom

Photo By Dean Miller

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MEMBERSHIP APPLICATION FORM

Make checks payable to, and send payment to the Minnesota Canoe Association, P.O. Box 14177, University Station, Minneapolis 55414

Name _____
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Address _____

City and State _____

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

Age _____ Sex _____ No. of years canoeing _____

Occupation _____

Own canoe? _____ Type _____

How many others in your family canoe? _____

Status (check one): ☐ New membership ☐ Renewal

Type of membership (check one): ☐ Reg ☐ Assoc ☐ Jr ☐ Life

CLASSIFICATION OF MEMBERSHIPS

Regular — new $7; renew $5
Junior — new $5; renew $3
Associate — $4
Life — $100

MAILING DATA

Name _____
Address _____
City and State _____
Zip Code _____
R A J L N R
CHAPTER 1 2 3 4 5
Telephone _____

Chapter Affiliation - **BRIGADE DU CANOTS DU NORD CASCADERS - MARATHON - 3M - HIAWATHA**

THE EDITOR SAYS:

As I write this I have yet to receive my copy of CANOE containing the September HUT. That's disappointing.

Saturday, September 25 was a beautiful, warm, almost windless day on the St. Croix. The maple trees were in the middle of their fall change. An absolutely perfect day for the Color Cruise and Builder's Contest.

A score of canoes. The voyageurs North Canoe. A large number of river drifters, fishermen, and picnickers asking the usual questions. But not very many MCA members.

Is it because HUT came out too late to remind the membership? Could be. But remember, each issue of HUT contains all the information you need to take part in two months of activities. We plan ahead so you can plan ahead.

There are a lot of race and competition results in this issue. Even in a dry summer the marathon and white water people have been hard at it. Congratulations!

Want to form a sailing chapter? Want your opinion to make a diference in the MCA? Need to fix a paddle, or a canoe? Like to know more about building whitewater boats? And all that and more is here. Read! Enjoy!

And make careful note of the November activity meeting in case CANOE comes late.

L.M.

And we need lots of pictures, comments, opinions, and articles. Sent them to:
Lew Miller, *HUT* Editor
7500 Lake Drive
Lino Lakes, MN 55014

MCA member's input requested in Kettle River user study

The University of Minnesota, College of Forestry, is currently engaged in a user study on the Kettle River (included in the Minnesota Wild and Scenic River System). The purpose of this study is to determine the nature of the use being received by the Kettle River, as well as the preferences of its users. Such information is vital to the management of wild and scenic rivers.

We are particularly interested in determining the importance of the Kettle River to those who take an active interest in canoeing and kayaking. As a member of the MCA, you can help us toward that end, even if you have not used the Kettle.

With the approval of the MCA Board, approximately 200 names have been randomly selected from the entire MCA membership. These people will be mailed a questionnaire concerning their canoeing/kayaking experience and their environmental and management preferences related to rivers. If you receive one of these questionnaires, please take a few minutes to complete and return it. Since only a small percent of the entire membership is being sampled, the response of those selected is **very important.**

If you do not receive a questionnaire, which should be mailed out within the next month, but wish to participate, you can receive a questionnaire by contacting Gary Ballman. The results from this study will be reported in future issues of *HUT*.

Thank you very much for your cooperation!

Tim B. Knopp,
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University of Minnesota
College of Forestry
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St. Paul, MN 55108
Phone: 612-373-0831

Gary Ballman,
Research Assistant
University of Minnesota
College of Forestry
301 Green Hall
St. Paul, MN 55108
Phone: 612-373-1448

CALENDAR OF EVENTS

Monday, October 11

Cascader Board Meeting at home of Tom Rice, 7:00 p.m. (484-5519).

Wednesday, October 13

Board meeting at 7:30 at the home of Larry Johns.

Saturday, October 16

Ice Breaker Frolic and Annual Banquet.

Wednesday, October 20

Annual meeting and counting of ballots. 7:30 at the MCA office in the YMCA at 9th and Cedar, St. Paul.

Wednesday, October 27

Cascaders General Meeting at Logan Park (Monroe & N.E. Broadway) in Mpls. 7:00 p.m. Boatbuilding talks and officer nominations.

Wednesday, November 10

Board meeting 7:30 at the MCA office in the Y at 9th and Cedar, St. Paul.

Monday, November 15

Cascader Board Meeting at home of George Jensen. 729-1837.

Wednesday, November 17

Activity meeting Columbia Heights Field House, 530 Mill St. (2 blocks E. of University Ave. N.E. & 39 St. N.E.)

Wednesday, November 22

Cascaders General meeting at Logan Park (Monroe & N.E. Broadway) in Mpls. at 7:00 p.m. Officer elections, pool session announcements.

Registration

Chicken - $5.00, Steak - $7.00, Barbequed ribs - $6.50. Prices include tax and gratuity.
Name.....
Choice of Dinner.....
Amount enclosed $ .....
Mail to:
MCA Banquet
Lob Pine
1627 West County Road B
St. Paul, MN 55113
or call Dick Simmons at 631-2900.

Tired of pushing the paddle?
Have you ever sailed a canoe?
Do you want to sail a canoe?
If you'd like to get in at the bottom in the forming of a sailing chapter of the MCA drop a note to one of the guys listed below. Let's talk canoe sailing this winter!

Stu Knappmiller
1881 Furness
St. Paul, MN 55109

Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014



Grand Portage Rendevous held August 14 & 15

By Joan Myers

It was a happy group of "Voyageurs" and their families from the Brigade of the North Chapter of the MCA that attended the Rendevous and Indian Pow Wow in Grand Portage in August. I don't think any of us realized when we were invited to attend and made our plans to go what a memorable experience it would be.

Let me give you some of the highlights.

The National Park Service provided an excellent camping site for all participants at the Fort of Grand Portage right on Lake Superior. By participants I mean not only the Voyageurs but Musketloaders, Historical Groups and other people involved in the event. They also provided a great Saturday evening meal for all and we were treated royally.

The purpose was to hold an example of a celebration that would occur when Voyageurs of the past would come to the Fort for trading and entertainment. Events consisted of shooting contests between musketloaders from all over the area in elaborate costumes, a greased pole contest with the pole hanging over Lake Superior, tugs of war between participants and the local Chippewa Indian teams, and and Indian Pow Wow featuring Indian dancers from all over Minnesota and Wisconsin competing for prize money. They danced continously for over 6 hours each day of the Rendevous.

Our big moment was the Canoe Race between our Brigade with its 30 foot strip cedar canoe and that of the Minnesota Brigade. After delays because of rough water, the race was on AND THE BRIGADE OF THE NORTH WAS THE VICTOR. A beautiful trophy was presented to us by the National Park Service.

After this race, the smaller 2 man canoes raced and much to our pride, 2 members of our Brigade won 1st place. John Wheeler and Tom Babcook were the winning pair.

Our only loss that weekend was in the Tug of War. We had a good sized team but it was about 1000 pounds lighter and a lot weaker than the Chippewa team. Did you ever see a 250 pound anchor man go forward 50 feet on the seat of his pants? Ours did!

It would take much to much space to explain all of the highlights of the weekend but we must say THANK YOU to the National Park Service, particularly Mrs. Nancy Kork, and the Grand Portage Indian Reservatin Council for making this rendevous a most enjoyable one.

This will be an annual event - the second Saturcay of August each year - and we are already looking forward to attending in 1977.



Photo By Dean Miller

November Activity Meeting

Handicraft Show

Wednesday, Nov. 17 at 7:30 p.m.
Columbia Heights Field House, 530 Mill St. (2 blocks E. of University Ave. N.E. and 39 St. N.E.)

The November meeting will be a display and contest for all varieties of sporting equipment, handicraft and art work by club members and friends.

The size of our show depends on you. Do you have a friend with a back-yard or basement invention or project? Bring him.

CONTEST GUIDELINES

1. Anyone may enter.
2. No entry fee.
3. No limit on entries or categories.
4. Everyone votes for a winner in each category.
5. Any items entered in previous years may be re-entered, except winning projects.

CATEGORIES

A. Equipment - all varieities - hand made for personal use.
B. Commercial equipment - all varieties - built on production basis for sale.
C. Craft and art work.
D. Inventions - no dual entry between B and D.
E. Photography - slides or prints.

Forsberg, Karl
1010 12th Ave.
Mpls., MN 55414
331-1134

Coleman, John P.
1582 Gershwin
St. Paul, MN 55119
738-2137

Mendez, Sal
293 W. Co. Rd. B
St. Paul, MN 55113
489-6690

Thompson, Bruce
712 E. 152 St.
Burnsville, MN 55337
435-5585

Wilcox, Charles
5257 Michaele Lane
Minnetonka, MN 55343
474-4596

Lewis, John J.
3826 Vincent Ave. N.
Mpls., MN 55412
529-8472

Gunderson, Donna
2401 Sheridan Ave. S.
Mpls., MN 55404
377-4554

Marten, Lowell
7250 Main
Centerville, MN 55038
429-4643

Bascom, Bill
5801 Merold Dr.
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Hendricks, Richard E.
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Faribault, MN 55021
334-9626

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206-SH7-5782

Enerson, Donald
2701 Terraceview Ct.
Wayzata, MN 55391
533-1081

Huyck, Heather
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729-7598

Sheldon, John T.
1160 Cumberland
St. Paul, MN 55117
489-6160

Whiteside,
1046 Medical Arts Bldg.
Mpls., MN 55402
332-7675

Moore, John
912 20th Ave. S.E.
Mpls., MN 55414
378-0892

NEW MEMBERS

Romach, James N.
409 Penn Ave. N.
Mpls., MN 55405
377-0450

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Mpls., MN 55441
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Heikes, Howard
1343 21st St. N.W.
Rochester, MN 55901
288-1241

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St. Cloud, MN 56301

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Hastings, MN 55033
437-9352

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Webster, S.D. 57274

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Golden Valley, MN 55427
546-2656

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W. St. Paul, MN
457-4944

Fellows, Richard B.
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Rt. 1 Box 115
River Falls, WIS 54022

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6819 Quail Ave. NO.
Mpls., MN 55429
561-9563

Brecheisen, David & Margaret
7101 Penn Ave. S.
Richfield, MN 55423
866-2363

Elder, Howard
3696 Garden Ct.
Oakdale, MN 55109
770-6392

Hall, Patrick
8921 Flying Cloud Dr.
Eden Prairie, MN 55343
941-5975

Leaon, Don
1489 Goodwin
Oakdale, MN 55119
735-6420

Notermann, Richard
4132 Grand Ave
Mpls., Mn 55409
823-5142

How to Fiberglass a Canoe Paddle

by Al Button and Karl N. Ketter

Fiberglassing a canoe paddle blade increases its life. A paddle thus processed is less likely to chip or crack, and the protection is a must in serious whitewater paddling.

Materials required are: Paddle, sandpaper or varnish remover, newspapers or plastic drop cloth, scraps of 4 oz. and 6 or 7 oz. fiberglass cloth, scissors, paper cup, small amount of epoxy resin, waxed paper, 1- to 2-inch brush, 1 to 3 pieces (bundles) of roving (18 1/2 oz.), rubber or plastic glove, rag, and acetone cleaner.

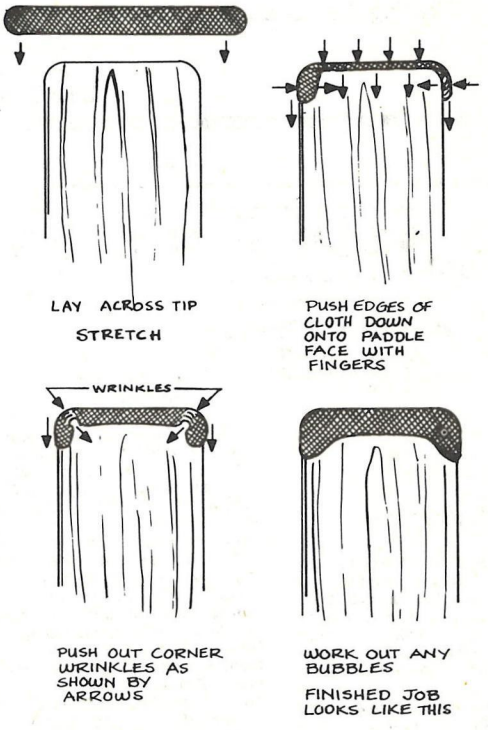
Assemble your materials. Apply sandpaper or varnish remover to the bottom 2 inches of the paddle blade. Tape the paddle, blade upward, to a table leg or other similar structure. Protect floor and table with newspapers or plastic. Bias cut two pieces of the 6 or 7 oz. fabric 1 1/2 inches wide by 9 to 10 inches long (1 inch longer than paddle width—an 8-inch blade requires a 9-inch length of fabric). Trim corners or round ends of cloth. Bias cut two pieces of 4 oz. cloth similarly, except make them 2 inches wide.

Mix a small amount of epoxy resin, about 1 inch in the bottom of a paper cup. (The finish of epoxy is tougher and harder than alternate products, and it is easier to work with because it's gluey.)

Lay a 4 oz. strip on waxed paper. Use brush to wet strip with resin. Stack on second 4 oz. strip and wet down. Add the 6 or 7 oz. strips one at a time, wetting each with resin. Stretch each strip lengthwise as you lay it down (the bias cutting permits maximum stretchability).

Use a piece of roving 1 to 1 1/2 inches shorter than strips of fiberglass cloth. (Two or three bundles are recommended for heavy paddle use.) Using rubber or plastic glove, dip one end into the resin, then the other. Lay soaked-out roving on top of cloth stack. Gently lift stack by ends and flip over the end of the paddle lengthwise. Fan corner crease until it disappears. Make sure roving stays on tip of paddle. Keep working, if necessary, to remove bubbles and creases for half an hour or longer, until resin gets tacky. However, as soon as possible, turn paddle blade downward to keep resin at tip and avoid further dripping, continuing to work strip.

Note that only roving strands are used, not the roving itself. The roving strands prevent the resin from chipping and cracking, as unreinforced resin would do under brutal pounding.



Have a rag ready to wipe off drips. Use acetone to clean brushes when finished.

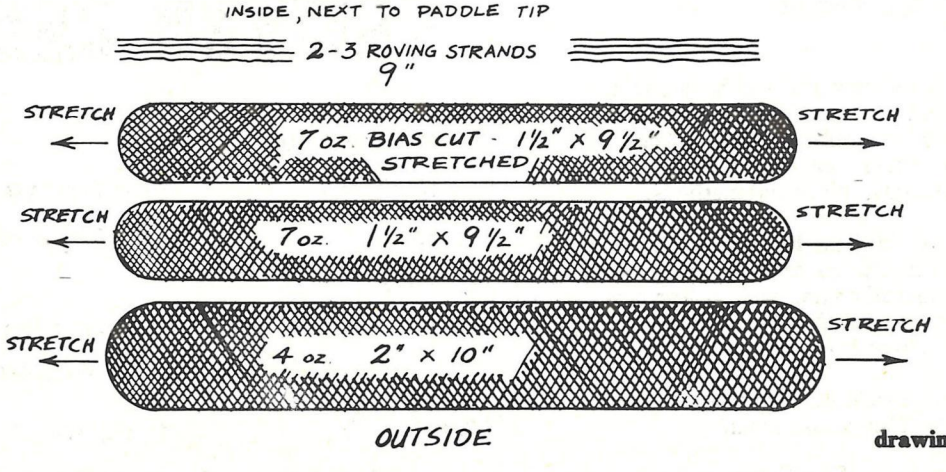
For a lighter paddle, adequate for cruising and flatwater racing, the following suggestions are offered:

Apply fiberglass cloth and resin with the paddle in a horizontal position to prevent the resin from running down the blade.

Use one layer of 4 oz. glass on each side of blade. Do not attempt to bend glass over the edge, but run the glass past the edges of the blade.

Trim excess glass to 1/4 inch over blade size after resin has hardened.

Using thickened resin, fill in the notch between the fiberglass extensions.



drawings by Larry LaPole

K-1 Mixed

[illegible]	Mary Reinhart Al Button	383.0	90	473.0	DNF		473.0
2.	Pete Cary Lorene Vedder	366.4	170	536.4	DNF		536.4
3.	Kory Kaye Ray McLain	409.2	300	709.2	359.3	190	549.3	549.3
4.	Bob Landry Ruth Lowengart	381.0	280	661.0	402.3	300	702.3	661.0
5.	Mary Purcell Jeff McLain	373.0	400	773.0	303.5	390	693.5	693.5
6.	Jill Steinberg			DNR	445.0	360	805.0	805.0

C-2 Mixed Intermediate

1.	Eleanor Sorenson Don Sorenson	260.6	90	350.6	264.0	60	324.0	324.0
2.	Barb Wonson Bob Schuetzler			DNF	460.5	90	550.5	550.5

[illegible] Men Junior

1.	Brett Soreson	301.8	140	441.8	280.6	80	360.6	360.6
2.	John Butler	318.2	50	368.2	356.6	50	406.6	368.2
3.	Jeff McLain	408.4	160	568.4	359.0	160	519.0	519.0

C-1 Men Intermediate

1.	Mike Paklavos	234.6	70	304.6	245.6	150	395.6	304.6
2.	Jim O'Keefe	371.0	150	521.0				521.0

K-1 Women

[illegible]	Mary Purcell	309.2	40	349.2	322.0	20	342.0	342.0
2.	Ruth Lowengart	334.6	50	384.6	317.8	180	497.8	384.6
3.	Wendy Quam	460.2	180	640.2	350.0	50	400.0	400.0
4.	Lorene Vedder	368.6	100	468.6	359.0	120	479.0	468.6
5.	Charlotte Miller	393.8	100	493.8	411.8	180	591.8	493.8
6.	Jill Steinberg			DNF	334.0	160	494.0	494.0
7.	Mary Reinhart	355.5	140	495.5	374.2	130	504.2	495.5
8.	Rebecca Alumi	380.2	120	500.2	319.6	290	609.6	500.2
9.	Cary Hunkel	359.6	450	809.6	310.4	560	870.4	809.6
10.	Pat Steige			DNF			DNF	

K-1 Women Novice

1.	Jacenta Pazenkovskis			DNF	164.4	310	474.4	474.4

C-2 Men

1.	Al Button John Butler	297.2	10	307.2	301.5	40	344.5	307.2
2.	Brett Sorenson Tim Seline	316.8	30	346.8	DNR			346.8
3.	Bob Landry Bob Obst	322.2	40	362.2	317.5	100	417.5	362.2
4.	Jim Rada Pete Cary	320.0	60	380.0	334.9	40	374.9	374.9
5.	Carl Gutshick Fred Young	325.5	190	515.5	335.0	70	405.0	405.0
6.	Ron Hunt Ray McLain	292.8	160	452.8	391.6	200	591.6	452.6
7.	Bob Schuetzler Steve Parsons	347.8	110	457.8	351.3	120	471.3	457.8

K-1 Women Intermediate

1.	Kory Kaye	231.6	50	281.6	222. 0	100	322.0	281.6
2.	Teesha Smith	266.6	70	336.6	291.0	20	311.0	311.0
3.	Eleanor Sorenson	233.0	90	323.0	234.5	200	434.5	323.0

C-2 Women Intermediate

1.	Barb Wonson Mary Reinhart	264.6	40	304.6	281.0	10	291.0	219.0
[illegible]	[illegible] Ruth Lowengart	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3.	Cindy Tanner Lorene Vedder	355.7	230	585.7			DNR	585.7





Photo By Dean Miller

Mixed Couples Racing
[* denotes winner of the class]

Place	Points	Name
1	99	*jerry Hidde
1	99	*Judy Hidde
2	90	Peg Bohanon
3	89	Carol Riley
3	89	Charles Riley
4	87	Russ Lindvall
5	60	Maren Smith
5	60	Allan Rudquist
6	38	Linda Cichanowski
6	38	Mike Cichanowski
7	36	Robin Baker
8	32	Carol Kriegal
8	32	Jose Kriegal
9	19	Bev Waddel
9	19	Beth Olson
9	19	George Arimond
10	18	Anne Kerfoot
10	18	Jim Kerfoot
10	18	Anne Rudquist
10	18	Don Carlson
10	18	Julie Landwehr
10	18	Joe Stenzel
11	17	Brenda Baker
11	17	Harriet Burley
11	17	Tim Dunigan
11	17	Lyn Alexandra
11	17	Jim Alexandra
12	15	Kathy Roetzel
12	15	Ken Roetzel
12	15	Mary Keiley
12	15	Pete Mason
13	14	Debbie Hull
13	14	Jim Fralander

Junior Racing
[* denotes winner of the Class using the tie-breaking 6th race]

Place	Points	Name
1	97	*Cary Pitan
1	97	*Kirk Ellerbusch
2	97	Al Voight
2	97	John Glen
3	79	Robert Baker
3	79	Kieth Wick
4	35	Corry Baker
5	19	Joel Burley
5	19	Mike Heldt
6	18	Jerry Arnold
7	17	George Dahl
7	17	Mary Niles
7	17	Pat Karns
7	17	Mike Henneck
7	17	Keven Sandy



Tim Dunnigan [bow] and Karl Ketter surf on Wells Lake. 1975 Faribault Canoe Derby.

Photo by Chris Berne



Harriet Burley [bow] and Judy Hidde at 1975 Faribault Canoe Derby. *Photo by Chris Berne*

Women's Racing
[* denotes winner of the Class]

Place	Points	Name
1	100	*Shari Busse
1	100	*Laure Holmberg
2	58	Anne Kerfoot
2	58	Bonnie Lynn
3	38	Barb Neddo
3	38	Maren Smith
4	19	Julie Landwehr
4	19	Jeanie Landwehr
5	17	Harriet Burley
5	17	Joan Weyandt

Give Your Wood Strip a Beauty Mark

By Lew Miller

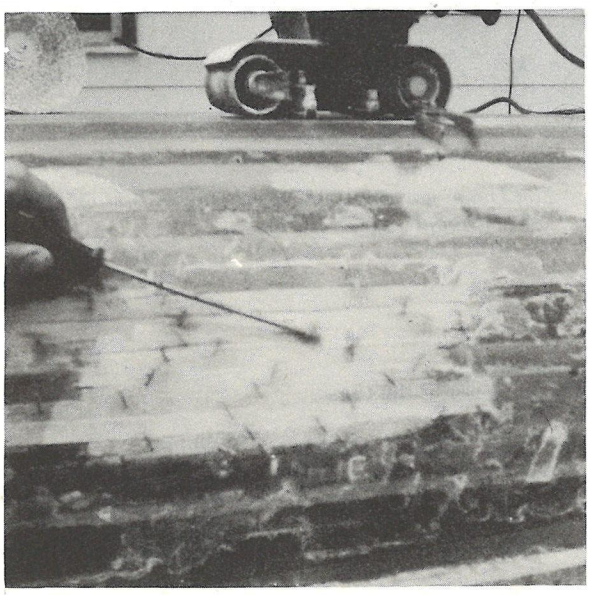
I looked out the window through a torrent of rain. My 18 1/2-foot redwood and spruce strip canoe reposed quietly on its saw horses. There was a sudden burst of wind—a wall of hail blurred the view.

When the storm abated, the canoe was gone. Sigurd Olson in *The Lonely Land* wrote of the heart-wrenching dismay when a canoe cannot be found after a night of wind. He understated. And not the Mamaygwessey, but too-casual care, was to blame.

In the low branches of an oak tree, a hundred yards from its usual place, the canoe had found a cruel resting spot. A splintered branch protruded through the fiberglass and planking. And the craft had been twisted by the wind, in the same way you'd wring a wet towel.

No, I didn't cry. But what had been a work of art, a creation involving skill, mind, and emotion, had been nearly destroyed. So I stuffed the pieces into a corner of the yard and ignored it for a month.

It took about 20 hours to accomplish a repair that is satisfying. Most of the fiberglass had to be removed. A disk sander loaded with coarse grit paper did the rough work. Final sanding was done with a belt sander.



The hole at the waterline was repaired by cutting back each damaged strip and glueing in a new section of spruce. The only reason for using a patch of contrasting wood was the opportunities it offers for conversation. Most exchanges begin with a question: "What in the hell did you do to that canoe?"

You will observe in the pictures that a number of little marks appear on the white patch. What you do to get those is staple the strips on, then leave the canoe outside to absorb a two-day rain. Rust. Either one starts all over again or he insists that the blemishes are really beauty marks, and were a part of the master plan.

The glassing went well. Using a 4-inch brush, I applied four light coats of polyester in 3 hours.

Inside the canoe I got by with removing and replacing three large sections of fiberglass on the bottom.



I'm quite satisfied with the repair. The canoe is a little heavier. But, on the other hand, the exterior finish has a nice gloss, and it glides every bit as easily as before.

When someone asks, "What in the hell did you do to that canoe?," I usually tell the truth. High winds, an unsecured canoe, and a vicious canoe-catching oak tree did it.

However, sometimes I'm tempted to weave tall tales about an adventure through knife-edged rocks on the surface of a snow melt swollen stream choked with icebergs and half-floating logs.

Fortunately I fix canoes better than I lie.

Membership and volunteer survey

As a member of the MCA you can help us by helping yourself. Just help yourself to a generous portion of canoeing. That's our main reason for being here: to go canoeing. Go alone, with friends, or with us, but go a lot and anywhere. Then for dessert our chef recommends that you avoid indigestion by sharing your knowledge and experience and energy with other MCAers. Just offer your assistance -- we need all we can get. Please fill out the following questionaire on whether or not you wish to volunteer your services. If you can't spare the time, we most certainly need your ideas. Return this questionaire to Volunteer Coordinator, Box 14177, University Station, Minneapolis, Minnesota 55108. Better yet, bring it yourself to our next activity. All of the present volunteers would like to meet you.

I JOINED THE MCA BECAUSE (Rank the Top Three):

———for the building book
———for the trips
———to join a special interest chapter
———to join a local club that is a chapter
———to get MCA resin and fiberglass
———to support a statewide canoeing voice
———for canoeing companions
———to get the Hut or newsletter
———other ————————————————————

I AM INTERESTED IN SPECIAL INTEREST CHAPTERS OF THE MCA:

———Cascaders - Whitewater racing, cruising, and kayak and canoe building.
———Marathon Racing - Long distance racing in open canoes and olympic flatwater.
———Voyageurs - Historical interest in the stories and activities of these early visitors to Minnesota.
———Other - Specify what special interest you have that could become a chapter in the future ————————
———None
Other chapters are small clubs that draw their members from a local area. I wish to be contacted by:
————————————————————
———Hiawatha - Owatonna, Faribault, and Northfield areas are into all phases of canoeing.
———3M - Open to employees of 3M; active canoe builders and cruisers.
———Grand Rapids - "Unorganized canoe club" that has developed many young canoers and builders.
———Apple Valley and Shakopee - For all canoeing interests and ages.

WHERE I CANOE:

———BWCA ————————————
———rivers ————————————————————
———lakes ————————————————————
———urban (metro areas) ————————————————
———whitewater ————————————————————
———Canada ————————————————————
———other states ————————————————————

I HEARD OF THE MCA FROM:

———a friend
———an enemy
———at a school ————————————————————
———at an activities meeting that attracted me
———in the news media (TV——, radio ———, newspaper ———)
———at the State Fair
———at a canoe race (long distance ——, white water,,,)
———from an MCA publication
———from a retail shop ————————————————
———from a stranger who had an MCA strip canoe
———other ————————————————————

MINNESOTA CANOE ASSOCIATION INC.

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.

I AM INTERESTED IN BUILDING:

———I built the following canoes from MCA plans:

———I had particular problems with:

———I had particular problems with:

———I would make the following suggestions for changes in the building book and plans:

I would like to help the MCA building activities by:
———dispsensing resin and glass to members
———answering questions of new members about building
———teaching a class in canoe building
———helping to update the building book
———designing new canoes
———building an MCA canoe in a public demonstration

I AM WILLING TO HELP THE MCA BY :

———serving on the Board of Directors (maybe——)
———working in a chapter
———leading a canoe trip
———attending public hearings, writing letters, speaking to government representatives, and generally helping with our lobby efforts
———helping with the planning and conducting of monthly activities meetings
———spending a couple of hours helping with office chores and paperwork
———assisting at whitewater and marathon events with timing and judging
———working on canoe trails, river mapping, or campsite planning
———writing, reporting, photographing, or cutting and pasting for the newsletter
———I know of companies that should be advertising in Hut and I would be willing to contact them (please list them)

I AM INTERESTED IN CLASSES:

———The MCA should have more instructional classes available (maybe ————————)
I would like to take a class on the following subject(s):
———Beginning Canoeing
———Efficient Canoeing
———Beginning Whitewater
———Intermediate Whitewater
———Basic Long Distance Racing Technique
———Canoe Design
———Solo Canoe Paddling
———Canoe Poling
———Wilderness Canoe Camping
———Others ————————————————

I FEEL THAT:

———MCA dues of $5 per year could be raised by $0——, $1———, $2———, $3———, $4———, $5———, only if necessary to maintain or improve services and functions
———I am willing to help out but not sure jest what I would like to do
———I would like to talk to a member of the Board of Directors (phone ————————————)
———I want to see more of:

———I want to see less of:

———I think that the goals of the MCA should be:

OTHER SPORTS I'M ACTIVE IN - please list (Such as cross country or down hill skiing, hiking, sailing, etc.)

I CANOE:

———never
———once a year

———2 to 4 days a year
———5 to 10 days a year

———11 to 20 days a year
———21 to 50 days a year

———more

Name————————————Date————————————

Address————————————————————————

Phone————————Number of canoes owned?———

Number of years spent canoeing? ——— Number of years in the MCA?————————————

OFFICIAL RESULTS: 1976 St. Croix Slalom
August 21-22; 1976
Sponsor: Cascaders Canoe & Kayak Club
Race Chairman: Stephen H. Parsons
3128 W. Calhoun Blvd.
Minneapolis, Minnesota 55416
Suggested 1977 Race Date: August 20-21.

28 gates - Grade I-II water

EDITORIAL

The race chairman feels that the tenth anuual St. Croix slalom was basically a success-even with all the ragged administration. Much of the raggedness was due to the fact that there was no race chairman (I had agreed only to be registrar) until ten days prior to the race.

Some of the roughness is also due to the fact that we are trying to do a lot with the race. The St. Croix is becoming a big little race. Ninety-two boats competed. Approximately One Hundred Twenty-five boats competed in this year's slalom nationals.

What shall we do with our big little race? The competitors have been hurt by sloppy administration. Sloppy administration is due largely to our informality, i.e. allowing registration as late as the second day of the race, adding or switching classes, etc. We ought to think about it.

SUGGESTIONS FOR NEXT YEAR

1.) We need new blood for race chairman and course supervisor.

2.) Eliminate separate novice and intermediate courses or run all novices and intermediates together rather than with their respective classes.

3.) Eliminate "loops" on the course to allow boats to run at more frequent intervals than this year.

4.) Create separate communications between Start and Finish (or eliminate the necessity of their being in frequent contact) so that the phones may be controlled by Scoring.

5.) Set up work assignments and running order well in advance so that competitors will not have to rush to and from work assignments. (Question: can we do this with our prevailing loose procedure?)

SEE YOU NEXT YEAR!

K-1 Men	Time	Penalties	Total	Time	Penalties	Total	Best
1. Pete Cary	241.4	10	251.4	256.5	20	276.5	251.4
2. Al Button	241.8	10	251.8	239.0	40	279.0	251.8
3. Steve Drobnick	223.8	30	253.8	243.0	70	313.0	253.8
4. Tom Johns	232.0	30	262.0	254.0	30	284.0	262.0
5. Jim Rada	239.6	30	269.6	235.4	30	265.4	265.4
6. Tom Jones	232.0	40	272.0	245.6	50	295.6	272.0
7. Tom Aluni	257.4	20	277.4	259.6	20	279.6	277.4
8. Ray McLain	270.0	50	320	268.5	30	298.5	298.5
9. Don Sorenson	234.2	60	294.2	266.2	40	306.2	294.2
10. Jim Heywood	269.0	30	299.0	262.6	60	322.6	299.0
11. Bob Obst	247.8	80	327.8	241.6	60	301.6	301.6
12. Carl Gutshick	266.0	40	306.0	256.0	60	316.0	306.0
13. Hank Kinnucan	257.2	50	307.2	267.8	90	357.8	307.2
14. George Jensen	281.0	140	421.0	279.0	30	309.0	309.0
15. Jim Bedginski	286.8	100	386.8	282.0	40	322.0	322.0
16. Tom Smith	325.4	100	425.4	298.3	30	328.3	328.3
17. Ray Pearce	258.6	100	358.6	250.8	80	330.8	330.8
18. Bob Landry	265.0	90	355.0	277.6	60	337.6	337.6
19. Terry Quam	282.5	90	372.5	304.4	50	354.4	354.4
20. John Alt	308.2	70	378.2	278.2	120	398.2	378.2
21. Jim O'Keefe	281.8	150	431.8	349.2	160	509.2	431.8
22. Doug Thompson			DNF	310.0	130	440.0	440.0
23. Brad Granum	354.8	110	464.8	334.0	110	444.0	444.0
24. Greg Breining	283.2	330	613.2	295.4	150	445.4	445.4
25. Ron Hunt	351.4	170	521.4	319.0	130	449.0	449.0
26. George Steed	300.8	150	450.8	371.3	150	521.3	450.8
27. Jerry Giru	340.2	130	470.2	321.8	170	491.8	470.2
28. Les Martin	323.0	210	533.0	339.7	150	489.7	489.7
29. Mike Cummins	353.8	330	683.8	305.4	350	655.4	655.4
30. John Wexler			DNF	572.2	420	992.2	992.2

K-1 Men Junior							
1. Tim Beline	230.5	30	260.5	229.4	10	239.4	239.4
2. Brett Sorenson	241.0	60	300.1	231.4	60	291.4	291.4
3. John Butler	263.2	80	343.2	257.2	70	327.2	327.2
4. Jeff McLain	296.4	70	366.4	299.0	80	379.0	366.4

K-1 Men Intermediate							
1. Rick Reinhart	182.6	200	382.6	190.2	170	360.2	360.2
2. Mike Sklavos	206.6	200	400.6	205.2	210	415.2	400.6
3. Dan Button	215.8	220	435.8	223.2	180	403.2	403.2
4. Glen Smith	458.2	240	708.2	260.2	250	510.2	510.2
5. Joe Yingst	236.4	290	526.4	DNR			526.4
6. Mike Cichanowski	222.4	310	532.4	241.0	350	591.0	532.4

C-1 Men							
1. Al Button	262.0	20	282.0	259.6	0	259.6	259.6
2. Jim Heywood	348.4	90	438.4	319.0	20	339.0	339.0
3. Pete Cary	330.8	110	440.8	291.0	80	371.0	371.0
4. Carl Gutshick	305.0	130	435.0	316.4	80	396.4	396.4
5. Steve Parsons	343.0	110	453.0	366.4	110	476.4	453.0
6. Hank Kinnucan	369.4	100	469.4	335.8	310	645.8	469.4
7. Bob Obst	360.8	300	660.8	364.2	110	474.2	474.2
8. Tom Aluni	370.4	140	510.4	341.20	170	511.2	510.4
9. Fred Young	345.0	170	515.0	355.6	250	605.6	515.0
10. Bob Schuetzler	369.4	190	559.4	354.4	180	535.4	535.4
11. Ray McLain	355.6	380	735.6	375.8	190	565.8	565.8
12. Bob Landry	409.4	260	669.4	482.0	260	942.0	669.4
13. Jim Rada	343.2	440	783.2	362.0	330	692.0	692.0
14. George Steed	470.0	250	720.0	353.8	400	753.8	720.0

Mississippi Mud

MINNESOTA MARATHON CANOE RACING POINT SYSTEM

Here are the results of the 1976 Point System. Let me explain the system to those who are unfamiliar with it or have questins about it.

This year the Chapter sanctioned eight canoe races to be used to gather points. The point system uses your best five races to be included in your point total. This way you can miss a couple of races and not hurt your chances in the point system. Twenty points are awarded for a first place finish, nineteen for second, and on down the line. In Men's Racing although the race itself had the men divided into a trophy class and a money class, under the point system all the men are grouped together and points awarded according to the overall finish. Since the Men's group is so large it is divided into four divisions according to a paddlers ability and past racing accomplishments.

This year we have a very nice silver bowl to be awarded the overall winner in the Men's class. Also enough money was raised this summer to purchase a trophy for the Mixed Couples Class.

As the Chapter raises additional money, trophies will be purchased for the other classes. These trophies are traveling trophies to be awarded each year at the banquet to the champion of each class.

there were a total of 120 people who participated in at least one of the races in one of the classes. Sixty two people in Men's, 33 people in Mixed Couples, 15 in Juniors, and 10 in Women's.

Anyone having questions or disagreeing on the point total call Mike Bohanon 522-0858.

OVERALL POINT STANDINGS
[Best 5 out of the 8 point races, 100 possible points]

MEN'S RACING [GM-Grand Master, E-Expert, I-Intermediate, R-Rooke, *denotes winner of thier division]

Place	Division	Points	Name
1	GM	99	*Dan Hassel
2	GM	92	Tom Olson
3	GM	87	Gary Neddermeyer
4	R	85	*Greg Holmberg
4	R	85	*Dennis Holmberg
5	E	83	*Greg Peterson
6	I	80	*Mike Bohanon
7	GM	73	Steve Peterson
7	GM	73	Frank Wattunen
8	GM	72	Gene Jensen
9	GM	69	Buzz Peterson
10	GM	62	Karl Ketter
11	E	59	Dale Hennek
12	R	58	Mark Eidem
13	E	55	Bonnie Peterson
14	GM	53	Clint Waddel
15	E	48	Mike Banovetz
16	GM	44	Jeff Howe
17	GM	39	Ev Crozier
17	GM	39	Tim Triebold
18	I	35	Allan Dubois
19	R	31	Keven Faus'
19	I	31	Don Carlson
19	I	31	Rich Carlson
20	I	30	Augie Schueneman
20	E	30	Robin Baker
21	R	27	Stewart Bastian
21	R	27	Rick Baxter
21	I	27	Paul McCarthy
22	R	22	Ron Kelley
23	GM	19	Luc Robillard
23	GM	19	Bob Zaverill
24	GM	18	Steve Porn
24	GM	18	Jerry Schneider
25	GM	17	George Arimond
25	R	17	Steve Hassel
25	R	17	Ronald Kelley
25	R	17	Jess Mason
26	E	16	Joe Miller
26	I	16	Dick Glen
26	I	16	Jeff Dubois
27	GM	15	Phil Rogershaski
27	R	15	Joe Mogenson
27	I	15	Andy Grynewski
27	E	15	Richard Kowal
27	E	15	Carl Veinnot
28	R	14	Frank Green
28	R	14	Jerry Hoversten
28	R	14	Paul Wolf
29	GM	13	Larry Peterson
29	R	13	Gerry Cichanowski
29	R	13	John Huelskamp
30	R	12	Larrry Kriesel
30	R	12	Dave Olson
30	R	12	Marion McCarthy
31	R	11	Jim Otto
31	R	11	Jim Matteson
31	R	11	Allan Rudquist
32	R	10	Jim Hagen
32	R	10	John Fleming
33	R	9	Jess Mason
34	R	7	Mike Henneck

A word about health precautions. Epoxy is very toxic, and certain precautions must be taken. Work only in a well-ventilated area—outside if temperature and weather permit. If you build more than one boat a year, use a gas mask, as the effects of epoxy are cumulative. Some people develop a severe skin rash by contact with epoxy—the most allergic will break out just be breathing the vapors. Most builders wear rubber gloves purchased from a drugstore, while others use disposable surgical gloves. If I personally wear skin-tight gloves, my hands will develop a very unpleasant itch. I considered this a reaction to epoxy until it was suggested that it could be a dermatitis infection from the bacteria in perspiration. By using loose-fitting neoprene gloves and washing frequently, I have had no trouble. These neoprene gloves are available at industrial supply outlets, as are suitable gas masks.

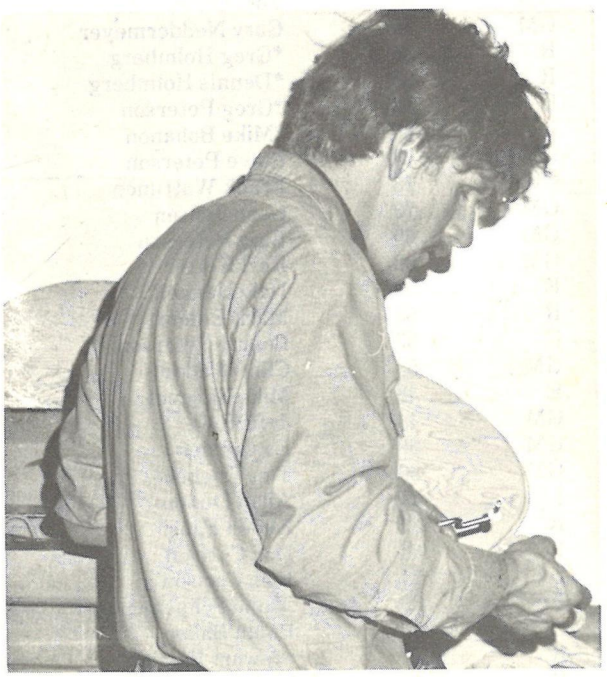
The accompanying photos indicate some of the side effects of epoxy—see the captions for precise scientific explanations of the maladies.

If the thought of building scares you, there are several commercial outlets for whitewater boats. These are normally polyester, and are available both complete and in money-saving kit form.

If you decide to buy a commercial boat, there are more models to choose from. Locally, there are only three good kayak molds available, but these three provide a suitable choice for most paddlers. If you plan to build or buy a kayak, ask the advice of experienced paddlers and try the different models if possible.



Endoplastic unslenderosis. Victim has difficulty staying awake, limbs swell (note popped seam.)



Contracoordinated hydromentalphobus. Sufferer cackles wildly, but is quite harmless. Usually recovers in six to eight weeks.

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.



POLING! Explore the small streams



Canoeings way to the wilderness

A.C. Mackenzie River Co.
P.O. BOX 9301-MN
RICHMOND HTS., MO.
63117

Outfitting the Polesman

ORIGIN & HOME OF THE CHAMPIONSHIP:

Sylvester Pole

"CANOE POLING" by Al, Syl & Frank Beletz, ACA Poling Chairmen, over 180 photos & illus. 23 chapters $4.95. The most exhaustive study ever done on the subject. Explains the new revolution in technique. Top reviews in many national & local canoe journals. Canoe magazine's review says, "It is superb, well done and very informative." Price including postage $4.95.

"SYLVESTER POLE" A revolution in strength, safety & performance, lightweight, collapsible, special-alloy, aircraft-aluminum, weight 2.8 lbs., length 12 ft., beautifully painted, slip-resistant-protective coating, avoid dagger-like splinters, under normal use should last a lifetime. For cruising & competition, designed and developed by Syl Beletz, past national poling champion, under the stresses and strains of national competition. Since 1968 Syl's poles used by all men, women & junior national champions. Sent by Air Mail. Now perform all the strokes (**enclose a self-addressed stamped envelope for FREE INFO.**)

WANTED
NEW MCA RESIN SALESMAN

REWARD
Satisfaction of service to the best canoe club in the U.S.A.

*Opportunity to learn more about canoe building.
*Opportunity to meet many wonderful people of common interests.
*Need storage space for glass and resin & preferably heated.
*Nominal rental fee paid by MCA to cover storage space.

Contact Carl N. Ketter 636-8116; or Jim Malek 433-3089.

NEW BUILDING BOOK
IN
PLANNING STAGES

Back in 1968 the MCA published the first book on strip canoe building. At that time it was the **best** instruction book available - probably the only one. Hundreds of beautiful and functional canoes have been built and continue to be built from the MCA plans and methods.

But we no longer have the best building book. And now we have individuals in the association doing new designs, building winning marathon and whitewater boats (and a 30 foot North Canoe replica that hasn't lost a race yet), as well as all fiberglass hand layup canoes.

So beginning in October we'll start putting together *The Complete Book of Canoe Design and Building*.

Watch for the announcement of our first meeting!

For Sale: Thompson Canoe. Cedar rib on sheathing construction. Needs canvas. H. Tolfson 529-0500.

Ketter Canoeing Inc.
101 - 79th AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55430
PHONE 612-561-2208

NEW CANOE PLANS AVAILABLE

Plans are now available for two new canoes:
14 foot one man canoe
18 foot guide model canoe
Price - $3.50 each or both for $5.00.

JENSEN'S NEW 14' ONE MAN USCA CANOE

18½' JENSEN USCA CRUISER
18' JENSEN USCA STANDARD
17' WINONA

MIDWESTERN FIBERGLASS PRODUCTS
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Phone 507-454-5430



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Preferred by Canoeists Since 1957

It costs so little to have the finest

HAND-CRAFTED FIBERGLASS
LIGHTER THAN ALUMINUM

SAWYER CANOE COMPANY
234 S. STATE ST. OSCODA, MICHIGAN 48750

OCTOBER ACTIVITY MEETING

Oct. 16 Ice Breaker Frolic Oct. 16

Banquet

Riverside Park (83rd Ave. North on the Mississippi R.)

Schedule:

9:30 - 4:00	Basic Canoeing, Pre-registration required, call 777-8993 or 636-8116.
10:00	Morning cruise. Champlin boat landing to Riverside Park. Trip leader - Chuck Alberg 529-0779.
12:00 - 3:00	Closed boat Slalom Clinic. Basic instruction for people interested in learning to maneuver a K1 or C1 through white water. Boats and equipment provided. Plan to get soaked.
1:30 - 4:00	Poling class and demonstration.
4:00	Afternoon cruise. Riverside Park to Broadway Bridge.
7:00	Banquet at Little Jacks, 2nd St. N.E. & Lowry (Social hour before, cash bar near by) Make reservation and payment by Oct. 9.

The MCA Cascaders hereby challenge the Merrython Chapter to a no holds barred water-polo match. Thereby giving the Merrython Chapter a chance to redeem themselves after having the thrill of victory stillfully wrenched from their truncated arms at the first annual "MCA Challenge Ski Race".

If the members of the Merrython Chapter can muster enough able bodied people they are to meet with Cascaders on Saturday, October 16 at Riverside Park at 3:00 p.m.

Registration form on page 1.

"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 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.

FOR SALE: SUPPLIES FOR STRIP CANOE BUILDING
WOOD: Redwood, W. Red Cedar, Sitka Spruce
STRIPS: Complete stock for ready pick up
TRIM: Gunwales, thwarts, seats, yokes
MISC: Glue, screws, staples, etc.
FOR RENT: Strongback and forms
CONTACT: Bill Knudsen, 488-1932

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

Tips on Building Whitewater Boats

by Larry Johns

Continued from September HUT.

My general procedure when building a kayak is to clean and wax the mold starting around 7:00 p.m. Friday evening, then lay up the gel coat in both halves of the mold, finishing about 10:00 p.m. I start the layup at 8:00 a.m. Saturday and finish about noon. It will normally be ready for trimming, clamping, and seaming in about five hours. If you trim at just the right time, it will take no more than half an hour—the same for clamping the halves together, and you should be ready to seam about 7:00 p.m. I wet out all three layers of seam tape at one time, doing this on the floor. I use 7-foot lengths and let them get a little tacky before putting them in the boat. It should take about an hour to wet out the strips and position them. Wait two hours, turn the boat and do the other side, and your boat is locked up and seamed before midnight. This schedule is practical only if you can keep your building room at 60-65 degrees Friday night and can warm it up to around 75 degrees when you do the layup.



Residual resin rhapsody. Outward manifestations: inability to open eyes, fingers fall off.

HUT Magazine is no longer forwarded to members. So if you didn't get this HUT, guess who's to blame for not sending a change of address notice?

ATTENTION!

PLEASE NOTIFY THE MCA OF YOUR ADDRESS CHANGES SO THAT THE NEWSLETTER CAN REACH YOU UNINTERRUPTED. IT WILL ALSO SAVE US ADDITIONAL TIME AND POSTAGE. SEND CHANGES TO: MCA BOX 14117, UNIVERSITY STATION, MINNEAPOLIS, MN 55414.

Letter to the Editor:

Yes, we've seen motors. None have come close to swamping us. The poor, little (restricted) things burble past on their restricted routes and are soon gone, doing no harm in the process. We have never envied them on the next portage, to say nothing of the rocks. I like to think that they may afford some limited (read restricted) access to the area for the handicapped or elderly. Or, don't these people figure in your plans?

Further down, we encounter that fashionable, modern cliche which makes snowmobile synomonous with disfigurement.

It happens that my wife and I have snowmobiled in the BWCA (on currently approved routes) about the same distance that I have paddled and portaged (200 miles). We saw no litter on any trail. We saw no trails closed from overuse. We saw strict observance of the can and bottle rule. We saw no ski or snowshoe tracks and very few other snowmobiles. Plainly speaking, we saw no "disfigurement". After the snow melted, even the trails were gone.

This was a contract with my summer BWCA trips where I've had a hand in cleaning up several campsites, the most flagrant and heartbreaking example (complete with broken glass), being encountered on a non-motor route in the summer of 1975. I have seen beautiful Norways felled (non-motor routes, again) presumably for the sole purpose of seeing a tree fall (they were not cut up for firewood).

If there is "disfigurement" in the BWCA (I have seen some), let's put the blame where it belongs.

It seems to me that with all the tears and ink expended on the subject, no one has yet proven that the present, restricted use of motors in the BWCA has done any harm.

Sincerely,
Arthur Hager

(The above letter was slightly edited in order to have room. Mr. Hager is not an MCA member. L.M.)



Letter to the Editor:

I would like to thank you for the information you published on the BWCA in July *HUT!* This is the best information I have ever seen on the Boundary Waters, and I consider it to be very, very valuable. This article helped me to choose where to go on my September canoe trip, as I prefer the lightly used areas.

The Forest Service has tried to distribute users of the BWCA by forcing them into alternate areas. I believe your article is a much better approach and makes more sense. I feel the MCA is of great value to the sport of canoeing.

Richard Jacobson
Mpls., Minn.

P.S. I like the work you do to protect the BWCA In August *HUT!* Wilderness Heritage is a good article in informing us on what's happening and what we can do. I wrote to Rep. Don Fraser and James Oberstar.

You need not be a lonely canoeist

By Carl Ketter

Each month the MCA Board meets somewhere in the Twin Cities and does what it can to maintain our organization of 1,000 individual canoeists. Distance is our enemy. Members often feel left out or neglected because they can't take advantage of all MCA activities and services. To overcome these distances, the Board feels that local canoe clubs are needed.

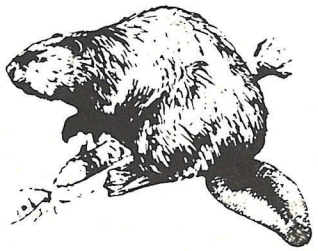
Four chapters of the MCA now exist. Three are special-interest groups located primarily in the Twin Cities area. The fourth is open to members of the 3M Company. Each of these chapters is made up of MCA members who operate their own chapter as they see fit. These groups have access to all the services the MCA offers, including: space in MCA publications to promote chapter goals; the 1,000 other MCA'ers as an audience for their activities; benefit from the MCA's lobbying and conservation efforts; access to all trip cruises; and races of the MCA and its chapters.

The requirements to form a chapter are minimal, but the local group's participation in the MCA is not limited by anything but the group's own inclinations. Ten regular MCA members may form a chapter when their representative sends a letter to the Board requesting chapter status. The group elects its own officers and runs its own show, including collecting dues if they desire. The new chapter is expected to remain active by holding cruises, races, meetings, or other activities that "promote and encourage the sport of canoeing". The chapters pass on new of their activities to HUT! and can thereby be in contact with the entire MCA membership.

When the new chapter reaches 25 members, a directorship is added to the MCA Board of Directors to represent the chapter and to coordinate the projects of the two groups. The chapter nominates one of its members for this directorship, and this nomination is placed on the ballot for the election of officers in October.

To aid the chapter in its local activities, each chapter receives one dollar per member per year from the MCA. This does not diminish any of the individual's rights in the MCA.

The benefit to the MCA is obvious. Our long distance friends become more active, which attracts more of Minnesota's canoeists. A broad and growing membership is necessary if we are to improve the only Minnesota canoeing publication; if we hope to work for canoeists' interests within the government; and if we are to make friends who share our interests in the canoe sports.



MINNESOTA CANOE ASSOCIATION, INC.
P.O. Box 14177, University Station, Minneapolis, MN 55414
MCA PHONE 222-0771

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Minneapolis, Minn.

Complimentary Issue
from
Minnesota Canoe Association

TO:
The most indispensable person in our Association – A MEMBER

1975-76 BOARD OF DIRECTORS
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WHICH IS YOUR VISION OF THE BWCA? THIS?

EMERGENCY!

Logging of BWCA Virgin Forest starts *IN DAYS* unless *YOU* help *NOW!*

The court injunction against logging the Virgin Forest was lifted by the Circuit Court of Appeals August 30, 1976, just as this mailing began.

Your Boundary Waters Canoe Area Wilderness Needs Help, Now!

OR THIS?



A LOGGING CAMP DEEP IN THE BWCA – WAITING TO SPRING INTO ACTION AGAIN!

Your Boundary Waters Canoe Area Wilderness needs help, NOW!

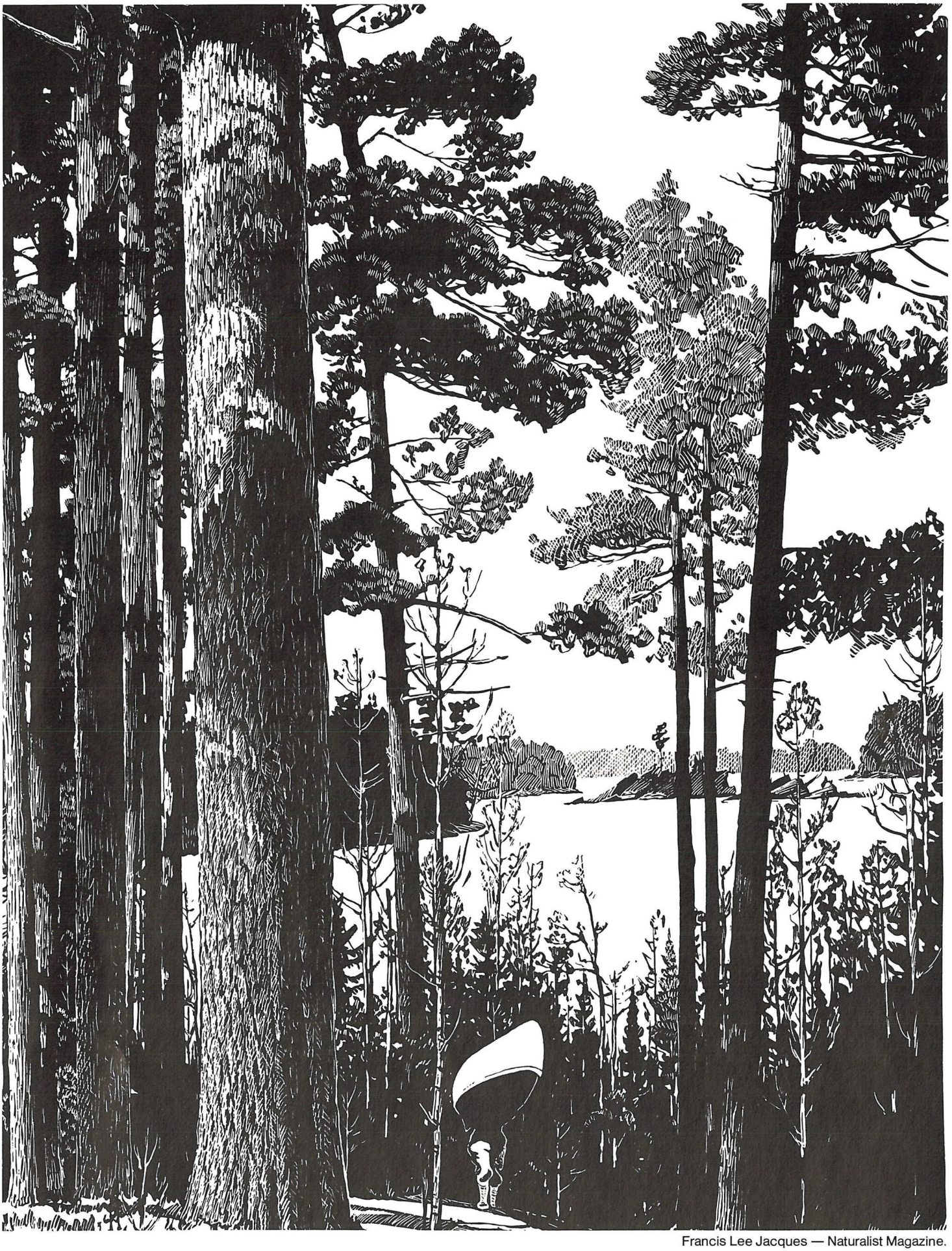
The Boundary Waters is a wilderness threatened! Conflicts over logging, motor use, mining, road-building, dams, and other abuses have plagued its history for half a century. Today these threats pose a genuine crisis. This pamphlet will help you understand the need for Congressional action to give the BWCA the same legal protection that almost all other units of our National Wilderness System already enjoy. Read it carefully if you love the Canoe Country. Two bills have already been introduced in the House of Representatives. The hour of decision for America's largest eastern wilderness and our only lakeland wilderness is at hand.

Friends of the Boundary Waters Wilderness

An informal coalition of National and local environmental and conservation organizations and individuals.

EDUCATIONAL NOTE NUMBER ONE/ AUGUST 1976

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Twin Cities address: 1783 Lindig St., St. Paul MN 55113



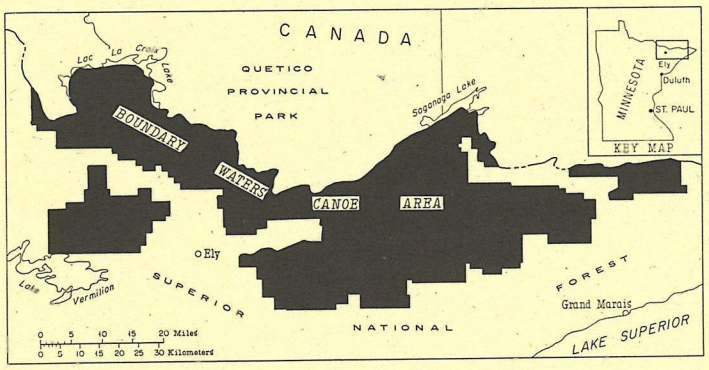
Francis Lee Jacques — Naturalist Magazine.

Friends of the Boundary
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Sea Gull Lake from the Palisades — An area that would be removed from wilderness status by the Oberstar Bill.
Photo by Leslie H. Blacklock — Naturalist Magazine





What is the Boundary Waters Canoe Area?

The Boundary Waters Canoe Area, located in northeastern Minnesota, is the largest National Wilderness Area east of the Rocky Mountains — slightly over 1 million acres in size. As a vast area of inter-connecting waterways, amidst virgin conifer forests, it is our only lakeland wilderness and unique in the National Wilderness System. Containing 1076 lakes and 1200 miles of canoe routes, it stretches for more than 100 miles along the Minnesota-Ontario border, and supports unique northern fish and wildlife populations. It is one-third larger than all 42 of the other National Wilderness Areas in the eastern United States combined. Together with its sister area, the million acre Quetico Provincial Park in Ontario, where all logging and most motorized recreational uses are already prohibited, these two areas comprise one of the finest wilderness regions on the continent. And not surprising because of all these attractions, the BWCA sustains more recreational use than any other unit of our National Wilderness System.

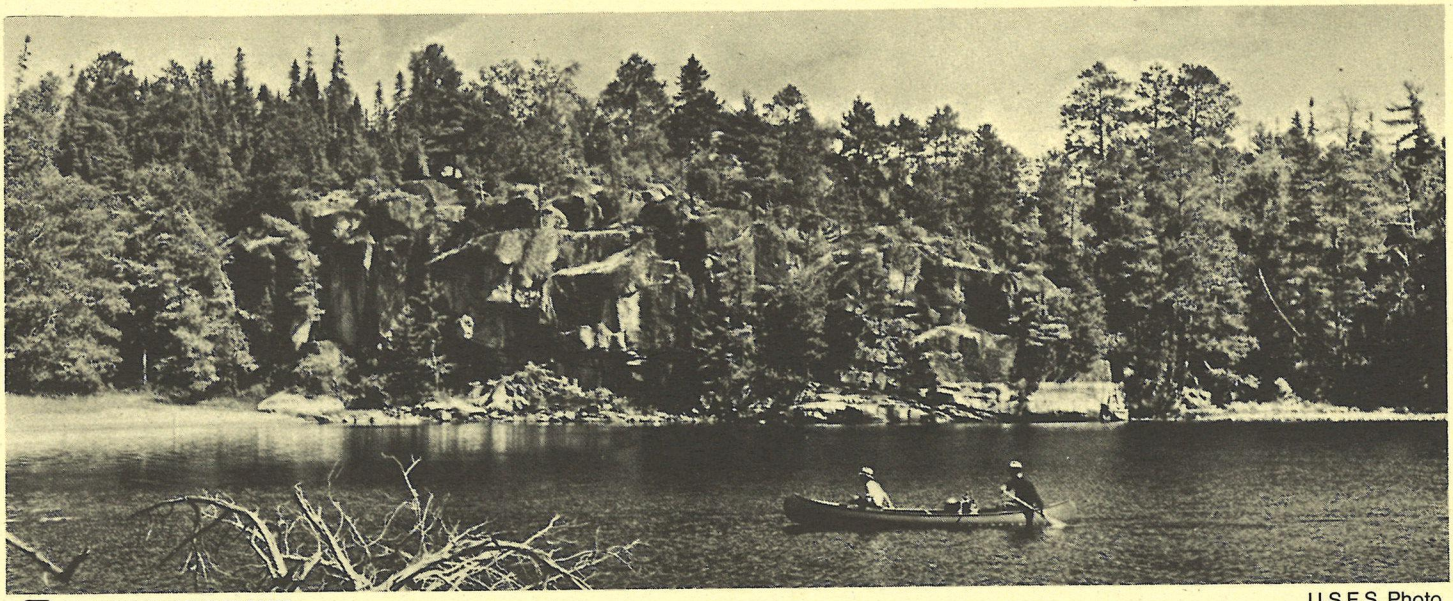
What is at stake?

The BWCA offers unique opportunities for recreation, wildlife, research, education, and inspiration. It is our only lakeland wilderness — a land where canoeist, hiker, snowshoer, and skier can leave the cares of urban life behind and experience nature on her own terms. It is a land of immense natural beauty — a land of rugged three-century-old pines and jutting glacially-formed cliffs, dotted with a thousand pristine island-studded lakes — where the mournful howl of the wolf and the haunting laughter of the loon enchant the senses of the visitor.

The BWCA is also the last large and relatively complete example of the northern conifer forest ecosystem in the United States. It is a land where Canada Lynx, Pine Marten, Fisher, Moose, Black Bear, Beaver, Otter, Bald Eagle and other forest animals are present in full complement to the native vegetation. The eastern Timber Wolf has its last foothold in the lower 48 states in this part of Minnesota, and several other species present are either rare or endangered elsewhere. Here, in a living biological laboratory, the relationship of these animals to their environment can be studied relatively free of man's influence.

The Boundary Waters is also a land with great potential for spiritual regeneration. As the famous Minnesota naturalist, Sigurd Olson, has said:

> "The power and wonder of the unknown are intangibles we must cherish if we are to comprehend our problems. In them was the well-spring of our dawning culture, and from it the first significant expressions of man's mind. Without its spur scientists, artists, and workers in all disciplines of creative endeavor would lose the challenge to prove and explore. An infallible source of inspiration, it is rooted in man's contemplation of his environment . . . If wonder is one of man's greatest potentials, playing a major role in the progression of his thinking and knowledge, and unspoiled nature a means of invoking it, here is reason enough for preservation . . ."



U.S.F.S. Photo

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What is the history of the BWCA?

The landscape of the Canoe Country wilderness is the result of two great natural forces: ice and fire. Glacial ice scoured the area and created its lakes and plunging cliffs in the dawn of history. The vegetation that subsequently developed has been fashioned by periodic regenerative forest fires that produced its rich variety of plants and animals. Since the glaciers melted, more than 14,000 years ago, it is estimated that the area has burned-over at least 100 times.

The written history of the Boundary Waters begins with the explorations of Jacques de Noyons in 1688 and extends through the colorful voyageur era of Sieur de la Verendrye. But ancient rock pictographs attest to a rich Indian history, and to man's harmonious relationship with nature, long before western "civilization" arrived.

The legally defined area we now know as the BWCA is the result of a 75 year struggle to obtain statutory and administrative protection for this incomparable wilderness region. As the present Congressional discussion proceeds, everyone should remember that there would be no wilderness left to debate if just one of these battles had been lost. Hundreds of dedicated individuals, spanning three generations, have given us today's wilderness heritage. And todays' decisions will determine our children's and grandchildren's heritage!

Preservation Chronology

1902	Efforts to preserve the area begin when Forestry Commissioner C.C. Andrews succeeds in having 500,000 acres of public domain lands in northeastern Minnesota withdrawn from timber, minerals, and homestead entry.
1905-08	659,700 additional acres are withdrawn.
1909	President Theodore Roosevelt sets aside the "Superior National Forest" of 1,018,636 acres. Much of the present BWCA, except private land being logged at the time, is included.
1926	After a controversy over Forest Service road plans, Secretary of Agriculture Jardine establishes a "Wilderness Area" of 640,000 acres.
1930	The Shipstead-Newton-Nolan Act, putting an end to logging within 400 feet of lakeshores and prohibiting further alteration of natural water levels, is passed in response to plans to dam up many lakes.
1934	The Quetico-Superior Committee is established by Franklin Roosevelt to advise Federal agencies and the State on management of the area.
1930-41	Purchases of tax-forfeited lands bring the area to its present size.
1938	The "Superior Roadless Primitive Area" is established by the Forest Service.
1941	The first administrative "no-cut" zones are established (362,000 acres).
1948	The Thye-Blatnik Act authorizes $500,000 to acquire fly-in resorts and private lands in 2/3rds of the area.
1949	An air ban on flights below 4000 feet is established by President Truman.
1950s	Extensive pulpwood logging and road-building begins.
1950s	Exploration for copper/nickel begins.
1956	The authorization to purchase private in-holdings is extended to the entire area, and funding increased to $2,500,000.
1958	The name is changed to the "Boundary Waters Canoe Area."
1961	An additional $2,000,000 is authorized for the purchase of in-holdings.
1964	Secretary of Agriculture Freeman appoints the Selke Committee to study BWCA management.
1964	The Wilderness Act passes and includes the BWCA, but with special language giving the Forest Service some discretion over logging and motorboat use.
1970	Legal Action by the Izaak Walton League and the State of Minnesota delays the mining of copper/nickel in the BWCA.
1973	Legal Action by MPIRG brings a halt to the logging of virgin timber on seven sales in the BWCA pending an Environmental Impact Statement.
1974	(June) Forest Service issues new Management Plan for the area.
1974	(Sept.) Sierra Club joins MPIRG in suit against Forest Service for permanent ban on logging of virgin timber.
1975	(May) Appeal of the Management Plan by Sierra Club and MINNTOUR results in a ban on snowmobile use in the BWCA after the 1974-75 season.
1975	(Aug.) Federal Judge Miles Lord issues a ban on logging of virgin timber on six sales in the BWCA and permanently enjoins all further logging of virgin forests.
1975	(Oct.) U.S. Rep. James Oberstar introduces bill in Congress to split BWCA into separate Wilderness and National Recreation Areas.
1975	(Nov.) Chief of the Forest Service extends snowmobile use through the 1975-76 season.
1976	(April) MINNTOUR and U.S. SKI ASSOCIATION file suit to enforce snowmobile ban.
1976	(April) Minnesota Legislature passes mining ban for state lands and waters.
1976	(April) Logging ban appeal heard in 8th Circuit Court of Appeals, St. Louis.
1976	(June) U.S. Rep. Donald Fraser introduces bill in Congress to protect BWCA from logging, motors and mining and to provide full wilderness status for the entire present area.

Why the present controversy?

In 1964 Congress passed the Wilderness Act. This legislation established a National Wilderness Preservation System and set guidelines for its management. The Boundary Waters was made a unit of this system. The U.S. Forest Service continued to manage the National Forest units of that system.

In the language of the Wilderness Act, the System was to provide areas "where the earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain . . . retaining its primeval character . . . managed to preserve its natural conditions . . . where the imprint of man's work is substantially unnoticeable."

Beneath this fine language, however, is Section 4(d)(5), a qualifier tacked on to apply only to the BWCA to satisfy local timber and motorboat interests. Section 4(d)(5) requires that the BWCA be managed to retain its primitive character but "without unnecessary restrictions on other uses, including that of timber." It also allowed "any already established use of motorboats."

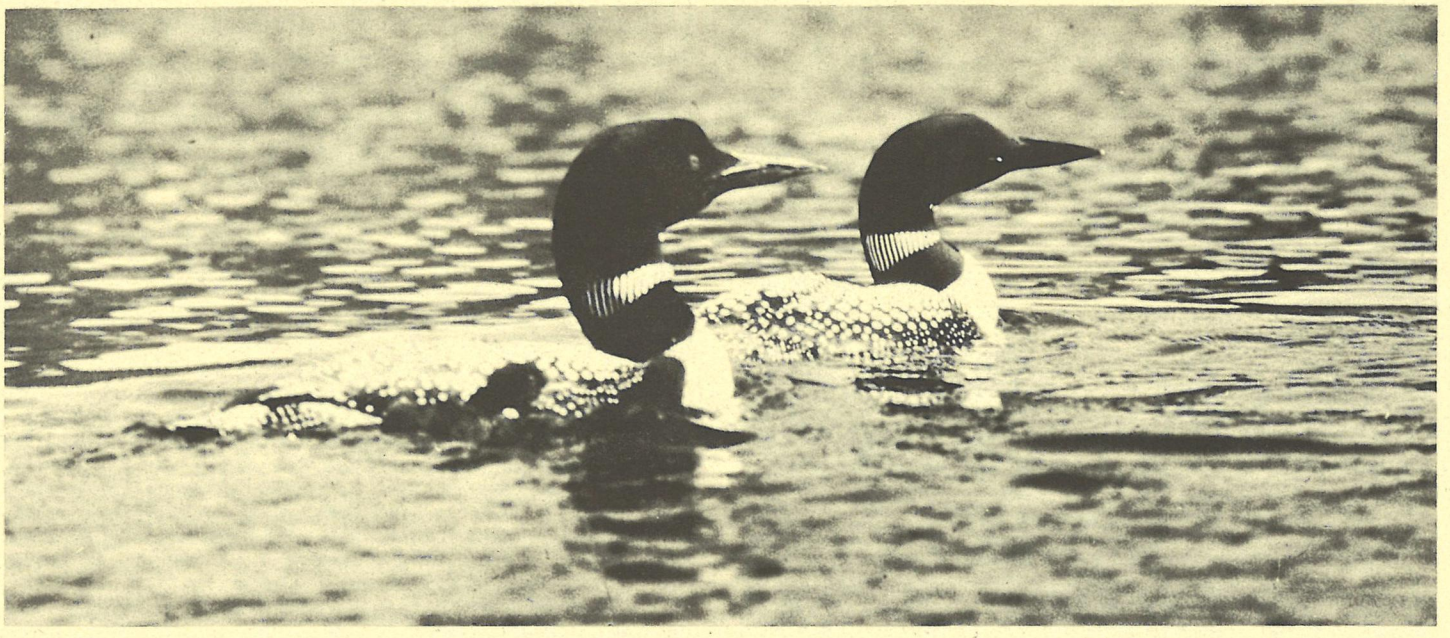
Thus, the Forest Service was asked to manage the area as wilderness while at the same time accommodating logging and motorized users. These contradictory purposes have been at the heart of many law suits, administrative appeals, public hearings, and mass-meetings since 1964. This dilemma has become a nightmare to the Forest Service and conservationists alike. Commercial logging is not permitted in any other unit of the National Wilderness System. But in the BWCA logging and road-building are destroying the last large virgin wilderness in the eastern United States, and motorboat and snowmobile use are destroying the sense of peace and solitude in large portions of the area. Mining remains an ever-present threat.

What is Congress doing about these problems?

Almost everyone now recognizes that new legislation is essential to better define the appropriate uses of the BWCA. Several legislative proposals have been prepared, and two bills have already been introduced in Congress.

Representative James Oberstar's (Dem-Mn., 8th Dist.) bill would change the classification of approximately 400,000 acres from "Wilderness" to "National Recreation Area," thus removing it from the National Wilderness Preservation System. A National Recreation Area, as defined by the Forest Service, would allow a gradient of recreational experience levels from primitive to highly developed. Under this proposal large sections of the area might be given over to paved roads and resort development. Commercial logging, road-building and motorized recreation would be allowed in the NRA. Current prohibitions on mining and the use of airplanes — both hard won victories — would be uncertain and perhaps lifted. Such beautiful lakes as Lac La Croix, Saganaga, Basswood, Big Trout, Gabbro, Bald Eagle, Brule, Duncan, Rose, Mountain, Pine and Alder would be removed from the wilderness system and transferred to the NRA. The proposed removal of these areas from wilderness status seems to be aimed mainly at accommodating existing motor use. Rep. Oberstar's proposed designation of 600,000 acres as full wilderness is a positive step, but the transfer of 400,000 acres to NRA status is unacceptable to conservationists.

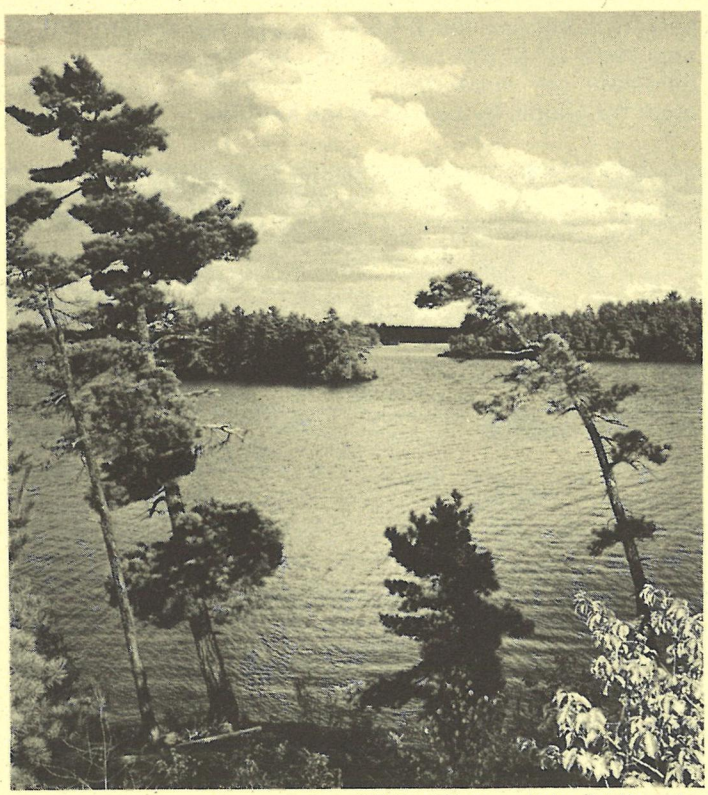
Only 0.5 percent of the United States is preserved as wilderness. Mr. Oberstar's proposal would decrease the total wilderness acreage in the eastern United States by 20 percent. Counting the BWCA, the average eastern Wilderness Area is 40,500 acres. The Oberstar proposal would eliminate the equivalent of almost 10 such wilderness areas for people living east of the Rockies.



J. Arnold Bolz Photo — Naturalist Magazine

What do conservationists support?

Minnesota Congressman Donald M. Fraser (Dem.-5th Dist.) introduced the following bill (H.R. 14576) in the U.S. House of Representatives in July, 1976. This bill would end the abuses of the BWCA and close-off the interminable debates over present policies by preserving the entire area as a Wilderness. Logging would terminate immediately, and motorboat and snowmobile use would cease at once except for a discretionary 5 year phase-out period in hardship cases. Mining of federal minerals in the BWCA, or the use of federal lands in relation to any mining or mineral exploration on other ownerships in the BWCA, would be prohibited except in a National emergency. "Administrative cutting' (non-commercial logging) to manipulate the vegetation would also be banned. Payments to counties in-lieu of taxes, as already provided by the Thye-Blatnik Act of 1948, would be increased. Quick passage of the bill is urged by FRIENDS OF THE BOUNDARY WATERS WILDERNESS because it serves the long-term national interest far better than any other proposal yet advanced.



C.E. Peel Photo — Naturalist Magazine

A Bill for an Act

H.R. 14576

(The Fraser Bill)

To redesignate the Boundary Waters Canoe Area as the Boundary Waters Wilderness Area, to withdraw certain authorities for timber harvesting and vehicle use within such area, to increase the payments made to counties respecting such area, and for other purposes.

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED.

Redesignation

Section 1. The area known as the Boundary Waters Canoe Area, as generally depicted on the map filed by the Secretary of Agriculture pursuant to section 3(a) of the Wilderness Act (78 Stat. 890, 891; 16 U.S.C. 1132(a)), is hereby designated as the Boundary Waters Wilderness Area.

Administration; Restrictions on Use

Sec. 2. (a) Except as may be otherwise provided under subsections (b) and (c.. of this section, the area designated by section 1 as the Boundary Waters Wilderness Area shall be administered by the Secretary of Agriculture in accordance with the provisions of the Wilderness Act (78 Stat. 890; 16 U.S.C. 1131) governing areas designated by that Act as wilderness areas.

(b) In applying the provisions of the Wilderness Act to the Boundary Waters Wilderness Area as provided in subsection (a), any authorization under section 4(d)(5) of such act for —

(1) timber harvesting within such area, including administrative cutting other than cutting necessary for portages, trails, and campsites, and

(2) recreational use within such area of motorized watercraft, snowmobiles, or other motorized recreational vehicles.

shall not apply after the date of enactment of this Act, but, with respect to such area, the Secretary may permit a variance from the requirements of paragraph (2) and from any applicable provisions of the Wilderness Act prohibiting recreational use of such vehicles. Such variance may permit such use for such period (not more than 5 years from the date of enactment of this Act) as may be necessary to permit the gradual termination of such use in cases of extreme hardship, as determined by the Secretary.

(c) In addition to any other applicable prohibition or withdrawal from entry or appropriation under any provision of the Wilderness Act or under any other provision of law, no permit, lease, or other authorization may be issued by any agency or authority of the United States for—

(1) exploration for, or mining of, minerals owned by the United States within the Boundary Waters Wilderness Area, or

Sec. 2 (b) (2) the use of land owned by the United States in relation to any mining or exploration for minerals in such area.

The prohibitions contained in this subsection and any withdrawal from entry or appropriation for mining or exploration for minerals applicable to the Boundary Waters Wilderness Area shall not apply to the extent specifically provided in legislation enacted by the United States after the date of enactment of this Act pursuant to a national emergency declared by the President.

Payments

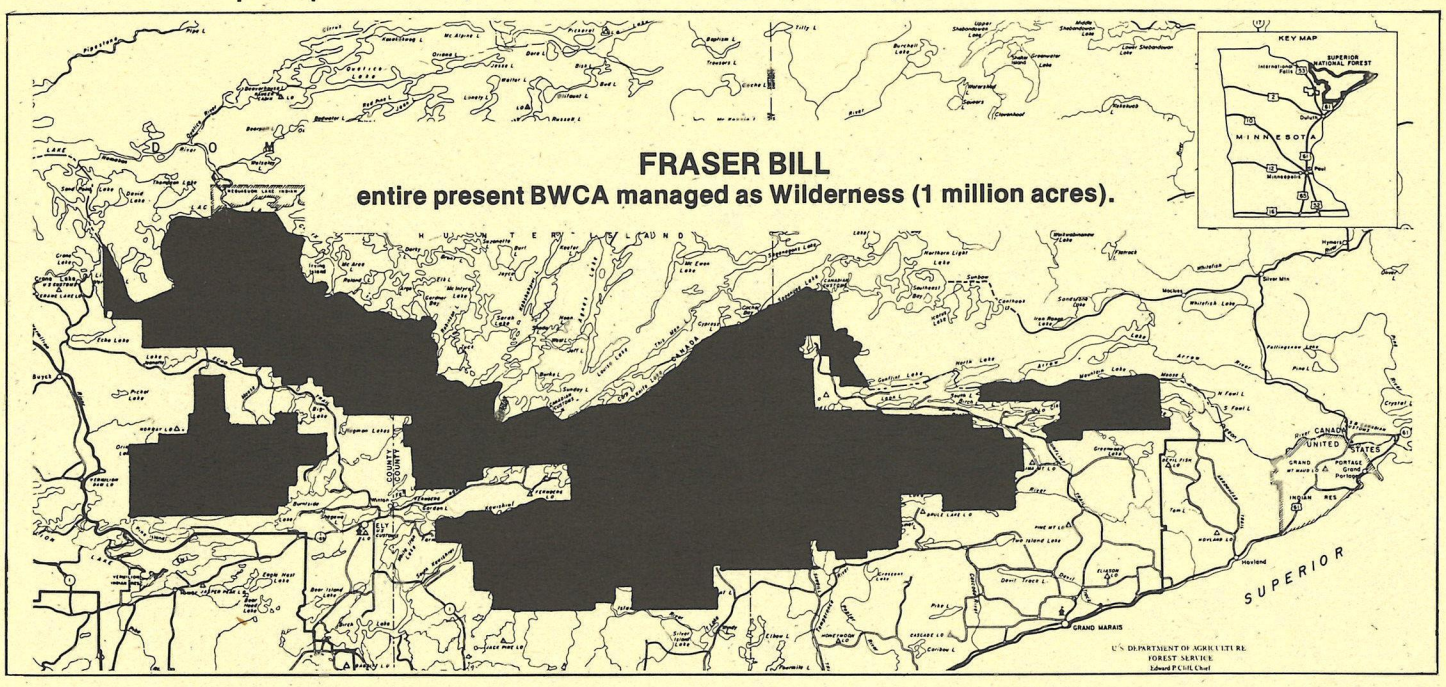
Sec. 3. Section 5 of the Act of June 22, 1948, entitled "An Act to safeguard and consolidate certain areas of exceptional public value within the Superior National Forest, State of Minnesota, and for other purposes" (62 Stat. 568; 16 U.S.C. 577g) is amended by striking out "three-quarters of 1 per centum" and substituting "one and one quarter of 1 per centum."

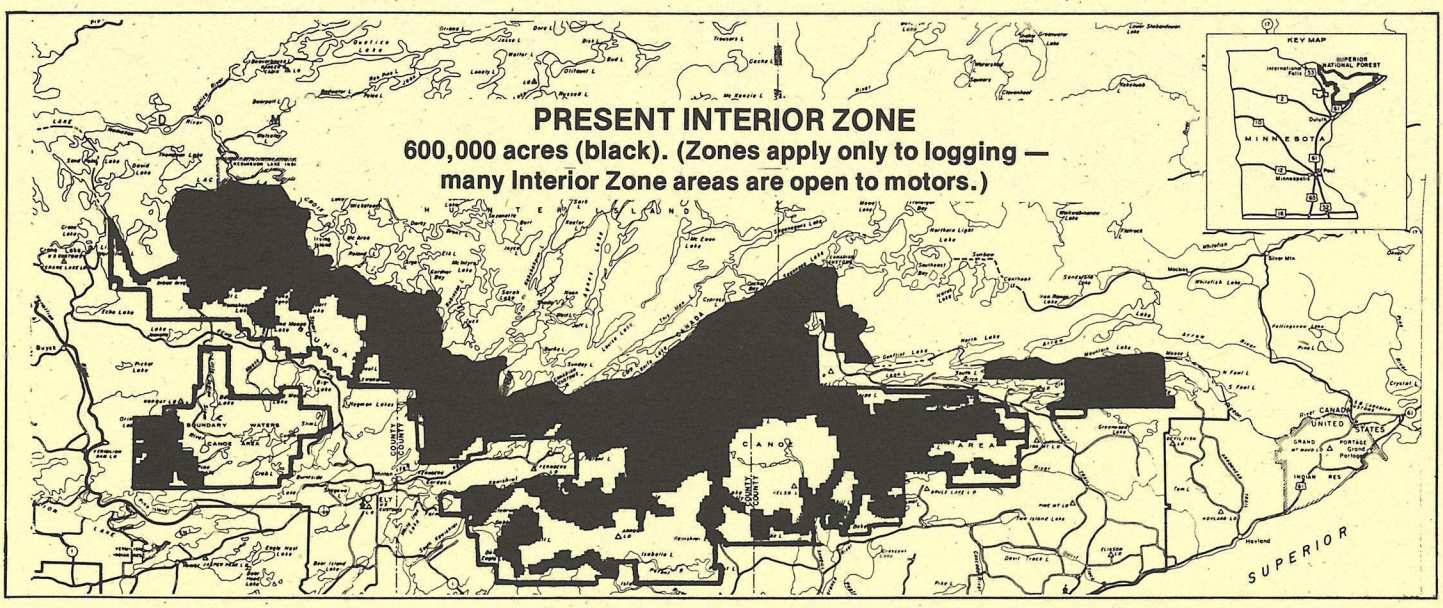
Conforming Amendment

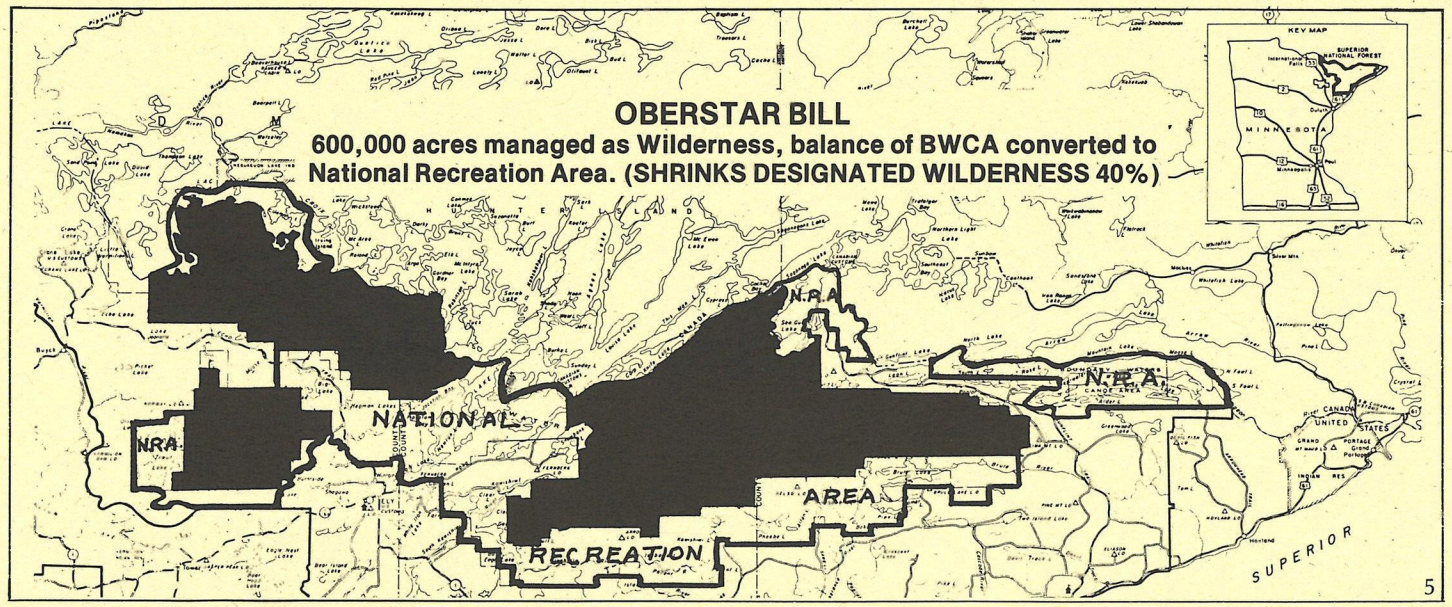
Sec. 4. (a) Section 4(d)(5) of the Wilderness Act (78 Stat. 890, 895; 16 U.S.C. 1133(d)(5)) is amended by adding the following at the end thereof: "For modification of the authorities under this provision, see section 3(b) of the Act of _____, 19 _____ entitled 'An Act to redesignate the Boundary Waters Canoe Area as the Boundary Waters Wilderness Area, to withdraw certain authorities respecting timber harvesting and vehicle use within such area, to increase the payments made to counties respecting such area, and for other purposes' " (Public Law _____).

(b) Such section 4(d)(5) of such Act is amended by striking out "Boundary Waters Canoe Area" and inserting in lieu thereof "Boundary Waters Wilderness Area."

Comparison of Fraser and Oberstar wilderness proposals (with present zoning of BWCA).









A clear-cut spruce bog — Man controls the Forest. M.L. Heinselman Photo.

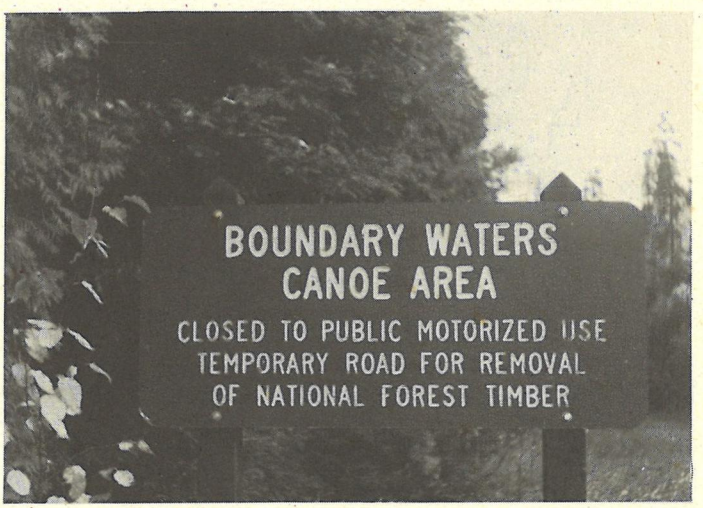
How has logging affected the BWCA?

Logging inside the present BWCA began about 1895 in the heyday of big pine logging. By 1930 about a quarter of the area had been cut for lumber. Rafting and stream-driving were used to move the logs to the mills or to rail-heads largely outside the BWCA. A few rail spurs did penetrate its edges, but few logging roads were built. Most early cut-over areas were later burned and not reforested. White pine and red pine seed sources were often lost. Such areas now support "second-growth" forests of aspen, birch, jack pine, spruce and balsam. Where enough white and red pine seed trees survived, good second-growth stands of these trees often exist today.

World War II brought on the modern pulpwood logging era, although there was little cutting in the BWCA until 1948. This logging was based on jack pine and black spruce for paper-making. It developed mostly on the original Public Domain lands where there were many recent burns or forests too young to cut during the big pine logging. Pulpwood logging has involved clear-cutting of vast timber sale blocks encompassing many square miles, often followed by mechanized planting-site preparation, artificial reforestation and herbicide use; or worse, no reforestation at all. The result has been severe changes in the natural ecosystem and scarring of the landscape. Modern trucks, requiring gravel roads, were used to haul the pulpwood, yet much of this logging occurred in the very areas that Secretary of Agriculture Jardine had in 1926 promised to keep "free of roads of any character." The era 1948 to 1972 therefore saw the development of a spider-web network of roads in another one-quarter of the BWCA. Numerous crossings were made of portages and canoe routes by roads, bridges, fills, and culverts. A rail-head was built at Forest Center in what had formerly been part of the "Roadless Area." All of this logging was in virgin areas that had never seen logging before. Some 13 federal timber sale units were still active in 1972 when lawsuits were filed to test the legality of these actions under the National Environmental Policy Act and Wilderness Act. Little logging has occurred since 1973, and a federal District Court injunction now prevents further logging of the virgin forests. This protection could be lost in a pending appeal, however.

In spite of all this logging, some 540,000 acres of virgin landscape, unscarred by logging or roads, still exist in the BWCA — slightly more than ½ of the area. The actual area of virgin forests is about 425,000 acres — the rest of the virgin country is water, open muskeg, rocky ridges, etc. These virgin areas are the largest contiguous blocks of virgin forest remaining in the eastern United States. And fortunately, Ontario has already recognized the value of the virgin forests of Quetico and stopped all logging in the Park. Thus more than a million acres of contiguous virgin country still exist in the total Quetico-Superior International Wilderness.

Logging roads destroy Wilderness! Many cross canoe portages. The Forest Service is fond of calling such roads "temporary," but some have been in use since 1948!



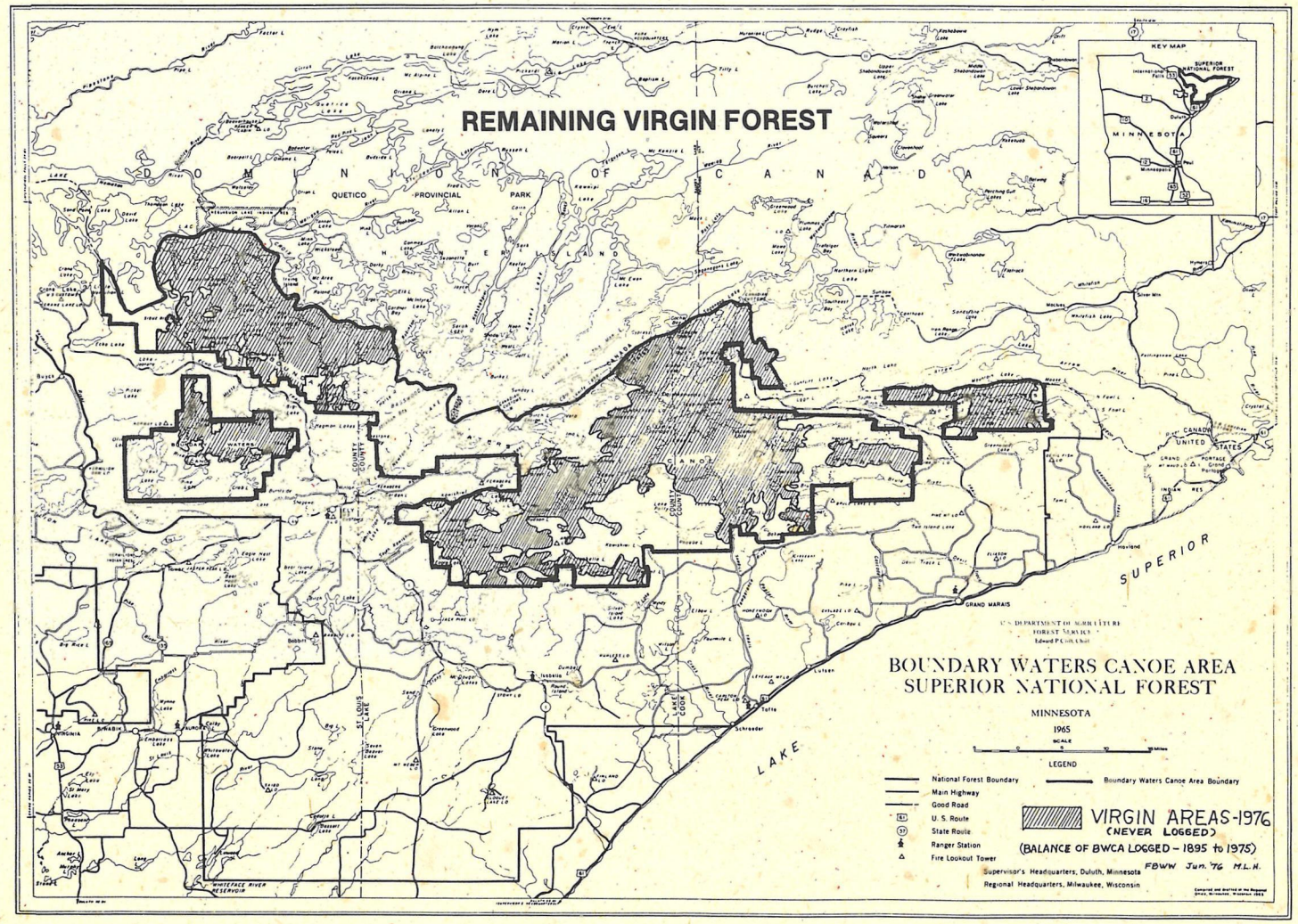
What areas are



The Forest Service has divided the BWCA into two zones for timber management purposes: (1) The Interior Zone (about 600,000 acres) where logging is prohibited; and (2) The Portal Zone (about 400,000 acres) where logging is allowed (see maps). About 160,000 acres of the Portal Zone are virgin forest. Logging of most of this Portal Zone virgin timber is currently prohibited by court order (MPIRG and Sierra Club vs. Butz). But if the trial court's injunctions are lifted by the 8th Circuit Court of Appeals, some 10,000 acres of virgin country will be immediately reopened to logging and road-building on six existing timber sales. One of these sales, the Sunnydale Sale, involves a new road that would cut deep into the beautiful Lac La Croix region, virtually to the shores of Oyster Lake. Another involves cutting almost to remote Cherokee Lake in the Sawbill Country.

The current Forest Service BWCA Management Plan also seems to permit some non-commercial "administrative cutting," even in the virgin forests of the Interior Zone. This Plan disavows a commercial motive for any BWCA logging, and claims that all vegetation cutting and removal will be done to achieve a desired vegetation diversity. In other words, a man-planned vegetation rather than a natu-

The BWCA contains some 540,000 acres of virgin country untouched by logging. These are the largest virgin areas left in the eastern U.S. The present Management Plan leaves some 160,000 acres of virgin areas unprotected.



open to logging?

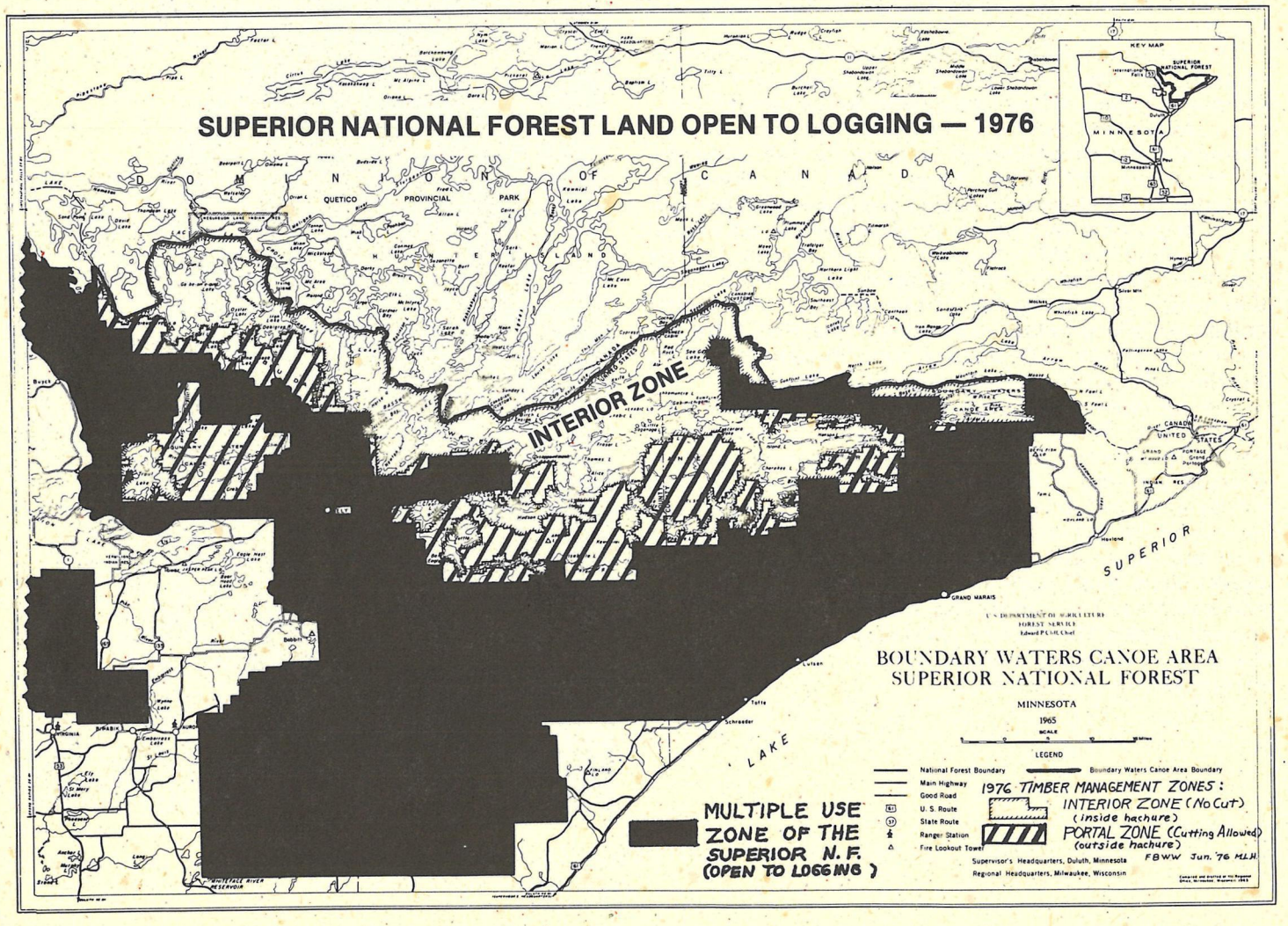
ral wilderness is the goal!

The Interior Zone-Portal Zone concept, as now applied, relates chiefly to commercial logging. There are designated motorboat and snowmobile routes and "paddle only" areas **in both zones.**

In addition to the Portal Zone (except as prohibited by the Court and now under appeal) the timber industry also has access to two million more acres of the Superior National Forest which are managed as a multiple-use sustained yield area. The map shows National Forest land available to the industry in black. The Fraser Bill closes only the Portal Zone (hatched) of the BWCA. Millions of additional acres of timberland outside the Superior National Forest are also available to industry. In fact, Minnesota has some 16 million acres of commercial forest land outside the BWCA, and with good forestry the present annual cut of wood products could be sustained forever on less than half of that area. Furthermore, the Forest Service's own studies show that the BWCA lands are the least productive and most sensitive to disturbance of the available National Forest lands. The industry does not need the BWCA!



The Fraser Bill would close only the Portal Zone of the BWCA to logging (the Interior Zone is already closed). The other 2 million acres of the Superior National Forest would not be affected,and vast alternative logging areas are also available throughout northern Minnesota.



Would jobs and industry be hurt by a logging ban?

The BWCA from 1965-72 (previous to the ban) produced about 3% of the State's pulpwood and less than 10% of its softwood. Since the court-imposed ban of 1973 has been in effect, there has been no claim that mill production has been diminished, or that loggers have been unemployed as a result. Prior to the 1973 ban, logging in the BWCA supported about 40 jobs for about five months of the year (a few sales allowed summer logging). The economic health of the Iron Range is improving, as four new taconite operations are in the process of commencing. Studies by W.D. Brackel of the University of Minnesota, College of Forestry, indicate that the "degree to which mining dominates the region's economy borders on the astounding." The Environmental Impact Statement prepared by the Forest Service states that of the "three t's, taconite, timber, and tourism, taconite overwhelms all the others," The economic health of the area depends on iron mining, not logging.

The Minnesota Forest Resource Task Force, composed of representatives from industry, the Forest Service, the Bureau of Indian Affairs, the county land commissioners, the Governor's Advisory Counsel, the Iron Range Resources and Rehabilitation Commission, the University of Minnesota College of Forestry and the Minnesota Departments of Natural Resources and Economic Development, prepared a revision of the allowable cut for Minnesota in January 1973. Based on these figures for the common species of the BWCA, the allowable cut exceeds that which is actually cut in Minnesota. If the timber companies will develop lands outside the BWCA for the harvest of timber, and practice good forestry, sufficient supplies will continue to exist as they do at present.

The real problem is a deplorably low level of forestry on most land in Minnesota, and a tendency by industry to delay investments in forestry and in pulping process changes until the last high quality natural stands of softwoods (pine and spruce) have been cut. In Michigan and Wisconsin the industry has already depleted its sources of pine and spruce and has converted its pulp mills to use aspen, birch, hardwoods, fir, and other abundant species. Minnesota has vast untapped supplies of these common species outside the BWCA. The industry in Minnesota is dragging its heels and begging time at the expense of an irreplaceable natural resource.

Is BWCA logging a revenue source?

U.S. District Judge Miles Lord found in his 1973 decision that the Forest Service had been subsidizing the timber industry in the BWCA. The cost that was charged to the industry was far below that which the Forest Service was spending per acre to regenerate and manage the land. It was the American people who had been paying the industry to log the wilderness!



Ron Winch Photo — Naturalist Magazine.

Nature has provided browse for moose through natural changes in vegetation for 10,000 years — logging is not needed for wildlife in Wilderness.

Why not log if the trees will die anyway?

It is true that you cannot literally "preserve" a tree, forest, or even a whole stand of trees of one particular age class. But the goal of wilderness preservation is not to literally "save" individual trees, but rather to maintain and restore complete natural ecosystems — the dynamic mosaic of plant communities, wildlife habitats, and animal populations of a natural region. In the BWCA, fire was the key environmental factor in the primeval ecosystem that maintained the diversity of vegetation and animal populations, regenerated old forests, recycled nutrients and accounted for the long term stability of the system. This was also true of the ecosystems of most of our best-known western Wilderness Areas and National Parks. Modern wilderness and park management programs are developing methods to restore fire to its natural role in such areas. Logging mature forests is not a solution. It will only create a badly manipulated and disturbed ecosystem. In the BWCA, the replacement of conifer forests by aspen and birch and the labyrinth of old logging roads are graphic demonstrations of how human manipulation creates change in the ecosystem. The ecological principles are the same in the BWCA as in Yellowstone, Glacier, or Sequoia National Parks or the Bob Marshall and Selway-Bitterroot Wilderness Areas. If we must log the BWCA to "save" its forests as the timber industry claims, then we must also log Yellowstone, Sequoia, and all the rest! The proof that the virgin forests and wildlife of the BWCA can persist without logging is that **they are still there** after 10,000 years of natural development.

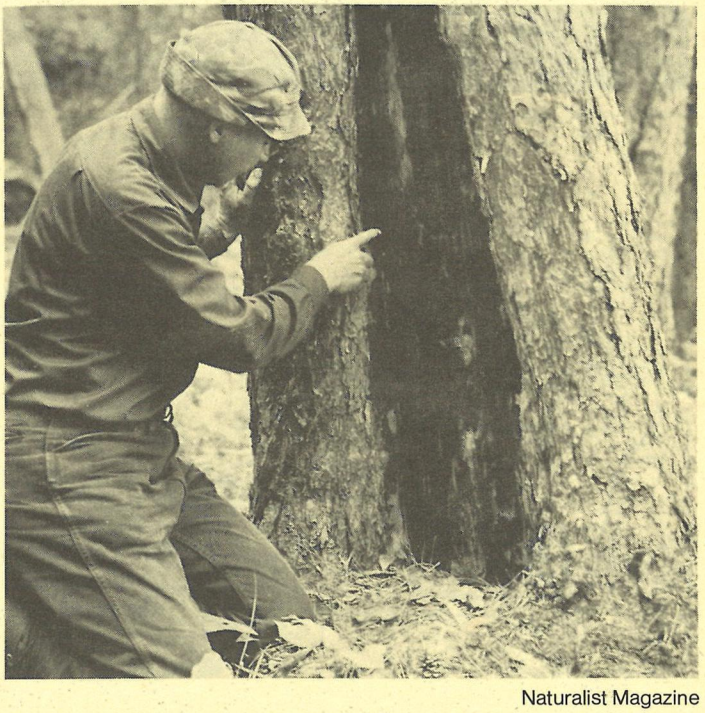


U.S.F.S. Photo — Raymond Naddy

Wilderness, properly administered, will provide prey for this magnificent symbol of the northern wilderness.

If fire is nature's way, why not log and then burn?

Logging followed by fire has far different ecological effects from fire in the natural standing virgin forest. For example, if red pine, white pine, jack pine or black spruce are cut for timber first, when the slash-covered land is burned over their seeds are destroyed, and it is then necessary to artificially re-seed or re-plant if these trees are to be regenerated. If this is not done, the area will be taken over by aspen and birch. In nature, jack pine and black spruce seeds are stored in closed or semi-closed cones which open and re-seed the area after the fire's heat has unsealed their resin coating. Red and white pine are very fire resistant, and "seed-trees" usually escape the fire to regenerate their kind. When a stand is burned after logging, the nutrients in the mature trees, which would have been recycled by fire, are lost to the system in the timber that is carted off. In addition, herbicides have often been used in the BWCA after seeding or planting to kill the deciduous trees which quickly grow up and shade the planted pine. The herbicide used is a combination of 2-4-D and 2-4-5-T, herbicides found to cause birth defects. If we use logging before fire to manage the BWCA, there is no way all the interactions of the natural ecosystem can be duplicated. Although this type of forestry is proper in a managed forest or "tree farm" it is clearly out of place in a wilderness.



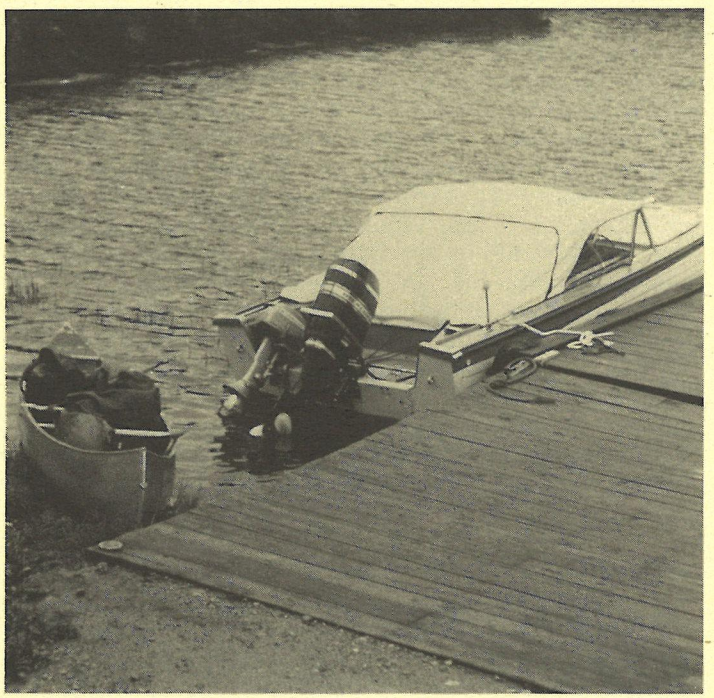
Naturalist Magazine

Fire scars on old pines record a history of periodic natural fires that helped maintain open areas and food for moose, beaver, grouse and other wildlife.

What is the current motor policy?

The special BWCA provision of the Wilderness Act, 4(d)(5), allows the Forest Service to permit motorboats to the extent such use was established in 1964. The Forest Service considered snowmobiles to be winterized motorboats and allowed their use in the same areas. The 19 designated routes where motorboat and snowmobile use has been permitted are indicated on the map in black. There are no horsepower restrictions.

Just across the border in contiguous Quetico Park, Ontario has already banned most motor use and all snowmobile use.



How do motors interfere?

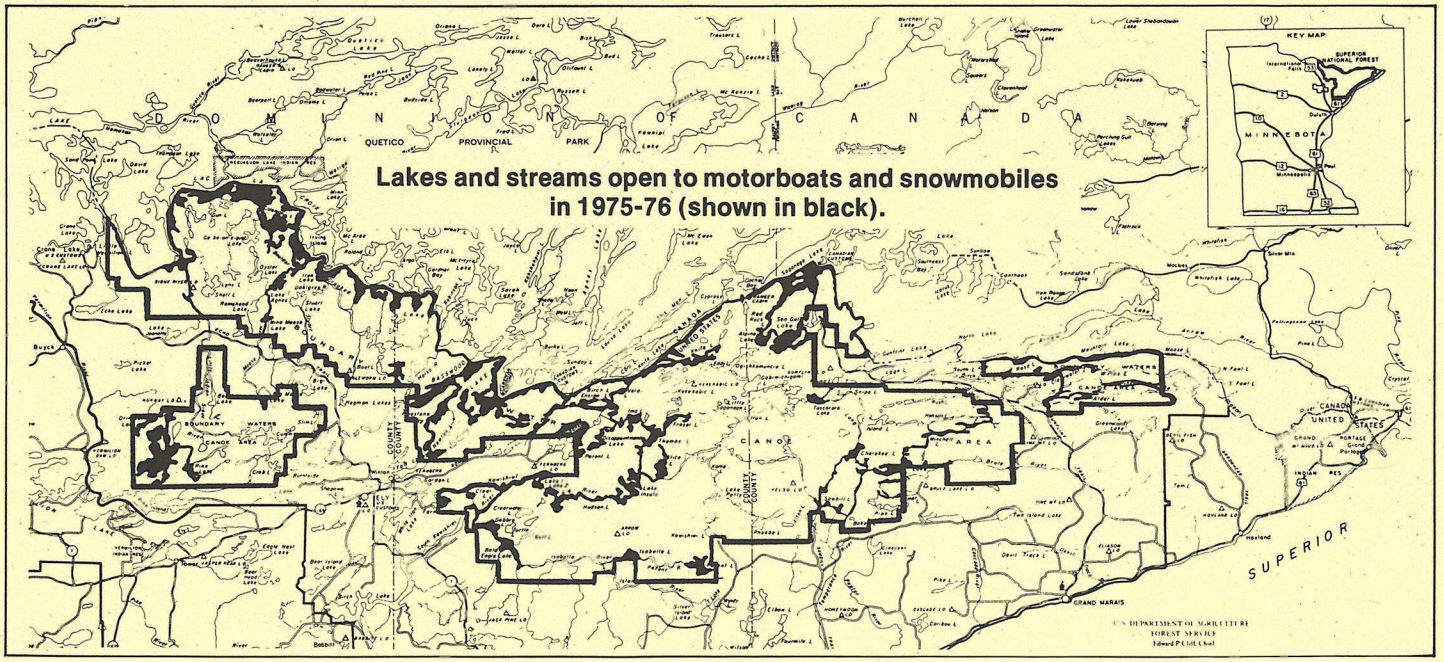
Most visitors to the BWCA accept the lakeland environment on its own terms. More than 70% of the use is by paddle canoe and that percentage is increasing. There is solid evidence that almost all paddlers find their experience impaired by meetings with power boats. A detailed study — *Sources of Congestion and Visitor Dissatisfaction in the BWCA,* by David Lime, Principal Geographer for the U.S. Forest Service, St. Paul — documents this problem. According to Dr. Lime's study, 93% of the paddlers were irritated by encounters with motors. As Dr. Lime indicates:

> "Data from our research and previous studies speak for themselves — the conflict between non-motorized and motorized parties is intense and generally one-sided. Motorcraft use is inconsistent with most paddle-canoeist's (and many motor-canoeist's) perception of wilderness. And the conflict seems to be worsening."

Also, because their high speed allows them to cover great distances in a short time, motor travelers tend to crowd an area. As Lime's study finds:

> "Permitting motor use to continue reduces the carrying capacity of the area and can only result in an earlier need to restrict the number of people permitted in the BWCA."

Unfortunately, this prediction has already come true. Today a visitor distribution program limits entry at the most popular access points during the summer season. No preference is shown toward the paddle canoeist over motorboaters. If limitations are necessary, imcompatible uses should go first! The whole history of the Superior-Quetico program has been one of gradually eliminating those uses incompatible with Wilderness.



Lakes and streams open to motorboats and snowmobiles in 1975-76 (shown in black).

What about snowmobiles?

There is no provision in the Wilderness Act for snowmobiles. The Forest Service has recognized that its administrative practice of allowing snowmobiles within the BWCA was based on an erroneous interpretation of law. In its management plan, the Forest Service allowed a phase-out until 1980. In response to a Sierra Club appeal, the use was banned immediately (Spring 1975). However, in response to local pressure from snowmobile clubs and manufacturers, such use was extended for one more season, presumably in the hope that a legislative solution could be found. MINNTOUR and U.S. Ski Association have now sued the Department, and the Sierra Club has appealed the extension. Snowmobiles are clearly illegal in a Wilderness Area. The Fraser Bill allows a phase-out period in hardship cases.



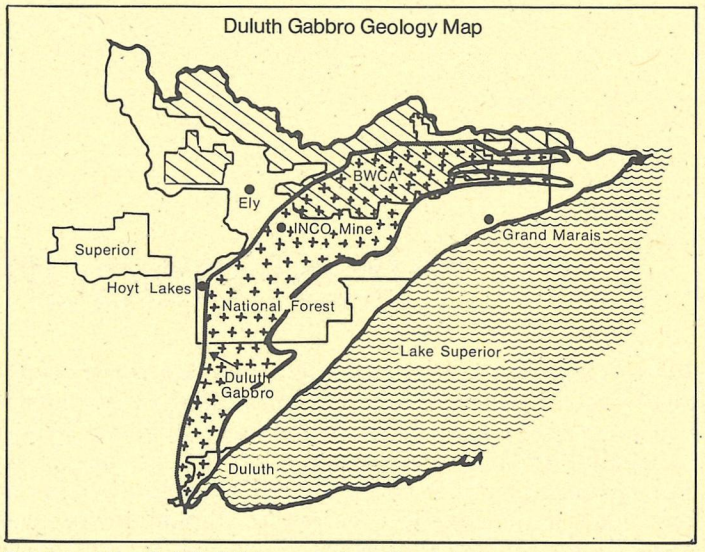
J. Arnold Bolz Photo — Naturalist Magazine

Does mining threaten the BWCA?

The existence of low-grade ores of several kinds in the area has been known for many years, as has the existence of private mineral rights. Exploratory test-drilling for copper-nickel sulfide ores outside the BWCA began in the mid-50's and was resumed with renewed interest by the International Nickel Co., Bear Creek Mining Co., and several other firms about 1966. By 1969, many prospecting and some mining leases had been let by the Federal and State governments on lands outside the BWCA. These leases are concentrated along the gabbro contact near the Kawishiwi River and Birch Lake southeast of Ely (see map).

In 1969 a prospecting crew hired by New York businessman George St. Clair established a camp on Howard Lake in the heart of the Interior Zone of the BWCA. It was later revealed that St. Clair claimed to own or represent more than 100,000 acres of mineral rights. After several encounters with the U.S. Forest Service, the crew stopped work and left the area in 1970.

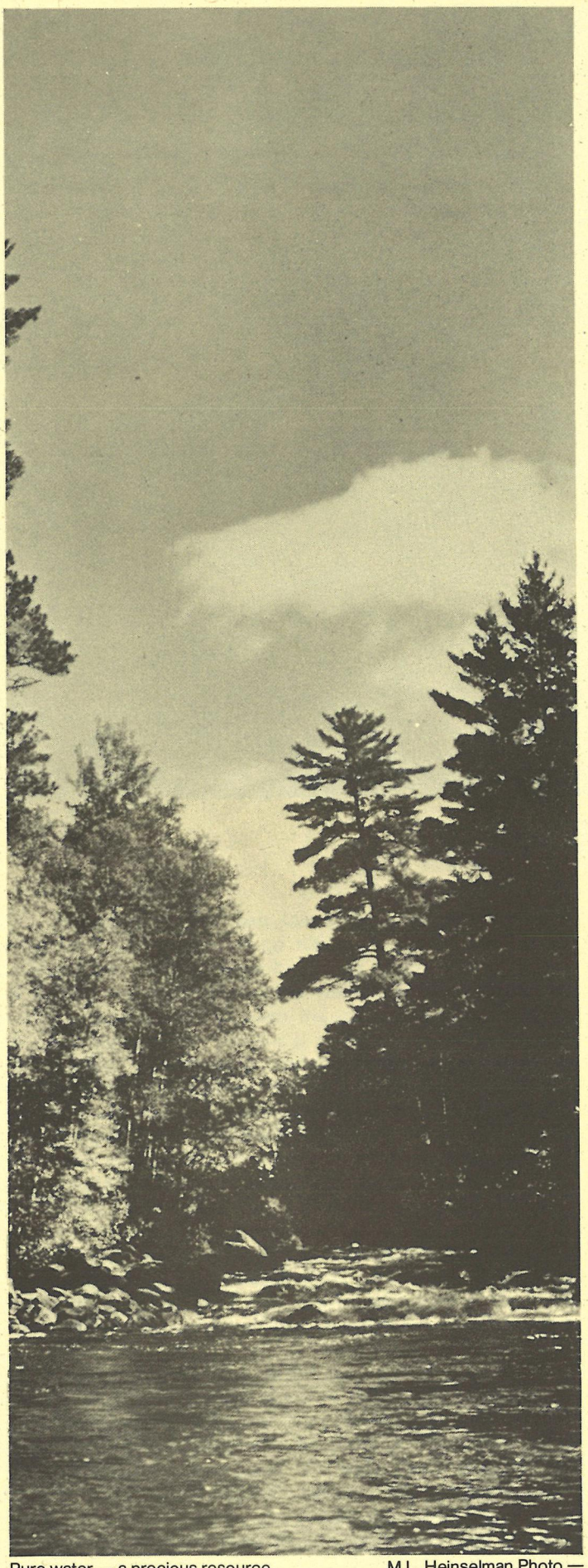
Meanwhile, in December 1969, St. Clair notified the Forest Service of his intent to enter the BWCA with heavy drilling rigs to explore his holdings. Shortly thereafter, the Izaak Walton League of America (IWLA) brought suit in Federal District Court to prevent mineral exploration, drilling, or mining in the Boundary Waters. The League's suit maintained that because the BWCA is "zoned" as wilderness, private mineral holders cannot exercise rights to their minerals. The U.S. Forest Service and the State of Minnesota were named as co-defendants. Subsequently, the State of Minnesota joined the IWLA suit against the drilling contractors. The suit was resolved in a decision by Judge Neville that the BWCA was effectively zoned against mining. This ruling was later reversed by the 8th Circuit Court on the grounds that no permits had been applied for. The zoning argument still stands, however.



Relation of the Duluth Gabbro rock formation (cross-pattern) to the BWCA. Low grade copper-nickel sulfide ores occur along northern edge of the Gabbro.



Darby Nelson Photo — Naturalist Magazine



Pure water — a precious resource.

M.L. Heinselman Photo — Naturalist Magazine.

What safeguards exist?

In its 1975-76 session, the Minnesota Legislature passed a bill prohibiting mining or any related activity on State Lands in the BWCA or the use of any State resources for the purpose of such mining or related activity. The bill also in effect forbids the development of many privately held BWCA mineral rights. Since 40% of the mineral rights in the BWCA are State owned, and many of the mineral rights on Federally owned lands are privately held, the bill also effectively prohibits mining on most Federal lands since State resources would be necessary for such mining.

Can this change?

As in any legal matter, new interpretations or different judges can make a difference. If the world price of copper soared, it would be likely that copper interests would again be looking to Minnesota. A challenge is always possible. Only through the establishment of strong laws and firm legislative history, can the integrity of the area be secured. The Fraser Bill adds another firm measure of protection from mining inside the BWCA.



U.S.F.S. Photo

In conclusion . . .

We hope this pamphlet has answered your questions about the BWCA. The laws that apply to it, the management system that administers it, the map boundaries defining it, and the emotions surrounding it are all very complex.

The lakes, flora and fauna of the Boundary Waters have their own set of complex laws to live by. Unwritten and unspoken, their laws have prevailed for thousands of years and have maintained a place of incredible beauty, variety, and stability. Their laws do not contain the language of lawyers, but a bio-language is implanted in every creature and growing thing in that vast lakeland forest.

There are still those who feel that they can improve on nature and its laws, who feel that the "forests need man's hand to thrive." Yet the world already knows many forests that have been improved right out of existence. The Boundary Waters is a clear reminder of how little we know about the intricate relationships of the natural world. Because much of the BWCA is still a complete natural ecosystem, it is a rare laboratory in which man can study those relationships.

Like his four footed cousins, man is a part of this ecosystem and should not be excluded from it. The Indians who lived in what is now the Boundary Waters had a harmonious relationship with their surroundings. Except for some rock paintings they left no signs of their centuries-long presence. They had no presumptions about their ability to "improve" on nature; they liked it the way it was.

Some people today look at the Boundary Waters as a resource to be exploited. To them it represents timber, potential copper and nickel ore, jobs, and money. This traditional viewpoint is not be be scoffed at. Most of us live in houses, drive cars, and work at jobs that would not exist if that point of view were completely overruled. But to insist that every square mile of the United States be subjected to exploitation is clearly unreasonable. As this pamphlet has demonstrated, Minnesota's loggers have plenty of area for timber harvesting. Motorboaters also have ample opportunities outside the Boundary Waters. Minnesota alone has 14,000 lakes on which motorboating is legal. Snowmobiles in Minnesota can legally operate on National and State forest lands, on some 14,000 frozen lakes, in many state parks, upon thousands of miles of state and private trails, and along road right-of-ways. Vast similar areas are also open to such use in Wisconsin and Michigan. In contrast, those who wish to hike, canoe, or ski in a wilderness area away from the intrusions of motors have virtually nowhere — outside portions of the BWCA — to go.

There will always be those who would turn the last stands of virgin timber in the Boundary Waters into magazines and waste paper, who would trade its cold, clean waters for cold, clean cash. There will never be a law so perfect and immutable that the Boundary Waters can be considered "saved" forever. But good protective laws and informed citizens can do the job.

Keep this pamphlet. It can be your guide through the forthcoming legislative discussions, hearings, and floor action.