

**1956**

*Peterborough*

**WATERCRAFT**





BOB MILLER,  
Sales Manager

#### OUR WARRANTY

*A completely satisfied customer is the only type of customer the company desires. Therefore, each and every Peterborough boat or canoe is manufactured of proper materials by expert craftsmen and every precaution is taken that no defective Peterborough boat leaves the factory. However, 100% perfection is impossible to obtain, so should a boat be found defective by a purchaser, we ask for prompt indication of this fact to the dealer from whom the unit was purchased or direct correspondence to the factory for instructions. All defective parts or units should be returned to the factory, transportation charges prepaid and all replacements will be made f.o.b. factory, Peterborough, Ontario.*

In designing and preparing this brochure of 1956 Peterborough Watercraft it has been our aim and desire to present to you in simple, clear and attractive form all the essential details and specifications that will help you in making a proper selection of the boat to give you years of pleasure and satisfaction.

Naturally, to acquire a knowledge of the various specifications and designs, there is no substitute for a trip through our plant to see the world famous "Peterborough's" under construction, nor is there a substitute even for the opportunity of inspecting the finished products. Therefore, if you can conveniently visit the showrooms of a Peterborough dealer we urge you to do so as that is where you will realize the value offered by Peterborough in the boating field. Members of our dealer organization are specially selected for their ability to give you service and satisfaction.

Boating is a healthful, relaxing yet modern sport or pastime and it is safe too when common sense is used afloat. If you are a newcomer to the pleasures of boating we suggest you follow the recommendations of this catalogue relative to maximum power to be used on respective boats as our recommendations are on the conservative side designed for average use of pleasure and comfort.

The Peterborough Canoe Company Limited has been in the boat building business since 1879 and during those 77 years has acquired much time tested knowledge that is used today in designing and building boats suitable for present day boating. Our business is boat designing and construction and it is our aim to offer a most complete line of watercraft for your consideration.

Consequently, for 1956 we are enlarging our line to include several models of top performing designs in "Molded Plywood" construction and in "Aluminum" construction. These constructions we do not recommend as a substitute for the time tested longitudinal strip construction, nor the canvas covered construction, but there are certain uses of watercraft where boats of these constructions may prove advantageous.

We also offer for your consideration a complete line of outboard boating accessories which we recommend you to look over when you are buying a new boat or equipping your old boat.

The Peterborough Canoe Company employs mechanics of high calibre and integrity, specially trained, and who take great care and pride in their workmanship. To ensure continuity of quality, apprentices are always in training.

We hope you find this catalogue of interest and useful but if any specific additional information is required do not hesitate to ask the nearest Peterborough dealer or write direct to the company and we assure you of prompt attention to your problems.

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# THE PETERBOROUGH CANOE COMPANY LIMITED

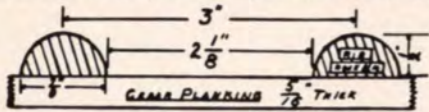
PETERBOROUGH, ONTARIO, CANADA

CATALOGUE NO. 56

Boats and canoes can and are built by many different methods of construction and from a layman's point of view many or all these constructions may appear advantageous. However, the real proof of dependability is in "time tested" use and Peterborough Watercraft offer you constructions so proven or by virtue of applying knowledge gained by 77 years experience in boat designing and building, offers you newer constructions which, the Company feels, are satisfactory. The time tested and proven longitudinal strip construction and canvas covered construction are still the choice of the majority but there are times when, due to particular uses of Watercraft, the moulded plywood and particularly aluminum constructions may be advantageous.

## THE LONGITUDINAL STRIP CONSTRUCTION

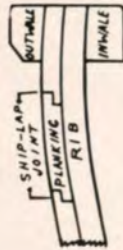
This is a time tested and proven method and is outstanding because it produces a boat of superb appearance and beauty yet has requisite strength with a minimum of weight for years of dependable service. Hard-



Longitudinal Strip Construction

wood ribs of 3/4" half round shape and specially chosen are tightly fitted into keelson or back bone and then bent to required shape and treated against rot. To this framework is then applied the planking of West Coast Cedar laid lengthwise in narrow strips, not over 2" wide and of thickness as specified for individual boats.

These strips are all carefully patterned and grooved, gummed and fitted tightly together under pressure and then securely fastened to ribs by large headed copper nails with tips clinched into ribs to give a permanent holding power superior to screws in light materials.



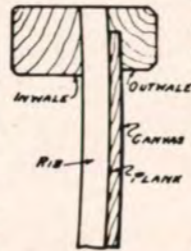
All Peterborough Watercraft are reinforced as needed for the individual uses of the boats as specified and these reinforcements such as keelson, keel, gunwales and transom are of oak, carefully selected and seasoned for each individual use. The ribs are generally spaced 3" centre to centre except on some canoes, where lighter 5/8" ribs are used, with a spacing of 2" centre to centre.

Peterborough Watercraft of this construction are smoothly sanded and protected with several coats of durable glossy marine varnish.

## THE CANVAS COVERED CONSTRUCTION

This is another time tested and proven method which is extremely versatile being used for recreational boating and canoeing and highly desirable for commercial canoes as it is the construction used in the canoes that explored Canada's Northland.

The ribs of clear cedar for lightness are bent to shape and to this framework is fastened, by brass tacks clinched into the ribs, the thin cedar planking laid lengthwise in strips 3" and 4" wide. Over this rot resisting shell is tightly stretched a piece of seamless marine canvas which is then treated with a special hardening preparation rubbed thoroughly into the canvas. The ingredients of this filler and its method of application are the important points of the construction and years of experience have taught the proper method. This preparation gives the boat or canoe a hard long wearing surface that will resist sun and water and prevents the boat or canoe from losing its original lightness in use.



Canvas Covered Construction

The finish applied to canvas covered boats and canoes is durable and tough. That used in Commercial Canoes is a flat finish whereas that used in pleasure canoes and boats is a glossy, smooth finish.

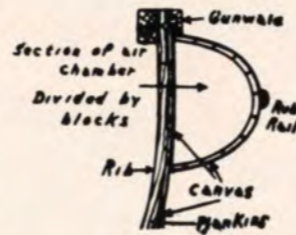
## SAWN FRAME CONSTRUCTION

In this construction not exceptionally popular due to its added weight, ribs are replaced by heavier frames sawn to shape and then the planking of heavier and wider boards cut to pattern are fastened to these frames which occasionally have intermediate bent ribs.

The Dories are the only Peterborough boats built by this method and on these boats the bottom planking is tongue and groove jointed while the sides have clinker or lapstrake overlapping joints.

## THE SPONSONS AIR CHAMBERS

The sponson feature is standard equipment on our Floatwell canoe and Gadabout outboard boat, but can be installed on any other type of boat or canoe to order. The Sponsons increase the buoyancy of any craft and when filled with water the boat will support more persons than



it can regularly seat.

The sponsons are installed just underneath the outside gunwale and, as illustrated, are constructed of narrow strips fastened to section blocks between which are the air chambers to create buoyancy. The strips are smoothed off to shape, covered with canvas and treated with filler, making the entire sponson water tight.

## MOULDED PLYWOOD CONSTRUCTION

This is a very old method of construction but not used too extensively until recently due to proper and completely waterproof glues not being available.

In this construction, ribs are eliminated and five layers of thin Mahogany veneer in narrow strips 4" to 6" wide, are individually applied over a mould or form and glued together under pressure to give a one piece formed plywood hull. The important part of this method is to use glue completely waterproof and to use a veneer like Mahogany or Cedar which has a high resistance to water.

After the hull is formed it is reinforced with suitable materials similar to those used in the longitudinal strip construction and in the usual Peterborough superb fashion and finished with high grade marine varnish for an outstanding appearance.

This construction gives the resistance to sun and hot weather of the canvas covered construction yet the beauty of an "all-wood" boat found in the longitudinal construction. It is advisable in this construction to keep the boat well protected by varnish to eliminate excessive absorption of water by the veneers which might cause eventual breakdown of glue lines.

## ALUMINUM CONSTRUCTION

This method of construction using metal instead of wood or canvas produces a boat of less beauty than the other constructions but with extra durability against weather conditions and rough usage and consequently makes an ideal boat for use as rentals at Boat Liveries, and for use by summer resorts or Camps where boats must be left out in year around weather.

Peterborough aluminum boats are designed for serviceability yet built from established lines of real performance. The aluminum sheets are patterned and bent and rivetted at overlapping joints which are prepared against leaking.

Aluminum boats or canoes are not self floating and therefore float material is installed under seats to give buoyancy to boat in case of upsets.

No paint or varnish is applied to aluminum boats except on bottom inside where a non skid material is brushed on for foot grip. If aluminum boats lose their original lustre it is easily restored by cleaning and polishing with non abrasive materials.

*We recommend that any boat to be used with dual installation of the larger and heavier types of outboard motors be built with extra deep 20' transom for use with the long shaft Motors.*

# Peterborough

## STREAMLINERS

### OUTSTANDING MODELS

Eye appealing - seaworthy - practical and dependable is a most suitable description of these Peterborough Streamliners designed and constructed for a wide variety of uses.

Lengthy bow deck, comfortable cross seats with removable back rests and rear side seats so positioned to permit gas tank or battery storage at stern of boat out of the way, make these streamliners the ideal boat for general family pleasure boating yet suitable for the ardent fisherman.

The Zephyr, the Lakeside, and the Speedster are designed, built and recommended for small and medium motors and carrying capacity of 5 to 6 persons.

The Aqua Flyer and the Handy Boy designed and constructed with reinforcements; are recommended for medium or large motors and carrying capacity of 5 to 6 persons.

The Frontenac, the Admiral and Montcalm are designed and built with extra reinforcements and are recommended for the large motors in single or dual operation and for larger carrying capacity of 6 to 9 persons.



LAKESIDE



FRONTENAC



ADMIRAL



HANDY BOY



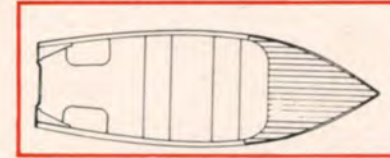
FRONTENAC

WHEN BOATING USE COMMON SENSE AFLOAT —



### STREAMLINER SPECIFICATIONS

Peterborough streamliners are built by the Longitudinal strip construction using West Coast cedar, in full length strips, selected and matched for colouring. The hull is of round bottom semi-displacement designed to permit planing with proper power yet giving smooth economical performance when fully loaded. All Streamliners are built for standard 15" shaft motors, except Frontenac, Admiral & Montcalm which are built for 20" shaft motors.



The deck and seating plan of the streamliners is as shown in the diagram herewith representing a long bow deck, cross seats, (two in Zephyr, Lakeside, Speedster, Aqua Flyer, Handy Boy, Frontenac, three in Admiral and Montcalm) and two rear side seats.

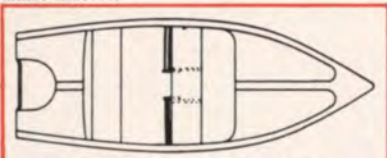
The finish is varnished natural colour throughout inside, decks and outside. Deluxe finish — consisting of red bottom outside, with bow deck, additional side decks, seat backs and transom of attractive mahogany richly coloured and varnished - is optional on streamliners at slight additional cost.

Standard Equipment on streamliners includes Peterborough chromed bow plate, full length splash rails, floorboards, removable rack type seat backs for cross seats, and reinforcements as specified for each model.

- Zephyr — No. 1836** Length 14', beam 50", depth 20", transom width 46" x  $\frac{7}{8}$ " thick, carrying capacity 5 persons — recommended for motors up to 10 h.p. for speeds up to 15 m.p.h. — planking  $\frac{1}{8}$ " thick — weight 190 lbs., bow deck 4 ft., oak keel and two 3 ft. outside bilge strips.
- Lakeside — No. 1837** Length 15', beam 52", depth 22" transom width 48" x  $1\frac{1}{8}$ " thick, carrying capacity 5 persons — recommended for motors up to 15 h.p. for speeds up to 20 m.p.h. — planking  $\frac{1}{8}$ " thick, weight 250 lbs., bow deck 5 ft., oak keel and two long outside bilge strips.
- Speedster — No. 1838** Length 16', beam 55", depth 24", transom width 48" x  $1\frac{1}{8}$ " thick, carrying capacity 6 persons — recommended for motors up to 18 h.p. for speeds up to 22 m.p.h. — planking  $\frac{1}{8}$ " thick — weight 275 lbs., bow deck 5 ft., oak keel and two long outside bilge strips.
- Aqua Flyer — No. 1840** Length 14', beam 59", depth 24", transom width 53" x  $1\frac{1}{8}$ " thick, carrying capacity 6 persons — recommended for motors up to 25 h.p. for speeds up to 33 m.p.h. — planking  $\frac{3}{8}$ " thick, weight 275 lbs., bow deck 4 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.
- Handy Boy — No. 1841** Length 15', beam 60", depth 24", transom width 53" x  $1\frac{1}{8}$ " thick, carrying capacity 6 persons — recommended for motors up to 25 h.p. for speeds up to 30 m.p.h. — planking  $\frac{3}{8}$ " thick, weight 295 lbs., bow deck 5 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.
- Frontenac — No. 1854** Length 16', beam 68", depth 28", transom width 66" x  $1\frac{1}{8}$ " thick, carrying capacity 7 persons — recommended for power up to 50 - 60 h.p. single or dual installation for speeds up to 35 m.p.h. — planking  $\frac{3}{8}$ " thick, weight 400 lbs., bow deck 5 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.
- Admiral — No. 1855** Length 18', beam 70", depth 28", transom width 66" x  $1\frac{1}{8}$ " thick, carrying capacity 8 - 9 persons — recommended for power up to 50 - 60 h.p. single or dual installation for speeds up to 33 m.p.h. — planking  $\frac{3}{8}$ " thick, weight 450 lbs., bow deck 5 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.
- Montcalm — No. 1856** Length 18', beam 80", depth 30" transom with 74" x  $1\frac{1}{8}$ " thick, carrying capacity 10 persons, recommended for power of 60 - 80 h.p. single or dual installation for speeds up to 35 m.p.h. — planking  $\frac{1}{2}$ " thick, weight 600 lbs., bow deck 5 ft., oak keel, four long heavy inner and outer bilge strips cross saddles, 3 transom knees.

**SPORTLINER SPECIFICATIONS**

Peterborough Sportliners are built by the longitudinal strip construction using West Coast Cedar, in full length strips, selected and matched for colouring. Hull is of round bottom semi-displacement design to permit planing with proper power yet giving smooth economical performance when fully loaded. All sportliners are built for standard 15" shaft motors, except Niagara & Victoria which have transom for 20" shaft motors.



**OPEN COCKPIT COMET**

The deck and seating plan is as shown in the diagram herewith representing a long bow deck, a rear deck and an open cockpit (except Monarch) containing a rear cross seat and forward single seats (two in Sportabout, Comet, Royal and Niagara, four in Victoria), and with small half

decks in cockpit. The bow at top is rounded and flared. The Monarch has a centre deck instead of rear deck and two cross seats.

The finish on the Sportliners is varnished natural colour on inside, with outside below splash rails painted brilliant red, top sides varnished natural colour with decks, transom and seat backs of attractive mahogany richly coloured and varnished.

Standard equipment consists of Peterborough chromed bow plate, full length splash rails, floorboards, solid seat backs, single glove compartment and reinforcements as specified for each model.

**The Sportabout — No. 1857** — Length 14', beam 50", Depth 23", transom width 46" x 3/8" thick, carrying capacity 4 persons — recommended for motors up to 15 h.p. for speeds up to 20 m.p.h. Planking 3/8" — weight 240 lbs., bow deck 6 ft., stern deck 3 1/2 ft., oak keel and two 3 ft. outside bilge strips.

**The Comet — No. 1850** — Length 14', beam 59", depth 26", transom width 53" x 1 1/8" thick, carrying capacity 5 persons, recommended for motors up to 30 h.p. for speeds up to 30 m.p.h. Planking 3/4" thick — weight 300 lbs., bow deck 6 ft., stern deck 3 1/2 ft., oak keel and two long heavy inner and outer bilge strips, cross saddle, three transom knees.

**The Monarch — No. 1819** — Length 14', beam 59", depth 26" — transom width 53" x 1 1/8" thick, carrying capacity 5 persons — recommended for motors up to 30 h.p. for speeds up to 32 m.p.h. — Ideal for aqua skiing — planking 3/4" thick — weight 300 lbs., bow deck 4 1/2 ft., centre deck 18" — oak keel and two long heavy inner and outer bilge strips — cross saddle — three transom knees.

**The Royal — No. 1858** — Length 15', beam 60", depth 28" — transom width 53" x 1 1/8" thick, carrying capacity 5 persons — recommended for motors up to 40 h.p. for speeds up to 35 m.p.h. — planking 3/4" thick, weight 325 lbs., bow deck 6 ft., stern deck 3 1/2 ft. — oak keel and two long heavy inner and outer bilge strips, cross saddle, three transom knees.

**The Niagara — No. 1859** — Length 16' beam 70", depth 32" — transom width 66" x 1 1/8" thick, carrying capacity 6 persons — recommended for power up to 50 - 60 h.p. single or dual installation for speeds up to 35 m.p.h. — planking 3/4" thick, weight 450 lbs., bow deck 6 ft., stern deck 3 1/2 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.

**The Victoria — No. 1860** — Length 18', beam 80", depth 34", transom width 79" x 1 1/8" thick, carrying capacity 10 persons — recommended for power up to 60 - 80 h.p. single or dual installation for speeds up to 32 m.p.h. — planking 3/4" thick, weight 700 lbs., bow deck 6 ft., stern deck 2 1/2 ft., oak keel, four long heavy inner and outer bilge strips, cross saddles, 3 transom knees.

# Peterborough

## SPORTLINERS

### FLASHY OUTBOARDS OF DISTINCTION

The Sportliners represent boats offering you the comfort of an expensive car, the appearance of tomorrow and the convenience of an in-board boat with the practicability of an out-board.

With extra long bow deck, attractive rear deck (except on Monarch) and centre cockpit and neat half decks these boats are designed for operation with steering wheel and remote controls from forward seat (except Monarch) and the deck plan permits all passengers to sit conveniently together.

These are boats for the person wanting distinction and comfort.

The Sportabout is recommended for medium motors and 4 person capacity.

The Comet, Royal and Monarch are designed and constructed with extra reinforcements and recommended for medium and large motors and carrying capacity of 5 - 6 persons. The Monarch is also recommended for aqua ski towing, as with the centre deck instead of rear deck the boat operator can steer from the rear seat, giving greater accessibility to tow rope and motor.

The Niagara and Victoria are designed and built with extra heavy reinforcements and are recommended for the large motors in single or dual operation and for the greater carrying capacity of 6 - 10 persons.



**SPORTABOUT**



**COMET**



**ROYAL**

**NIAGARA**



**VICTORIA**



**MONARCH**

**DO NOT STAND UP TO FISH**

# Peterborough

## CRUISELINERS

### YOUR HOME AFLOAT

Cruising — over night or on extended trips — is boating with pleasure and relaxation for the whole family — fun for all, and an experience never forgotten and always desired.

Outboard cruising is the modern trend — inexpensive — safe — convenient and healthful — it takes the comforts of the summer home where you want to go.

Peterborough offers for your pleasure and satisfaction four models of outboard powered cruisers from a small inexpensive 16 ft. Express to a completely equipped luxurious 21 ft. two cabin home on the water.

The "Express 16" is a small runabout style semi day overnight model, with sleeping accommodation for two persons under extended forward deck.

The "Sportster 18" is a medium size night or day cruiser with short forward deck, short raised cabin with sleeping accommodation for two persons.

The "Cruiserette 21" is a larger size outboard cruiser, wide of beam, with short bow deck, lengthy raised cabin having closed bulkhead with door, open cockpit at rear has seating capacity for 5 persons. Cabin can sleep two persons.

The "Luxury 21" is a large size outboard cruiser with short bow deck, short raised sleeping cabin for two persons, and a short raised galley and toilet cabin having a full 6 ft. headroom. This model is completely equipped (except for motors and controls) ready to enjoy.



SPORTSTER 18



LUXURY 21



CRUISERETTE 21



SPORTSTER 18



EXPRESS 16

### CRUISELINER SPECIFICATIONS

All Cruiseliners are built by the Longitudinal Strip construction, using west coast cedar. The hull is of round bottom semi-displacement designed to permit planing with proper power, yet giving smooth, economical performance when fully loaded. All Cruiseliners are built for long 20" shaft motors, and for either single or dual motor installations.

The layout, finish and equipment, is as listed for each individual model below.

**The Express 16 — No. 1865** — Length 16', beam 72", depth 30", transom width 66" x 1 1/8" thick, planking 3/8" thick spliced strips, carrying capacity 5 - 6 persons. Suitable for power up to 50 - 60 H.P. of single or dual installation. Speeds up to 30 miles per hour. Weight 550 lbs., cabin headroom 40", cabin length 8 1/2 ft., sleeping bunks for two persons, open cabin end to cockpit, rear cross seat and back. Varnished natural color inside, with outside below splash rails red, top sides white, decks mahogany varnished natural color. Chromed "Peterborough" bow plate.

**The Sportster 18 — No. 1866** — Length 18', beam 80", depth 32", transom width 79" x 1 1/8" thick, planking 3/8" thick spliced strips, carrying capacity 6 - 7 persons. Suitable for power up to 60 - 70 H.P. in single or dual installation. Speeds up to 30 miles per hour. Weight 800 lbs., forward deck 4', raised cabin 6', cabin headroom 45", sleeping bunks for two persons, open cabin end to cockpit, rear cross seat and back. Varnished natural color inside above floor with floor and bilge painted. Outside below splash rails red, top sides white, forward deck and cabin walls mahogany, varnished natural color, cabin top canvas covered and painted yellow. Cabin has curved forward window, and sliding side windows. Chromed "Peterborough" bow plate.

**The Cruiserette 21 — No. 1835** — Length 21', beam 84", depth 36", transom width 79" x 1 1/8" thick, planking 3/8" thick full length strips, carrying capacity 8 persons, suitable for power up to 70 - 80 H.P., in single or dual installations, with speeds up to 26 miles per hour. Weight 1100 lbs. Forward deck 4', raised cabin 8', cabin headroom 53", sleeping bunks for two persons, bulkhead with door between cabin and cockpit, screened, hinged metal framed windows on front of cabin, and ventilating window in rear of cabin, with large permanent picture windows on sides of cabin. Cabin has room for galley and toilet installation. Open cockpit has two single seats, and one wide rear cross seat and back. Varnished inside above floor with floor and bilge painted. Outside below splash rails red, top sides white, forward deck and cabin sides, and trim, of mahogany varnished natural color. Cabin top canvas covered and painted light blue. Chromed "Peterborough" bow plate.

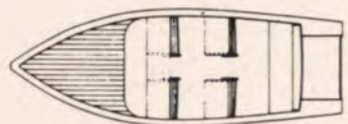
**The Luxury 21 — No. 1867** — Length 21', beam 84", depth 40", transom width 79" x 1 1/8" thick, planking 3/8" thick, full length strips, carrying capacity 8 persons, suitable for power up to 70 - 80 H.P. in single or dual installations, with speeds up to 23 miles per hour. Weight 1500 lbs. Forward deck 4', raised sleeping cabin length 4'6", with headroom 54", raised galley and toilet, cabin length 4', with headroom of 6'. Bulkhead with door between cabin and cockpit. Sleeping bunks for two persons. Sleeping cabin has two forward screened metal framed, hinged windows, with permanent side picture windows, ventilating cowls in galley. Cockpit has two single and one wide cross seat and back. Equipment consists of air foam mattresses in bunks, galley stove, sink and cupboard, toilet enclosed, cabin lights, steering wheel and control panel box, navigation light, rear flag pole and light, deck cleats and chocks, fender cleats, flying bridge, windshield, hood over motors, chromed "Peterborough" bow plate. Varnished inside above floor with floor and bilge painted, outside below splash rails, red, top side white, forward deck and cabin walls mahogany varnished natural color, cabin top canvas covered and painted light blue.

# Peterborough

## SEALINERS

### SEALINER SPECIFICATIONS

Peterborough Sea Liners are built by the longitudinal strip construction using West Coast Cedar, in full length strips selected and matched for colouring and of thickness as specified for each model. Hull is of round bottom semi-displacement design to permit planing with proper power yet giving smooth economical performance when fully loaded. All Sealiners are built for long 20" shaft motors, except Sea Cub which has transom for 15" shaft motors.



The deck and seating plan is as shown in the diagram herewith representing a long bow deck, open motor cockpit, rear cross seat with solid back rest and forward single seats (two in Sea Cub, four in Sea Farer and Sea Wolf). The Hard top or convertible top when installed is designed to cover passengers of all the single type seats.

The finish is varnished natural colour on inside, with outside below splash rail painted brilliant red, top sides varnished natural colour with decks of attractive mahogany richly coloured and varnished.

Standard Equipment consists of Peterborough chromed bow plate, full length splash rails, floorboards, solid seat backs, single glove compartment and reinforcements as specified for seat model. Convertible sliding top equipment consists of polished aluminum deck fittings and bows, curved plastic windshield in aluminum frame, waterproof canvas top on sliding bows. Hard Top equipment consists of mahogany framed sides with canvas covered wood decking on top, curved plastic windshield, sliding side plastic windows.

**Sea Cub —** Length 14', beam 60", depth 28", transom width 53" x 1 1/8" thick, carrying capacity 5 persons — recommended for motors up to 25 - 30 h.p. for speeds up to 28 - 30 m.p.h. — planking 3/8" thick, weight — Utility 300 lbs., Convertible 350 lbs., Hard Top 400 lbs., bow deck 6 ft., top approximately 4 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.

**Sea Farer —** Length 16', beam 70", depth 30", transom width 66" x 1 1/8" thick, carrying capacity 7 persons — recommended for power up to 50 - 60 h.p. single or dual installation for speeds up to 30 - 33 m.p.h. — planking 3/8" thick, weight — Utility 425 lbs., Convertible 475 lbs., Hard Top 550 lbs., bow deck 6 ft., top approximately 7 ft., oak keel, two long heavy inner and outer bilge strips, cross saddle, three transom knees.

**Sea Wolf —** Length 18', beam 80", depth 32", transom width 79" x 1 1/8" thick, carrying capacity 8 persons — recommended for power up to 60 - 80 h.p. single or dual installation for speeds up to 33 m.p.h. — Planking 3/8" thick, weight — Utility 600 lbs., Convertible 650 lbs., Hard Top 725 lbs. Bow deck 6 ft., top approximately 8 ft., oak keel, 4 long heavy inner and outer bilge strips, cross saddles, 3 transom knees.



SEA FARER CONVERTIBLE



SEA FARER — SEA WOLF  
(Twin Motors)



SEA FARER — HARD TOP — SEA WOLF



SEA CUB UTILITY



SEA CUB HARD TOP

### DESIGNED FOR PROTECTED COMFORT

Pleasant water travel with protection from weather and sun is yours when you have one of these Sealiners.

Seaworthy - roomy - practical — yet so attractive — they command attention wherever they dock.

The Sealiners are designed for use with motors from medium to large size and with extra depth amidships for greater comfort and better appearance when equipped with tops.

Offered in three sizes suitable for a wide variety of uses. The Sea Cub is a short fast model, the Sea Farer is a medium sized roomy comfort-giving boat and the Sea Wolf is a large model with exceptional room for extra passengers.

Each size is offered with "Hard Top" or with "Convertible Top" or as a "Utility" with no top.

All of these designs can give extreme pleasure. The Utility, being a deeper boat than other boats of similar size without top adds extra free-board. The Convertible Top is a real attractive yet practical arrangement — the canvas top on aluminum bows slides forward on polished aluminum frames and this equipment includes a windshield designed to be in keeping with the rest of the top.

The Hard Top is a permanent top arrangement with curved wrap-around windshield and with sliding side glasses.

WHEN BOATING USE COMMON SENSE AFLOAT —

USE 20" TRANSM FOR DUAL MOTOR INSTALLATION

**BOATS  
TO TAKE WITH YOU  
—TO FAR OFF SPOTS**

Those far away and exciting waters can be safely navigated in a Peterborough "Auto Boat". Designed for seaworthiness and constructed for lightness the Auto Boat can be easily hoisted atop your car and taken to that remote lake for a day of thrilling fishing.

Available in two popular sizes — the sleek useful twelve footer for small loads and light motors and the outstanding thirteen footer with its full and flaring bow for medium motors and four to five persons — the Auto Boats have proven their usefulness over a long period and still continue to grow in popularity.

These boats are built by the time tested and proven canvas covered construction which make them durable and tough to withstand rough usage — which make them light in weight for easy handling and portaging — and which renders them unaffected by long exposure to hot sun when out of the water — all of which are reasons for their increasing popularity.

Yes, all the necessities of a car top boat have been considered when designing these Auto Boats and incorporated into their construction to give years of dependable service.

# Peterborough

## AUTO BOATS



**13 FOOTER**



**12 FOOTER**



**13 FOOTER**



**12 FOOTER**

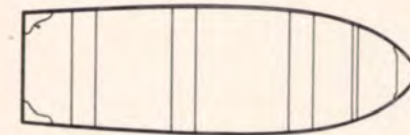
### AUTO BOATS SPECIFICATIONS

Peterborough Auto Boats are built by the canvas covered construction of Eastern Cedar ribs and planking overlaid with durable marine canvas of specified weight.

Hull is of round bottom semi-displacement design for smooth economical performance with light or heavy loads. The Auto Boats are built for standard 15" shaft motors.



12 ft.



13 ft.

The seating plan is as shown on the diagram herewith representing a small bow breast plate and tie thwart and three cross seats.

The finish is varnished natural colour inside and on deck, gunwales and transom outside with outside of hull painted attractive light green marine enamel in semi-gloss finish.

Standard equipment consists of one pair oarlock sockets, one pair selected flat blade oars and locks, one bow and two stern tie rings.

### DIMENSIONS

**Auto Boat 12—** Length 12', beam 44", depth 15", transom width 37" x 7/8" thick, No. 1829 carrying capacity 3 persons, recommended for motors up to 5 h.p. for speeds up to 10 m.p.h. — No. 10 canvas covering — weight 80 lbs., oak outer keel and skeg.

**Auto Boat 13—** Length 13', beam 51", depth 19", transom width 46" x 7/8" thick, No. 1811 carrying capacity 4 - 5 persons, recommended for motors up to 7½ h.p. for speeds up to 12 m.p.h. — No. 8 canvas covering — weight 130 lbs., oak inner and outer keel.

**WHEN BOATING USE COMMON SENSE AFLOAT —**

**DO NOT STAND UP WHEN AWAY FROM SHORE**



## ECOLINER SPECIFICATIONS

All the Ecoliner models, except the Dories, are built by the Longitudinal Strip construction, using West Coast Cedar, unmatched for coloring, and with splices or joints, which occur only on ribs, and are of the round bottom semi-displacement design for smooth and economical performance, regardless of the load carried. The exception — the Dories — are built of the sawn frame design, with flat bottom and flaring lapstrake side planking. All Ecoliners are built for standard 15" shaft motors, except the Sand Dab, which has a transom for long 20" shaft motors. The deck and seating plan is as shown in the "Teal", "Camp-mate", "Sportsman", "Fisherman", "Sand Dab" and Dories, and consists of a short bow deck, a bow seat and three cross seats (except Teal, which has only 2). On the "Falcon" the bow deck is longer, and there are two cross seats with backs, and two rear side seats.

The finish is varnished natural colour throughout on all models except the Dories, which are painted with green bottom outside, and white top sides, varnished deck and trim, and painted green inside.

Standard equipment consists of floorboards (except Dory), bow mooring line accommodation, and other items as individually listed.

**The Teal** — Length 13', Beam 48", Depth 18", Transom width 46" x  $\frac{3}{8}$ " thick, weight 145 lbs., carrying capacity 3 persons, planking  $\frac{1}{8}$ " thick, recommended for motors up to 7½ H.P., speeds up to 15 miles per hour. Equipped with keel.  
No. 1843

**The Sportsman** — Length 14', Beam 50", Depth 18", Transom width 46" x  $\frac{3}{8}$ " thick, weight 165 lbs., carrying capacity 5 persons, planking  $\frac{1}{8}$ " thick, recommended for motors up to 10 H.P., speeds up to 15 miles per hour. Equipped with keel.  
No. 1845

**The Camp Mate** — Length 15', Beam 46", Depth 16", Transom width 38" x  $\frac{3}{8}$ " thick, weight 145 lbs., carrying capacity 5 persons, planking  $\frac{1}{8}$ " thick, recommended for rowing or for small motors up to 5 H.P. for speeds of 12 miles per hour. Equipped with keel and skeg.  
No. 1844

**The Fisherman** — Length 15', Beam 52", Depth 20", Transom width 48" x  $\frac{3}{8}$ " thick, weight 190 lbs., carrying capacity 6 persons, planking  $\frac{1}{8}$ " thick, recommended for motors up to 15 H.P. for speeds up to 20 miles per hour. Equipped with keel.  
No. 1846

**The Sand Dab** — Length 16', Beam 68", Depth 26", Transom with 66" x  $1\frac{1}{8}$ " thick, weight 320 lbs., carrying capacity 8 persons, planking  $\frac{3}{8}$ " thick, recommended for single or dual motor installation with power up to 50 - 60 H.P., long shaft motors. Equipped with keel, long heavy inner and outside bilge strips, cross strengthening saddle, two transom knees, and splash rails.  
No. 1873

**The Falcon** — Length 14', Beam 50", Depth 20", Transom width 46" x  $\frac{3}{8}$ " thick, weight 180 lbs., carrying capacity 5 persons, planking  $\frac{1}{8}$ " thick, for motors up to 10 H.P., for speeds up to 15 miles per hour. Equipped with 42" bow deck, two seat backs, splash rails and keel.  
No. 1871

**The Dory 14** — Length 14', Beam 51", Depth 19", Transom width 33" x  $1\frac{1}{8}$ " thick, weight 225 lbs., carrying capacity 4-5 persons, planking of pine on bottom  $\frac{3}{8}$ " thick, and on sides  $\frac{1}{2}$ " thick. For motors up to 7½ H.P. for speeds up to 12 miles per hour. Equipped with keel. No floorboards.  
No. 1478P

**The Dory 16** — Length 16', Beam 52", Depth 19", Transom width 35" x  $1\frac{1}{8}$ " thick, weight 250 lbs., carrying capacity 6 persons, planking of pine on bottom  $\frac{3}{8}$ " thick, and sides  $\frac{1}{2}$ " thick. For motors up to 10 H.P. for speeds up to 15 miles per hour. Equipped with keel. No floorboards.  
No. 1817P

# Peterborough

## ECOLINERS



THE FISHERMAN



THE TEAL—SPORTSMAN



THE FISHERMAN



THE FALCON



THE DORY

## SERVICABLE BOATS AT A PRICE

The word "Ecoliners" is an abbreviation for Economy liners, which term describes this group of boats relative to initial or original cost.

If you are looking for a boat with low initial cost, and willing to sacrifice some of the finer points of appearance and construction, one of the Ecoliners will serve your purpose.

The Ecoliners are offered in a variety of models, designs, and constructions. There are the short deck models, the Teal, Camp-mate, Sportsman, Fisherman & Sand Dab, for the fisherman, the long deck model the Falcon, for the family, and the Dory in 14' and 16' lengths, sawn frame boats, for general rough use.

These boats, which are built from established and time-tested Peterborough designs, do not incorporate all the points of superior appearance, workmanship and construction, that are always prominent in the regular "Peterborough" models. Planking is not selected and matched for coloring, and it has splices or joints. Reinforcements are lighter, but give sufficient strength for the purpose and use recommended. The finish does not have as much depth as on the regular models.

These models are presented for your consideration, if your requirements indicate such a boat.

WHEN BOATING USE COMMON SENSE AFLOAT —

DO NOT OVERPOWER YOUR BOAT

## HIGH IN THE HEARTS OF THOUSANDS

Canoeing was one of Canada's original means of transportation and it is still high in the hearts of thousands — just picture yourself comfortably seated in the bottom of a gracefully designed and colourful Peterborough canoe gliding quietly, easily and undisturbed over glittering waters or along a picturesque shore line or even exploring those remote bays where power cannot go — a thrill once tried always desired.

Even if you have a power propelled boat a canoe is always a respected craft around the summer home where it certainly has a place.

Peterborough offers several models of pleasure canoes to fill the need of all requirements and in two time tested and proven types of construction.

The Canadien, the English, the Otonabee and the Floatwell represent the best in their respective designs and construction while the Mermaid, Minetta, Champlain and Lakequeen offer serviceable value at low cost.

The Otonabee and the Floatwell are designed with high ends bow and stern while the Canadien, Lakequeen, English, Mermaid, Minetta and Champlain all have the low end design.

Choose a canoe suitable for your needs and enjoy a healthful, recreational summer holiday.

# Peterborough

## PLEASURE CANOES



CANADIEN

ENGLISH



LAKEQUEEN



OTONABEE



CHAMPLAIN, MERMAID & MINETTA



FLOATWELL

## SPECIFICATIONS

The Canadien, the English and the Lakequeen canoes are built by the longitudinal strip construction using West Coast cedar of  $\frac{1}{4}$ " thickness.

The deck and seating arrangement is as shown in the respective illustrations representing bow and stern decks, two caned seats and a center thwart.

The finish is varnished natural colour throughout.

Standard equipment consists of floorboards, two caned seats,  $\frac{7}{8}$ " tapered keel, bow tie ring, and two paddles plus deck type mast ring and step for sailing on the Canadien and English.

**The Canadien — No. 1427** Length 16', beam 32", depth 12", weight 80 lbs., carrying capacity 600 lbs., ribs  $\frac{5}{8}$ " spaced 2" c. to c. — Planking full length selected for colour, decks 18" long. Recommended for recreational paddling for novice or experienced paddler and ideal for canoe sailing. The Canadien has mahogany trim for added appearance.

**The English — No. 1430** Length 16', beam 30", depth 12", weight 75 lbs., carrying capacity 550 lbs., ribs  $\frac{5}{8}$ " spaced 3" c. to c. — Planking full length selected for colour, Decks 18" long. Recommended for the experienced canoeist only as its shape is almost of a semi-racing design — a very fast canoe.

**The Lakequeen — No. 1431** Length 16', beam 33", depth 12", weight 70 lbs., carrying capacity 650 lbs., ribs  $\frac{3}{4}$ " spaced 3" c. to c. Decks 8" long. Planking spliced and not matched for color — this canoe recommended for general paddling.

The Otonabee, Floatwell, Mermaid, Minetta, and Champlain are built by the canvas covered construction to withstand extreme exposure to hot sun.

The deck and seating arrangement is as shown in the respective illustrations representing short bow and stern decks, two caned seats, and a centre thwart.

The finish is varnished natural colour inside and on deck and gunwales with outside painted in red or green colour.

Standard equipment consists of two caned seats, bow tie ring and two paddles, plus items as individually listed below.

**The Otonabee — No. 1433** Length 16', beam 33", depth 12", weight 70 lbs., carrying capacity 650 lbs., ribs  $\frac{3}{8}$ " x  $2\frac{1}{4}$ " spaced 2" apart, canvas covering No. 8, one center thwart,  $\frac{7}{8}$ " tapered keel, high end design, high gloss outside coloured finish. Recommended for general recreational paddling.

**The Floatwell — No. 1426** Identical to Otonabee plus sponsons or air chambers attached to outside below gunwales. Two toned outside finish, red or green body with sponson tops in alternate colour.

**The Champlain — No. 1492** Length 16', beam 34", depth 12", weight 70 lbs., carrying capacity 600 lbs., ribs  $\frac{3}{8}$ " x  $1\frac{1}{2}$ " spaced 2" apart, canvas covering No. 10, center thwarts, flat shoe keel, low end design, semi-gloss outside coloured finish, recommended for low cost recreational paddling.

**The Minetta — No. 1815** Length 15', beam 33", depth 12", weight 65 lbs., carrying capacity 550 lbs., ribs  $\frac{3}{8}$ " x  $1\frac{1}{2}$ " spaced 2" apart, canvas covering No. 10, center thwart, flat shoe keel, low end design, semi-gloss outside coloured finish, recommended for low cost recreational paddling.

**The Mermaid — No. 1814** Length 14', beam 32", depth 12", weight 60 lbs., carrying capacity 500 lbs., ribs  $\frac{3}{8}$ " x  $1\frac{1}{2}$ " spaced 2" apart, canvas covering No. 10, center thwart, flat shoe keel, low end design, semi-gloss outside coloured finish, recommended for low cost recreational paddling for small loads.

WHEN CANOEING USE COMMON SENSE AFLOAT —

DON'T CHANGE POSITIONS AWAY FROM SHORE

# Peterborough

## COMMERCIAL CANOES

### SPECIFICATIONS OF COMMERCIAL CANOES

Peterborough Commercial canoes are built by the canvas covered construction with ribs of  $\frac{3}{8}$ " thickness and  $2\frac{3}{4}$ " wide on Cruisers, Prospectors and 17 & 18 ft. Freights and 3" wide on larger freight models. Canvas covering is No. 8 on Cruisers and Prospectors, No. 6 on 17 ft., 18 ft., and 19 ft. Freights and No. 4 on 20 & 22 ft. Freight models.

The deck and thwart layout is as shown in the photographs, except the number of thwarts will vary with length of canoe. Cruiser and Prospector canoes have two hardwood slat seats and paddling thwarts while Freight canoes have one hardwood slat stern seat, a mast thwart and step at bow and paddling thwarts.

The finish of Commercial canoes is designed for durability rather than appearance and all models are light grey outside with inside of Cruiser and Prospector canoes varnished and inside of Freight canoes light grey.

Standard equipment consists of two paddles and bow tie ring plus keel on all Vee stern or square stern models.

### FREIGHT MODELS

**The Otter** — Length 17 ft., beam 45", depth 17", weight 160 lbs., carrying capacity No. 1458 1600 lbs., two thwarts.

**The Transport** — Length 18 ft., beam 46", depth 18", weight 170 lbs., carrying capacity No. 1460 1700 lbs., three thwarts.

**The Nelson** — Length 19 ft., beam 51", depth 19", weight 200 lbs., carrying capacity No. 1465 2000 lbs., three thwarts.

**The Big Boy** — Length 20 ft., beam 52", depth 20", weight 230 lbs., carrying capacity No. 1467 2800 lbs., three thwarts.

**The Giant** — Length 22 ft., beam 62", depth 24", weight 350 lbs., carrying capacity No. 1469 5000 lbs., four thwarts and three bilge strips each side of keel.

### PROSPECTOR MODELS

**The Pond** — 1450 — Pointed Stern } Length 14 ft., beam 34", depth 13", weight  
**The Perch** — 1488 — Vee Stern } 65 lbs., carrying capacity 600 lbs.

**The Stream** — 1451 — Pointed Stern } Length 15 ft., beam 35", depth 13½",  
**The Bass** — 1489 — Vee Stern } weight 75 lbs., carrying capacity 700 lbs.

**The River** — 1452 — Pointed Stern } Length 16 ft., beam 36", depth 14", weight  
**The Trout** — 1490 — Vee Stern } 85 lbs., carrying capacity 850 lbs.

**The Bush** — 1453 — Pointed Stern } Length 17 ft., beam 37", depth 14½",  
**The Traveller** — 1454 — Vee Stern } weight 95 lbs., carrying capacity 1000 lbs.

**The Portage** — 1455 — Pointed Stern } Length 18 ft., beam 38", depth 15", weight  
**The Navigator** — 1456 — Vee Stern } 105 lbs., carrying capacity 1150 lbs.

### CRUISER MODELS

**The Huron** — 1440 — Length 16 ft., beam 34", depth 12½", weight 70 lbs., carrying capacity 600 lbs.

**The Sioux** — 1441 — Length 17 ft., beam 35", depth 12½", weight 75 lbs., carrying capacity 650 lbs.



FREIGHT—VEE STERN



FREIGHT—WIDE STERN



PROSPECTOR—POINTED STERN



PROSPECTOR—VEE STERN



CRUISER  
MODELS

### CANOES THAT HELPED OPEN CANADA'S NORTH

Choose a Peterborough "Commercial" with the satisfying knowledge of getting the best because these canoes are built for the purpose of giving dependable service during hard usage. Every feature necessary to make the canoe serviceable is incorporated in their design and construction. Three basic designs offering a wide choice of sizes are available for your consideration.

#### THE FREIGHT CANOE

The work horse of the North — strong — large — dependable — is suitable for a wide variety of uses, from packing large loads or hunting large game. Available in 17 ft., 18 ft., and 19 ft. with either the Vee narrow stern or the flat wide square stern and in 20 and 22 ft. lengths with wide flat square stern only. Both designs are suitable for outboard motors of medium size but the wide flat stern model performs better with motors while the Vee type stern handles better and more quietly with paddle.

#### THE PROSPECTOR CANOE

Old faithful of Canada's Hinterlands — is available in five lengths with either pointed stern or Vee stern and is designed and built to meet the rigid requirements of the men of the North where success or even life may depend on the stability of the canoe. The Vee stern permits the use of motors of small and medium size.

#### THE CRUISER CANOE

A fast swift water model with less fullness at ends — is available in two lengths and is recommended only for the experienced canoe man, as the design is for speed and manoeuvrability in fast waters and therefore carrying capacity and stability is sacrificed to some extent. Available only in pointed stern.

# Peterborough

## SPECIAL CANOES

Besides the many models of regular or standard canoes Peterborough offers several models that are designed and built for special or particular purposes.

For the man who likes to canoe alone, into restricted areas of narrow and confined spaces, portage from one water to another, the one-man "Shorty" model will be ideal.

Portaging in long stretches ceases to be a burden when the "Litelifit" canoe is used. Of average carrying capacity it is built with lighter ribs, planking, canvas and reinforcements, it answers the call for a light weight average sized canoe. However, as strength has been sacrificed to some degree in favour of lightness, this canoe must be handled carefully.

Air travel into the hinterland calls for a canoe that can be easily transported by aircraft and the "Sectional" model is designed to give convenience in transporting and safe and dependable service on the water. Built in three parts, which nest inside each other, it takes up very little room yet is easily and rigidly assembled by bolts with wing nuts through strong shaped bulkheads sealed with rubber gaskets to prevent leaks. The Sectional is in vee stern design suitable for small motors.

For those who like to hunt and fish from a canoe designed for use with small to medium outboard motors the North Boys — in 16 ft. and 18 ft. lengths, will serve, giving pleasure and satisfaction. These North Boys have better than average carrying capacity yet are not heavy to lift and are made with the wide flat square stern.



SHORTY

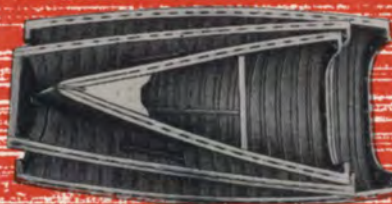


LITELIFT



Assembled

SECTIONAL CANOE



Nested



NORTH BOY

### SPECIFICATIONS

All the special canoes on this page are built by the canvas covered construction and the general layout is as shown in the illustrations of each model.

The finish on the Shorty, Litelifit and Sectional canoes is light grey commercial finish outside and varnished inside while the North Boy models are finished in semi gloss dark green outside and varnished inside.

Standard equipment consists of two paddles, bow tie ring, plus other items as specified for each individual model.

**The Shorty** — Length 12 ft., beam 32", depth 12", weight 50 lbs., carrying capacity No. 1446 400 lbs., ribs  $\frac{3}{8}$ " x 2" spaced 2" apart, canvas covering No. 8. Equipped with bow and stern caned seats and one center thwart.


**The Litelifit** — Length 15 ft., beam 37", depth 12", weight 57 lbs., carrying capacity No. 1449 550 lbs., ribs  $\frac{1}{4}$ " x 2" spaced 2" apart, canvas covering No. 10, equipped with  $\frac{7}{8}$ " tapered keel, bow and stern caned seats and one center thwart.

**The Sectional** — Length 16 ft., beam 36", depth 14", weight 115 lbs., carrying capacity No. 1471 850 lbs., ribs  $\frac{3}{8}$ " x 2 $\frac{3}{8}$ " spaced 2" apart, canvas covering No. 8, equipped with bow and stern board seats, one centre thwart and rubber gaskets for water seals at bulkheads.

**The North Boy "16"** — Length 16 ft., beam 39", depth 13", weight 95 lbs., carrying capacity No. 1414 900 lbs., ribs  $\frac{3}{8}$ " x 2 $\frac{3}{8}$ " spaced 2" apart, canvas covering No. 8, equipped with bow and stern board seats and two center thwarts and  $\frac{7}{8}$ " tapered keel.

**The North Boy "18"** — Length 18 ft., beam 41", depth 16", weight 110 lbs., carrying capacity No. 1479 1200 lbs., ribs  $\frac{3}{8}$ " x 2 $\frac{3}{8}$ " spaced 2" apart, canvas covering No. 8, equipped with bow and stern board seats and two center thwarts and  $\frac{7}{8}$ " tapered keel.





## SPECIFICATIONS

The **Burleigh** and **Buckhorn** are built by the longitudinal strip construction using West Coast Cedar planking of  $\frac{1}{4}$ " thickness. Ribs are  $\frac{3}{4}$ " spaced 3" c. to c.

Deck and seating arrangement is as shown in the illustration representing bow and stern deck, bow and stern seats and two centre seats.

Finish is varnished natural colour inside and outside.

Standard equipment consists of 1 pr. oars and two pair oarlock sockets. Bow paynter eye and floorboards.

The **Buckhorn** — Length 14 ft., beam 44", depth 15", weight 110 lbs., carrying capacity 750 lbs., equipped with 1 pr. flat blade selected oars. Ideal for summer resorts and boat liveries. Planking spliced and unmatched. No. 1419

The **Burleigh** — Length 16 ft., beam 42", depth 15", weight 130 lbs., carrying capacity 800 lbs., equipped with 1 pr. spoon blade selected oars. This skiff is the choice of the rowing enthusiast. Planking full length and matched for color. No. 1418

The **Gadabout** and **Yacht Tenders** are built by the canvas covered construction with ribs  $\frac{3}{8}$ " x  $2\frac{3}{8}$ " spaced 2" apart and the canvas covering is No. 8.

The deck and seating layout is as shown in the illustration representing short bow deck and cross seats with the Gadabout having small bow seat also.

The finish is varnished natural colour inside and painted semi gloss outside. The Gadabout is green outside with sponson top red. The Yacht Tenders are usually white outside but can be green or other colour to order.

The **Gadabout** — Length 16 ft., beam 39", (overall width 49") depth 15", weight 135 lbs., carrying capacity 1000 lbs., equipped with 1 pr. flat blade selected oars, 1 pr. oarlock sockets, sponson air chambers and bow paynter eye. No. 1413

The **Yacht Tender Junior** — Length 9½ ft., beam 44", depth 15", weight 90 lbs., carrying capacity 500 lbs., equipped with towing ring and gunwale bumper set in gunwale full length, 1 pr. flat blade selected oars and 1 pr. oarlock sockets. No. 1422

The **Yacht Tender Senior** — Length 10½ ft., beam 50", depth 18", weight 115 lbs., carrying capacity 700 lbs., equipped with towing ring and gunwale bumper set into gunwale full length, 1 pr. flat blade selected oars and 1 pr. oarlock sockets. No. 1423

# Peterborough

## SPECIAL BOATS



BURLEIGH

BUCKHORN



GADABOUT



YACHT TENDERS

Peterborough is noted for having a boat or canoe for every purse and purpose and in rounding out the line Peterborough offers on this page several models of various types of boats that are called for occasionally.

While skiff rowing is not so popular or prominent as in years gone by there is still an occasional call for this type of boat and either the 16 ft. Burleigh or the 14 ft. Buckhorn will give satisfaction.

The Gadabout is a canoe-shaped outboard designed boat with low slung seats and this model is equipped with air chambers or sponsons along both sides under gunwales to afford extra safety. It is a suitable model for motors up to 7½ - 8 h.p.

Peterborough Yacht Tenders are offered in two sizes — a 9½ ft. and a 10½ ft., both equipped with a skeg keel and so designed that they tow well behind cruisers or yachts. They are wide of beam and therefore offer safety and being of canvas covered construction they are light in weight and durable when exposed to hot sun when out of the water. These models are suitable for small motors up to 5 h.p. yet row very easily. They offer complete satisfaction to the cruiser owner.

# Peterborough

## SAILING DINGHYS



### SAILING DINGHY SPECIFICATIONS

All Peterborough sailing dinghys are built by the longitudinal strip construction using West Coast cedar. Hulls are of round bottom design with a reasonably narrow stern to eliminate unnecessary drag.

The deck and seating plan is as shown in the diagram herewith representing on the Pal and Scudabout a short bow deck, with three cross seats while on the Knockabout and Petrel the bow deck is long and there are side seats and two cross seats.

The finish is varnish natural colour throughout inside and outside of boat.

Standard equipment consists of floorboards, rudder and tiller, centreboard and sails and rigging as specified and galvanized fittings.

Sailing has been a popular sport in years gone by, is today and will be for years to come — a sport for those who like a relaxing yet thrilling, quiet and healthful pastime.

Just picture yourself, one hand on the tiller and the other holding the sheet rope, gliding silently through the water with the refreshing breeze blowing in your face yet giving you silent speed.

Peterborough offers four models of sailing craft ranging from the small 10½ ft. Pal to the roomy 16 ft. Petrel with the 12 ft. Scudabout and the 14 ft. Knockabout between.

The Pal, due to its convenient size and low price, is the most popular for the beginner as from it he can learn in safety all the rudiments of sailing. It is just the dinghy for children with its wide beam and slightly undersize sail.

The Scudabout is slightly larger than the Pal and, with finer lines to produce a faster dinghy, the children or even the grown ups can use the Scudabout to start their basic sailing.

The Knockabout is the average sized dinghy fully equipped with either gaff rigged or marconi rigged sail and is the dinghy for everyone. Easy to handle, safe for all the family, yet designed for average speed to give a good account of itself in recreational competition, the Knockabout will please everyone.

The Petrel is a large roomy model for sailing with 4 - 6 aboard. Ideal for the larger family or for use on larger and open waters.

All Peterborough Dinghys are designed and built for average recreational safe sailing and not for extreme speed but they will all give a good account of themselves in classified competition.

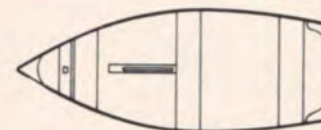


THE PAL



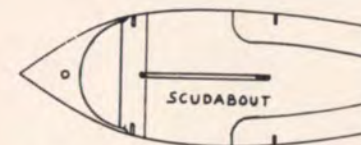
THE SCUDABOUT

#### THE PAL NO. 152



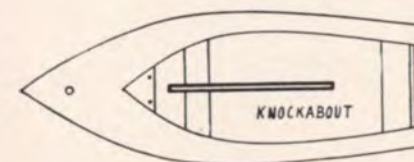
**The Pal** — Length 10½ ft., beam 50", depth 18", weight 160 lbs., carrying capacity 3 persons, planking ½" thick, sail 50 sq. ft. — cotton drill — gaff rigged, cedar centreboard, equipped with keel and skeg.

#### THE SCUDABOUT NO. 1514



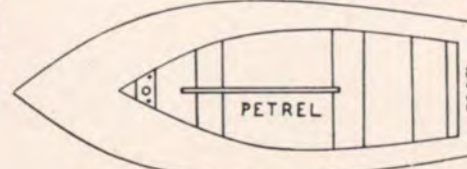
**The Scudabout** — Length 12 ft., beam 51", depth 20", weight 175 lbs., carrying capacity 3 persons, planking ½" thick, sail 80 sq. ft., Egyptian silk — gaff rigged — steel centreboard, one bow mast stay — equipped with keel and skeg.

#### THE KNOCKABOUT NO. 1515



**The Knockabout** — Length 14 ft., beam 57", depth 20", weight 250 lbs., carrying capacity 3 or 4 persons, planking ½" thick, sail 125 sq. ft., Egyptian silk — gaff rigged (Marconi rigged optional for extra charge), steel centreboard, one bow and two side mast stays.

#### THE PETREL NO. 158



**The Petrel** — Length 16 ft., beam 70", depth 21", weight 500 lbs., carrying capacity 4 - 6 persons, planking ½" thick, sail 180 sq. ft., Egyptian silk — Marconi rigged — steel centreboard, one bow and four side mast stays.

# Peterborough

## MOLDLINERS

### MOLDLINERS SPECIFICATIONS

The moldliners are built of five layers of thin water resisting and attractively grained mahogany veneer laid diagonally in strips and glued together with water proof glue cured under pressure and heat to form a one piece moulded hull of round bottom design for superior performance. All Moldliners have Transoms for standard shaft motors.

The deck and seat plan is as shown in the respective photographs and the finish is as individually specified for each model.

**The Utility** Length 13 ft., beam 54", depth 18", transom width 48" x 1 1/8" thick, carrying capacity 4 - 5 persons, weight 150 lbs., planking moulded to 1/8" thickness, short bow deck, one bow seat and two cross seats complete with keel, transom knee and seat braces and 1 pr. oarlock sockets — varnished natural colour inside and outside. Recommended for motors up to 15 h.p. for speeds up to 20 m.p.h.

**The Neptune** — Length 14'6", beam 58", depth 24", transom width 54" x 1 1/8" thick carrying capacity 5 - 6 persons, weight 250 lbs., planking moulded to 1/8" thickness, long 5 ft. bow cedar deck, 2 cross seats with backs and 2 side rear seats, complete with keel, long inner and outer rub strips, transom knee, seat braces, varnished natural colour throughout. Recommended for motors up to 30 h.p. for speeds up to 30 m.p.h.

**The Mercury** — Length 14'6", beam 58", depth of 26", transom with 54" x 1 1/8" thick, carrying capacity 5 persons, weight 340 pounds, recommended for motors up to 30 h.p. with speeds up to 35 m.p.h., planking moulded to 1/8" thickness, mahogany bow deck 6 ft. long and mahogany stern deck 3 1/2 ft. long, centre cockpit has one cross seat and two single seats all with solid back rests. Complete with keel, long inner and outer rub strips, 3 transom knees, seat braces, varnished inside and outside with mahogany colour with bottom outside painted red.

**The Imperial** — Length 15'6", beam 64" depth 26", transom width 56" x 1 1/8" thick, carrying capacity 6 - 7 persons, weight 300 lbs., recommended for motors up to 30 - 40 h.p. with speeds up to 30 m.p.h. Planking moulded to 1/8" thickness, cedar planked 5 ft. bow deck, 2 cross seats with backs and two rear side seats, complete with keel, long inner and outer rub strips, 3 transom knees, seat braces, varnished natural color inside and outside.



MERCURY



UTILITY



NEPTUNE



IMPERIAL



MERCURY

Peterborough offers four useful and attractive models of moldliners — popular in size, use and design and suitable for motors from 10 H.P. to 40 H.P.

The Utility is an open type boat with short bow deck permitting the installation of an extra seat — ideal for the ardent fisherman as it is short yet beamy and consequently seaworthy.

The Neptune is a real family boat with its long bow deck and good seating capacity — suitable for medium and larger motors — it will take the family on many a pleasant outing.

The Mercury is of sport design with long bow and stern decks and open cockpit between and is designed for use with steering wheel and remote controls — here is the boat for the person who wants a model of distinguished appearance.

The Imperial is a large roomy general purpose boat, wide of beam and with extra length it is the ideal boat for larger loads and powerful motors.

# Peterborough

## ALUMALINERS



Boats or canoes constructed of aluminum have certain advantages in resisting weather conditions but the attractiveness of an all-wood boat is lost.

Peterborough Aluminum craft are offered in one model of canoe and three models of outboard boats suitable for a wide variety of uses.

The Alcanu is of such size and design that it is ideal for pleasure use or for commercial work in the far north.

The Alcatop is shaped and designed as a car top boat suitable for small and medium motors and light to medium loads. It is light in weight for easily lifting to car top.

The Alcachum is a general purpose outboard boat with medium length bow deck and suitable for average loads and for medium and larger motors.

The Alcasport is a sport model with long bow deck and rear deck and open centre cockpit and is designed to operate with steering wheel and remote controls.



THE ALCANU



THE ALCATOP



THE ALCACHUM



THE ALCASPORT

### ALUMA LINER SPECIFICATIONS

Peterborough Alumaliners are of aluminum construction using aluminum sheeting cut to pattern and rivetted together on prepared leak proof joints. All reinforcements are designed and suitable for purpose used. Buoyancy floats of stratafoam are inserted under seats.

Finish of the Peterborough Alumaliners is of natural bright aluminum which requires no painting or preservation.

Standard equipment includes non skid paint on bottom inside and bow tie bolt.

The Alcanu — Length 16 ft., beam 36", depth 14", weight 75 lbs., carrying capacity 850 lbs., equipped with two aluminum seats, two aluminum thwarts and keel.  
No. 1874

The Alcatop — Length 12', beam 48", depth 18", transom width 46", weight 100 lbs., carrying capacity 3 - 4 persons, recommended for motors up to 7½ - 8 h.p. for speeds up to 15 m.p.h., and equipped with bow seat and two cross seats, and one pair oarlock sockets.  
No. 1875

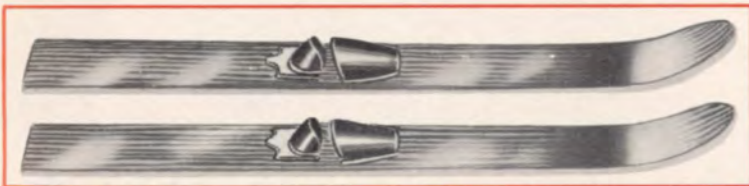
The Alcachum — Length 15 ft., beam 55", depth 22", weight 200 lbs., transom width 50", carrying capacity 4 - 5 persons, recommended for motors up to 20 h.p. for speeds up to 30 m.p.h., equipped with 3 ft. bow deck and three cross seats and splash rail.  
No. 1876

The Alcasport — Length 14 ft., beam 60", depth 26", transom width 53", weight 275 lbs., carrying capacity 5 persons, recommended for motors up to 30 - 40 h.p. with speeds up to 35 - 40 m.p.h., equipped with 6 ft. bow deck, 3½ ft. stern deck, centre cockpit having one cross seat and two single seats and splash rail.  
No. 1877

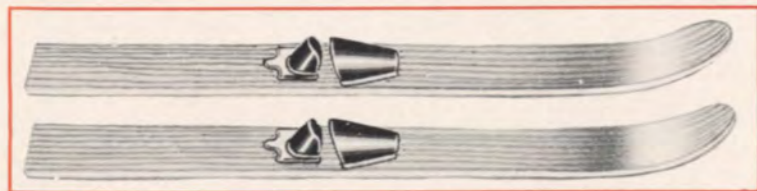


# Peterborough "QUALITY" MARINE ACCESSORIES

The thrills and excitement provided by Aqua Skis cannot be imagined until they are tried. Towed behind a moderately powered boat but having a speed of 15 m.p.h. or better, they can be guided to various positions by simply applying body weight properly. The tow bar is taken direct from boat to hand giving greater manoeuvrability. The harness is soft moulded rubber with adjustable heel plates to fit the various sizes of feet. Available in four models and-grained finish in pastel shades of lime green, grey, coral and blonde.



**NO. 178A** — Glider model, made of 5/8" selected materials with flat top design. Available in a variety of attractive colours (our option). Complete with adjustable harness of soft rubber and with manilla tow rope. -----Price per pair \$29.00  
Without tow rope -----Price per pair \$25.00

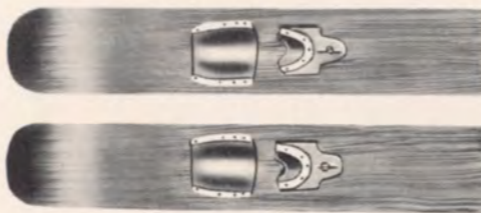


**NO. 178B** — Jumper model, made of 3/4" clear mahogany, varnished finish, laminated toe, with two keels. Adjustable harness and nylon tow rope. -----Price per pair \$40.00  
Without tow rope -----Price per pair \$30.00

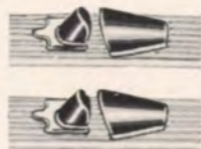


**AQUA BOARDS**  
Real sport on the water is provided by these boards and the riding and handling of one is easy to learn. Peterborough Aqua Boards are strongly constructed and so designed to give you the most pleasure out of this ever increasing popular water sport. They are attractively finished and complete in shipping carton.

**NO. 179A** — Aqua Boards are made of selected material 5 ft. long and 30 ins. wide. For easy handling and performance, this Aqua Board has curved front and non-slip foot space. Complete with a 50 ft. manilla tow rope, and nylon adjustable hand ropes — colour: lime green, coral, grey, light green with varnished gloss finish. Price each -----\$32.00

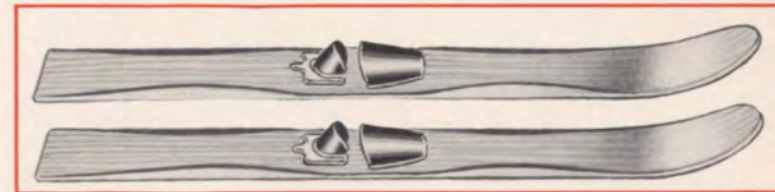


**NO. 178E** — Turnabout model, for trick riding and 360° turns. made of 3/4" white Ash 4'2" long by 8" wide, turned up at top with under side of tail of ski tapered to allow ease in turning. Complete with adjustable soft rubber harness but without tow rope. -----Price per pair \$30.00



### AQUA SKI HARNESS MODEL NO. 1947

Harness adjustable type for aqua skis; strong, soft rubber, attractively finished and strong metal bindings, thumb screw adjustment, easily installed on skis.  
Price Per Set \$12.50

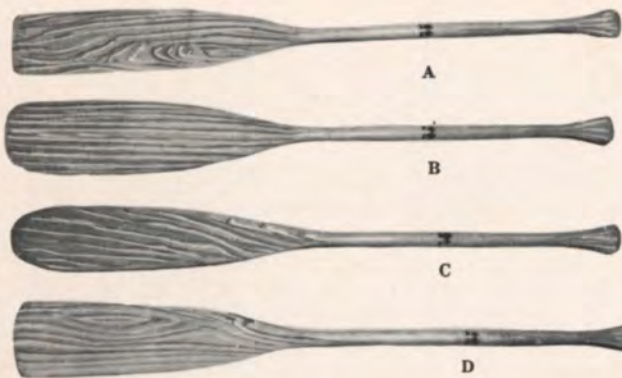


**NO. 178D** — Flyer model, made of 3/4" White Ash with ridge design on top side and shaded colours of lime green, grey, coral and blonde with high gloss varnish finish. Complete with nylon tow rope -----Price per pair \$38.00  
Without tow rope -----Price per pair \$28.00



**NO. 178C** — Slalom model, one ski only, made of 3/4" clear mahogany, varnished finish, laminated toe, specially designed for (one foot) slalom skiing. Length 6 ft., width 7 3/8" with tapered sides, equipped with special slalom fin and slalom harness and nylon tow rope. -----Price each \$26.00





SINGLE BLADE PADDLES



DOUBLE BLADE PADDLES

### STANDARD SINGLE BLADE PADDLES

Peterborough paddles this year are designed with a new look. Many features have been incorporated into the design of these paddles making them stronger and easier to handle.

The shape of the type "C" or beavertail paddle has been changed to allow greater ease in paddling with no loss of efficiency to the paddler. The tip is slightly heavier than the centre of the blade making paddle more flexible. The "A" and "B" shape have slightly wider blades to enable the paddler to pull more water with less strokes.

Paddles are offered in two grades and an assortment of materials as listed below. The paddles are available in 4 ft. to 6 ft. lengths every 3 in. and shapes "A", "B" and "C".

### RACING SINGLE BLADE AND DOUBLE PADDLES

These paddles are made of selected Spruce properly seasoned for the purpose of making high grade strong paddles that are popular with many racing enthusiasts across Canada.

The single blade paddles are available in lengths 4 ft. to 6 ft. every 3 in. and in one shape only Shape "D".

The double paddles are available in two models, the jointed model for convenience when being transported, stored, etc., and the solid model which is the more popular of the two for racing. These paddles have polished brass tipped ends and are available in lengths of 8 ft., 8 ft. 6 in. and 9 ft.

A	No. 1740A — Single blade, selected Maple, smoothly varnished. Blade shapes A, B and C. Lengths 4' to 6' every 3".	Price each \$ 3.75
B	No. 1740B — Single blade, selected Spruce, smoothly varnished. Blade shapes A, B and C. Lengths 4' to 6' every 3".	Price each 5.50
C	No. 1740C — Single blade, selected Mahogany, smoothly varnished. Blade shapes, A, B and C. Lengths 4' to 6' every 3".	Price each 5.50
	No. 1741 — Single blade wide Racing Shape D, selected Spruce smoothly varnished. Lengths 4'6" to 6' every inch.	Price each 6.00
	No. 1924 — Single blade, clear basswood, varnish finish. Blade shapes A, B and C. Lengths 4' to 6' every 3 inches.	Price each 2.80
	No. 191 — Single blade, No. 2 Maple or Spruce, Blade shapes A, B and C, varnished. Lengths 4' to 6' every 3 inches.	Price each 2.80
	No. 1742J — Double paddle, jointed model, spoon blades with brass tipping selected clear spruce, smoothly varnished. Lengths 8', 8½', 9'. Polished brass joining ferrule in centre of handle.	Price each 14.00
	No. 1742S — Double paddle, Racing model, as above but with handle in one piece.	Price each 12.00
	No. 192 — Copper paddle tips to fit shapes A, B or C.	Price each 1.00

COPPER TIPS FOR PADDLES



SPOON BLADE OAR

FLAT BLADE OAR

### OARS

No. 1743A — Spoon blade with brass tipping, selected clear spruce, round shank, smoothly varnished. Lengths 7', 7½' 8'.	Per pair	\$14.00
No. 1743B — As above but fitted with leathers and oarlocks.	Per pair	18.00
No. 1744A — Flat Blade, selected spruce square shank, smoothly varnished. Lengths 7', 7½', 8' oars only.	Per pair	11.00
No. 1744B — As above but fitted with oarlocks.	Per pair	12.25
No. 1744E — Flat Blade, clear basswood, varnished finish, square shank. Lengths 7', 7½'. Oars only.	Per pair	7.00
No. 1744F — As above but fitted with oarlocks.	Per pair	8.25
No. 1744C — Flat Blade, No. 2 quality spruce or basswood, round or square shank, oiled finish only. Lengths 7', 7½', 8'.	Per pair	5.00
No. 1744D — As above but fitted with oarlocks.	Per pair	6.25
No. 1910 — Flat Blade selected ash oars, round shank — no protective coat of oil or varnish. Lengths 6' to 9'.	Per pair	8.50
Brass tipping installed on ash oars	Extra per pair	1.00
Varnishing ash oars if required	Extra per pair	1.00

### OAR AND PADDLE FITTINGS

No. 1754A — Oarlocks (horns only) malleable iron, galvanized, open type for use with leathers.	Per pair	1.00
No. 1754B — Oarlocks (horns only) malleable iron, galvanized, with pin to be rivetted on oar.	Per pair	1.00
No. 1754C — Oarleathers, double rimmed, no clamp.	Per pair	3.00
No. 1754F — Oarlock sockets, flush side mounting, galvanized.	Per pair	.75
No. 1754E — Oarlock sockets, butterfly type, galvanized.	Per pair	1.25



NO. 1950 CONVERT DECK (State name of boat) \$50.00  
Installation charge ... 8.00



OAR LEATHER



OARLOCK SOCKET D



B



A



OARLOCK SOCKET E



No. 1751 SPLASH RAILS ..\$12.00  
Installed on boat at factory .. 15.00



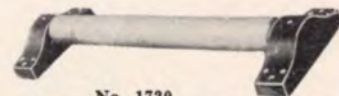
No. 1795-A BATTERY BOX \$2.50



No. 1920 STEERING WHEEL BRACKET  
Standard .....\$6.50  
Deluxe ..... 7.50



No. 1724 CARRYING YOKE \$12.00



No. 1720 BOAT ROLLERS  
24" per set .....\$3.30  
30" per set ..... 3.85  
35" per set ..... 4.50



No. 1949 WET BATTERY BOX \$6.00

# Peterborough "QUALITY" MARINE ACCESSORIES



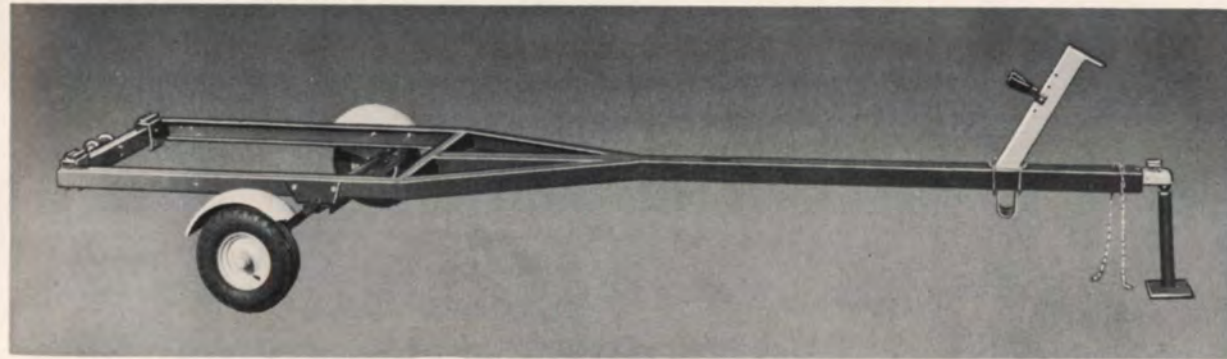
## MODEL NO. 1955 THE SAGEN BOAT HOIST

The Sagen Boat Hoist is a practical way of lifting your boat out of water on rigid cradles. Cantilever action also brings boat in as it is lifted. This gives full protection from waves of storms and wash of passing craft. Boat cannot pound itself on shore or rocks or be damaged by floating objects. Raising of boats is easily accomplished by the Sagen principle. The large wheel and small shaft furnish an enormous mechanical advantage and the higher the boat is lifted the easier the operation. In the "up" position the hoisting cables are relieved of most of the load. Because of this simple engineering principle, the Sagen Boat Hoist provides this outstanding safety feature. Price each -----\$179.00

**Outboard Boat Hoist** (Outboard Hoists are also suitable for small sailboats)  
**Standard** (Hand Operated, Roof Optional)

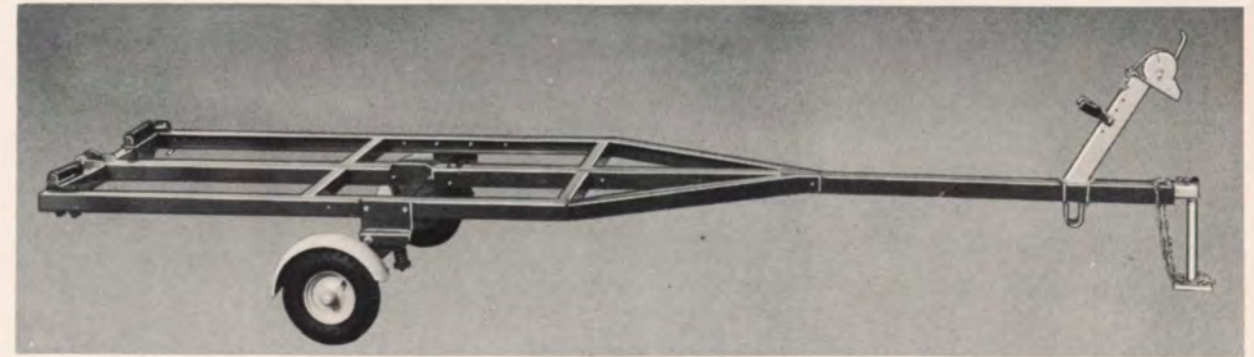
Cradle Lift: 4'; Sill Length: 10'; Frame Width: 6'-4 1/2"; Cradle Width: 5'-7"; Roof Width: 6'-4 1/2"; Roof Length: 16'-2 1/2"; Weight: 266 lbs.; Capacity: 700 lbs.; Distance Between Cradles: 7'-8"; Distance from Forward Cradle to Gantry Shaft: 3'1".

Price for Roof only -----\$112.00



## NO. 1977 TRAILCAR TRAILERS

Trailcar Trailers ruggedly designed and made of formed channel, all welded "A" frame construction, built to accommodate boats up to 14 ft. in length and 500 lbs. in weight. This trailer is designed so that weight of boat is distributed on keel and transom so that motors may be transported while on boat. Self aligning adjustable stern bunks, low centre of gravity, high road clearance and new rubber cushion-type springing all go to make this trailer the finest money can buy. Price each ---\$150.00



## NO. 1978 TRAILCAR TRAILERS

Trailcar Trailers formed of channel reinforced "A" frame design, carrying capacity 750 lbs., telescopic pole will accommodate boat up to 16 ft. in length with motor attached to transom, has adjustable axle member for proper weight distribution, camlever action coil springs assure even smooth ride, camlever controlled centre keel roller and adjustable self aligning roller bunks, truly the best buy in a large sized trailer. Price each -----\$186.00

### EXTRAS FOR BOTH TRAILERS

Tie-Down Chains -----	\$ 8.00 set	Winch with Rope & Hook -----	\$12.50 set
Tail Light Assembly -----	8.00 set	Tipper Assembly for model #1978 -----	20.00 ea.
Tipper Assembly for model # 1977 -----		\$16.00 ea.	

# Peterborough

## WATERCRAFT



### For Our Customers Information

The success on real boating pleasure depends not just on any boat but definitely on a dependable boat chosen to meet your specific needs. Such details as size of waters to be navigated, required carrying capacity, speed and size of motor should all be carefully considered before you choose. The Peterborough dealer organization and our sales office are at your disposal to assist you in any way possible in this regard.

Direct factory orders must be accompanied by 25% payment and the balance can be paid prior to shipment or shipment can be made C.O.D. for the balance.

PETERBOROUGH WATERCRAFT are priced F.O.B. Peterborough, including 10% Federal Sales Tax and packed in hay and burlap. For special packing such as crating, nesting or carloading a slight extra charge is necessary. The usual method of shipment is by rail freight but express can be used which is more expensive. It is our policy to check transportation costs for the benefit of our customers. All claims for shortages or damages must be made against the transportation company within five days of delivery of shipment.

The cost of freight transportation varies considerably due to the distance, weight of the boat and the size of the boat. However, generally the following data can be applied for approximate freight costs.

For canoes, skiffs and small outboard boats soforth add 25% to the net weights given to arrive at the shipping weight in hay and burlap. Then multiply the result by the approximate rate per pound given below.

Large boats such as cruisers, hard top models or equivalent models require a special wide door car and therefore take a special rate based on 4,000 lbs. multiplied by the first class rate, or an approximate equal for this is 1600 lbs. multiplied by the rate per lb. given below.

APPROXIMATE FREIGHT COST PER LB. FROM		PETERBOROUGH TO	
CALGARY	.19	REGINA	.15
EDMONTON	.19	SASKATOON	.16
HALIFAX	.05	SUDBURY	.05
KENORA	.11	TIMMINS	.05
MONTREAL	.04	TORONTO	.03
NORTH BAY	.03	VANCOUVER	.23
OTTAWA	.03	WINDSOR	.04
PORT ARTHUR	.09	WINNIPEG	.12
QUEBEC CITY	.04		

Alterations in tariffs or freight rates may effect above costs.