

CANOEING — IN A
Willits Canoe
Built for Two



G. W. JOHNSON BOAT WORKS

A G E N T

NEWPORT BEACH, CALIF.

WILLITS BROTHERS

C·A·N·O·E·S

2404 DAY ISLAND BLVD.

TACOMA, WASHINGTON

WILLITS BROTHERS CANOES



G. V. JOHNSON BOAT WORKS

A G E N T

NEWPORT BEACH, CALIF.

Manufactured by

WILLITS BROTHERS, Inc.

EARL C. WILLITS
Pres. & Treas.

FLOYD C. WILLITS
Vice-Pres. & Sec.

OFFICE AND FACTORY
2404 Day Island Boulevard
TACOMA, WASHINGTON
U. S. A.

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WHERE WILLITS BROTHERS CANOES ARE BUILT
On the Shores of Puget Sound

CANOEING!

A WINDING river, an inland lake, the broad expanse of ocean inlets and bays, "A Canoe Built for Two," music floating eerily over the water—what a wonderful way to find the Land of Enchantment.

A canoe gliding gracefully and stealthily over the placid waters has long been man's boon companion. Canoeing is the one sport which has endured throughout the ages, in all climes. Other sports may come and other sports may go—but—like Tennyson's "Brook"—Canoeing goes on forever.

The canoe is perhaps the first instrument of pleasure that was used by man, and consisted originally of just a log propelled by crudely fashioned paddles. Since that first ride on a log there have been many improvements and refinements in canoes, but the fundamental appeal and enjoyment in canoeing remains the same.

Canoeing is found to be a favorite pastime among the Eskimos of the North, it is the delight of the South Sea Islanders in the tropics, and it holds its sway as a popular sport among the most cultured people in all the modern cities in every part of the world.

There is a charm and fascination about canoeing that has a universal appeal, and it has long been a source of pleasure to thousands of people both young and old in all the ages of the past. The comparatively small cost of a canoe and the very low maintenance cost commends it to those who are seeking healthful and wholesome recreation.

No summer home is complete without its canoe, and no summer resort is fully equipped without its fleet of canoes.



DRIFTING
In a Willits Canoe—Built for Two

WILLITS BROTHERS CANOES

In undertaking to supply the needs of the canoeist we have endeavored to maintain the spirit of canoeing in the production of our canoes. In selecting a location for our factory we have avoided the humdrum of the commercial centers and instead have purchased two acres of land on Day Island, comprising over six hundred feet of the finest beach on Puget Sound.

Day Island is a small island in Puget Sound at the western edge of the City of Tacoma, and is built up with beautiful residences and summer homes. It is connected to the mainland by a short bridge and is about twenty minutes' drive from the center of the city.

From our factory we command a magnificent view of Puget Sound, dotted here and there with islands, while in the distance the entire snow-capped range of the Olympic Mountains spreads out in a wonderful panorama to complete the picture. To our right lies the Narrows, forming the gateway to the lower Puget Sound, and directly in front the beautiful Hale's Passage is seen winding around the islands and fading away in the distance. To our left there is an unbroken view of Fox Island, McNeil's, Anderson and Ketron Islands, with their long stretches of beach and numerous bays and inlets beckoning to the lover of the outdoors and the water.

Our many visitors remark that it is no wonder we can build such beautiful canoes, working amid such inspiring surroundings as we have here.

CORRECT DESIGN

In designing the canoes which bear our name, our chief consideration was for safety and comfort. We do not build the

smaller sizes of canoes which are safe only in the hands of a skillful person. The canoes which we manufacture are of sufficient size and so designed as to be a safe craft under all ordinary conditions.

The body of the canoe is scientifically designed to give it the greatest possible stability and bouyancy, and in actual use it has proved to be thoroughly seaworthy and safe in very large waves.

We have incorporated in the design a delicate balance with just the proper amount of shear which makes our canoe a delight to the paddler. The graceful and easy-running lines allow the canoe to glide through the water with very little resistance, and it leaves hardly a ripple in its wake.

The old-fashioned high bows which only make the canoe difficult to manage in a wind have been avoided, yet we have retained beautiful curves at the bows which give that swan-like beauty found only in a canoe.

BEST CONSTRUCTION

In the construction of our canoes we have given careful consideration to every detail and have spared no time or expense to make them the very best that is possible, and they will easily measure up to the demands of the most exacting canoeist.

We have specialized on one standard size and model and by means of our special equipment we are able to produce a better canoe for less money than is possible where a large number of sizes, styles and models are attempted.



ENJOYING LIFE
In a Willits Canoe

Our experience is proving that we have something better to offer than has heretofore been on the market, and that we have set a new standard for canoes unequalled by any other manufacturer.

DOUBLE PLANKING

We use a double plank method of construction with a waterproof lining between the two thicknesses of planking.

The inside planks run crosswise around the canoe from gunwale to gunwale and take the place of ribs in the ordinary canoe. This makes the inside of the canoe perfectly smooth like a floor and adds greatly to its appearance and makes it very easily kept clean.

The outside planks are narrow strips and run lengthwise from stem to stern. This gives a perfectly smooth surface on the outside, which is finished in natural wood, making a very beautiful canoe.

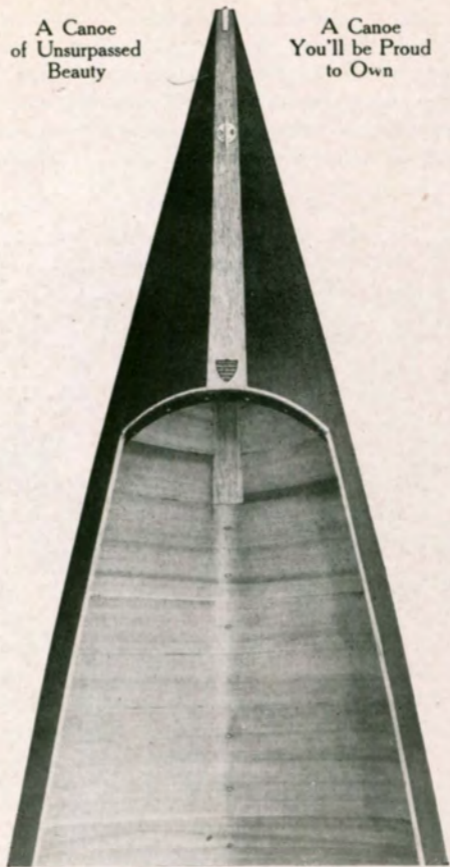
In the process of planking, the inside planks are first steam-bent on special bending forms, and allowed to remain there until thoroughly dry. They are then clamped in place on a solid mould which is the exact shape of the inside of the canoe.

ABSOLUTELY WATERTIGHT

The next operation is to apply the waterproof lining which is between the two thicknesses of planking, and is not seen in the finished canoe. The inside planks are first given a heavy coat of waterproof marine glue especially prepared for this purpose, and a high grade of closely woven muslin is then stretched over this glued surface and is ironed with a warm iron which thoroughly fills the cloth with

A Canoe
of Unsurpassed
Beauty

A Canoe
You'll be Proud
to Own



Showing Beautiful Deck Finish and Smooth
Inside of Canoe

the glue. Then another coat of the marine glue is applied, and before this is set the outside planks are nailed in place and the glue oozes around all the nails and joints, making an absolutely watertight canoe, and protecting the wood and cloth from ever rotting.



Most Thrilling of All Sports

Although the glue adds greatly to the strength of the canoe, we do not rely upon it to hold our canoes together. The planking is thoroughly nailed with more than seven thousand copper nails made to our specifications for this particular purpose.

The planking of our canoes seldom needs repairs, but in case one does have an acci-

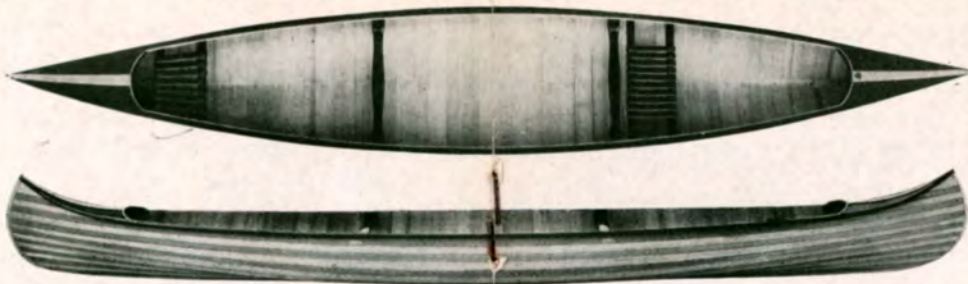
dent, the matter of repairs is a very simple one. Any part of either inside or outside planking can be easily removed and a new piece put in. When the new piece is laid in marine glue there is no trouble from leaking.

This method of planking is the strongest wood construction known and is used extensively where great strength and light weight are required. It has met with success in the manufacture of all kinds of aircraft, speed boats, trunks, packing cases, etc. Our experience of many years has proved it to be the best construction for canoes. For hard service there is not another canoe to compare with a Willits Brothers.

ALL PARTS ARE STEAM BENT

All the bent parts of the canoe are thoroughly steamed to render the fibre of the wood pliable before bending and the pieces are then carefully bent on special bending forms and are held in place on these forms until thoroughly dry.

When the pieces are released they spring back slightly and fit exactly in their particular place in the canoe and thus there is no tendency for our canoes to spring out of shape or to pull loose at any of the fastenings.



SHOWING BEAUTIFUL MODEL OF WILLITS CANOE

Length 17 feet, Beam 34 inches, Depth Amidships 12½ inches, at Bows 23 inches, Decks 2 feet, Weight 75 lbs. Cedar Planking. Trimming of genuine Mahogany or Teak.

PRICE \$100.00 F. O. B. TACOMA

ONE STANDARD SIZE

We have specialized on one standard size and model, as illustrated above, and are concentrating all our efforts toward making this a canoe of refinement and quality, one that will meet the requirements of those desiring a safe, easy paddling canoe for pleasure and for cruising.

Our canoe is designed primarily for two people, and is easily paddled or carried by two, yet it is large enough to give it good stability and buoyancy, and it will go safely through the most severe storms encountered on Puget Sound and vicinity, or other waters of like character. The canoe will carry four very comfortably and in calm weather will accommodate even five or six people.

ONE STANDARD PRICE

We make just one grade of canoe, and that is the best—absolutely first-class in every respect. We have no second grade.

By specializing on our one standard size and model we have reduced manufacturing costs to a minimum.

Our plan of selling direct to individuals and boat houses reduces the selling and distribution costs to a very marked degree. Our canoes may be purchased direct from the factory or through boat houses and summer resorts, to whom we allow a small discount.

At our price of \$100.00 you buy the greatest value for your money, and we guarantee you a canoe that is first class, and one that you will be proud to own.

FINEST OF MATERIALS

For planking we use clear, selected vertical grain cedar of the very best quality. This wood swells and shrinks but little, is durable in the water and is very light. It takes a beautiful finish and retains it well. The variation of light and dark coloring in the cedar adds beauty to the canoe.

The inside and outside stems and keel are made of the best selected white oak.

For the decks, gunwales, seats and thwarts, we find that genuine solid mahogany or teak are not only the most beautiful woods for the purpose but are the most serviceable as well.

We use only the best grade of genuine mahogany known as Honduras mahogany, which is grown in Central America. We finish this in a deep red, and it retains its rich luster indefinitely. It is not easily marred and after having seen hard service for many years it may be refinished to look as good as new, a feature found in but few other woods.

Teak is an East Indian wood of exceptional strength and durability. It has long been recognized as one of the finest woods for boat and ship construction. We finish the teak in its natural brown color which

somewhat resembles walnut, and it harmonizes well with the natural color of the cedar planking.

COPPER AND BRASS FASTENINGS

All the fastenings are of copper or brass, and the canoe may be used either on salt or fresh water without danger of the fastenings rusting out.

The copper nails used in the planking are manufactured especially for this purpose according to our own specifications.

We put a substantial piece of brass around the outside stems of every canoe to serve as a protection in bumping into logs or wharves.

BEAUTIFUL FINISH

The finish which we put on our canoes is of the highest quality and is the result of the most painstaking care and the use of the best of finishing materials.

All the woodwork is sanded to a perfectly smooth surface, and is given four coats of the best grade of spar varnish obtainable. It is thoroughly sanded and rubbed between each coat.

We maintain a separate room for varnishing only, and every precaution is taken to keep it clean and free from dust, so as

to insure a perfectly clean and smooth job of varnishing. All sandpapering is done outside of the varnishing room.

SUPERIOR TO CANVAS COVERED CANOES

For utility and service our canoes are decidedly superior to the canvas-covered canoes.



SPEEDING

In a Willits Canoe—Built for Two

The only object of the canvas covering is to make the canoe water-tight. But when the canvas is on the outside it must stand all the wear, and it frequently gets torn on a nail or sharp stone, resulting in considerable annoyance to the owner and expense for repairs. And after the canoe has been used a number of years it is often necessary to replace the canvas entirely, a rather costly operation.

But in the Willits Brothers Canoe the waterproof lining is between the two thicknesses of planking, and thus pro-

tected it will never wear out, cannot get torn, involves no repair bills and never needs to be replaced.

SUPERIOR TO ALL-WOOD CANOES

The all-wood canoes will stand harder service and make a nicer appearance than the canvas-covered canoes, and for this reason various methods of making canoes without the canvas covering are used. But when the canvas is left out entirely it is difficult to make the canoe permanently water-tight because the planking is so thin that caulking is not possible, and after the canoe has been left out of the water a short time it is almost sure to leak when put in the water again.

This is a serious drawback to the all-wood canoes, and has prevented them from coming into more general use. But the Willits Brothers Canoe affords all the advantages of the wooden canoes, and, by means of the waterproof lining, the objectionable features are eliminated.

THE IDEAL CANOE

In Willits Brothers Canoes are found all the qualities which constitute the ideal canoe. They are strong, safe, seaworthy, watertight, easy to paddle, beautiful in design, light in weight and almost indestructible.



Garrison's Boat House, American Lake
Equipped Exclusively with Willits Brothers Canoes for Renting

BEST CANOE FOR BOAT HOUSES AND SUMMER RESORTS

Due to the unusual strength and durability of our canoes, boat houses and summer resorts find them especially well adapted to their needs. Willits Canoes are rapidly being adopted by all progressive resorts as the standard canoe for the renting service.

The maintenance cost of our canoes is very low. There is no canvas on our canoes to get torn and cause trouble, and repairs are seldom necessary. Refinishing our canoe with its smooth surfaces and absence of all obstructions is a simple task and with ordinary care one can do a first class job.

Rugs and cushions will last longer in our canoes on account of the smooth inside, while in canoes of rib construction the wear and tear on rugs is much greater.

And most important of all is the fact that people prefer Willits Canoes to all others. Our canoes are invariably the first to be rented out and they bring in the highest revenues and pay the best dividends. A fleet of Willits Canoes will bring patronage to any resort because people will spend their summer outing where they can rent good canoes.

PADDLES

Our paddles are of our own design and manufacture, and are well made of the best of materials and are properly balanced for easy paddling. We use only clear selected spruce, a wood which is very light yet tough and strong.

We put a first-class finish on all our paddles equal to that on the canoes.

We make and carry in stock paddles of 4½, 5, 5½ and 6 feet in length, with a blade seven inches wide.

BACK RESTS

We make back rests which are very comfortable and add much to the pleasure of canoeing. These are made of narrow strips securely fastened to cross pieces with brass screws and are intended to lean against the thwarts. They are made of mahogany, teak or spruce. These back-rests receive the same careful finish as that given to the canoes.

COPPER AIR TANKS

As a practical safety device we make copper air tanks which fit the canoe under the decks, and are held in place by a varnished cedar bulkhead.

A pair of tanks add about ten pounds to the weight of the canoe, and will dis-

place about one and one-half cubic feet of water when submerged, giving a net buoyancy of about eighty-three pounds.

We recommend the installation of air tanks in any canoe equipped with an engine.

LIFE PRESERVER CUSHIONS

These cushions are about sixteen inches square and filled with kapok, a floss-like substance which is very slow to absorb water. A cushion has a buoyancy of about twenty pounds, which is sufficient to maintain a person afloat in the water without difficulty, and they meet the U. S. Government requirements for life preservers on all yachts up to thirty-six feet in length.

These cushions are soft and resilient, and very comfortable and serviceable. Every canoe should be equipped with one or two of these cushions for each occupant.

SAILING EQUIPMENT

To those who are looking for a real thrill there is nothing more appealing than canoe sailing. It is the sport of all sports.

Our sailing outfit consists of either one or two butterfly sails, as illustrated on page 10, a detachable fin keel and a rudder.

The sails are easily hoisted or lowered by a single haliard from any part of the canoe, either at the dock or out upon the water.

The rudder is attached to the stern and can be operated from any part of the canoe.

The fin keel takes the place of the usual leeboards or centerboard. It consists of a straight piece of vertical grain spruce three feet long by seven and one-half inches wide, faired off at the ends with good stream lines. The keel is quickly attached after one has put out from shore, and is easily detached again before landing.

ROWING EQUIPMENT

For those who enjoy rowing, we have a very convenient rowing outfit which consists of a pair of row locks, a pair of straight or spoon-blade oars, and a rowing seat and foot brace combined. The rowing equipment does not in any way affect the canoe for paddling.

The row locks are mounted on mahogany or teak blocks, which fit on the outside of the canoe and are attached or detached instantly by merely turning a wing nut.

The rowing seat and foot-brace constitute one unit, which is set in the bottom

of the canoe and is held securely in place by fastening to the bow seat.

For our canoes we recommend seven-foot spruce oars of either straight or spoon blade.

PAUL LIPSKY

**Undeclared National Champion Paddler
Prefers Willits Canoes and Paddles**



Mr. Paul Lipsky, member of Washington, D. C., Canoe Club was a winner in the races at the annual regatta of the University of Washington, at Seattle, on May 23, 1925. He used a Willits Canoe and Willits paddles which he prefers to all others.

READ THESE

Seattle, Wash.

Willits Brothers, Inc.,
Tacoma, Wash.

Gentlemen:

My daughter's canoe has attracted a great deal of admiration on the beach at Crystal Springs, and I feel certain you will get several orders as a result from people who live over there who told me they were going to get canoes next year, and that they would certainly be Willits Canoes.

Yours very truly,

DANIEL L. PRATT,

Editor Pacific Motor Boat.

Portland, Oregon.

Willits Brothers, Inc.,
Tacoma, Wash.

Gentlemen:

I wish to advise that I received the canoe in good condition and am very well pleased with same.

Yours very truly,

E. R. CORBETT,

Vice Pres. First Nat'l Bank.

216 Genesee St.,

St. Paul, Minn.

Willits Brothers, Inc.,
Tacoma, Wash.

Gentlemen:

The Willits "Voyager II" arrived in excellent shape (thanks to your very careful packing) and is by far the prettiest boat I or any of my friends have ever had the opportunity of seeing. Handles perfectly and looks like a million dollars. Believe it has all other Canadian and American makes backed off the boards.

Yours very truly,

J. C. POWERS.

WILLITS BROTHERS, INC.
PRICE LIST—FEBRUARY 1, 1928.

CANOE—17 feet long, 34 inches wide, mahogany or teak trimming	\$100.00
PADDLES—4½, 5 or 5½ feet long...	2.25
BACK REST—Upholstered, flexible.	
Large size—To lean against thwarts	3.50
Small size—To lean against decks..	1.75
LIFE PRESERVER CUSHIONS.....	1.75
BUTTERFLY SAIL—48 square feet....	20.00
FIN KEEL—For sailing	6.00
RUDDER—For sailing or rowing.	
With rope tiller	6.00
With pole tiller (for two sails).....	8.50
SAILING SEAT—Used with two sails..	3.50
ROWING SEAT and FOOT BRACE....	10.00
OARS—Spruce, varnished, leathered and copper tipped.	
Spoon blade—7 feet long, pair.....	7.50
Straight blade—7 feet long, pair....	6.25
OARLOCKS—Polished brass, mounted on mahogany or teak blocks, pair...	5.00
BILGE KEELS—Oak.	
One on each side of center keel.....	3.00
Two on each side of center keel.....	6.00
AIR TANKS—Copper—pair	15.00
CANVAS COVER—For use in housing canoe. Consists of cedar ridge pole and triple filled Army duck covering, complete	15.00

PRICES are F. O. B. Tacoma, Wash., and include proper packing for safe shipment.

TERMS—Cash with order or deposit of 25% with order and balance payable by sight draft with bill of lading attached.