



KENNEBEC

SPEED-BOATS AND CANOES

1928

Water Adventuring



Main Street and its hazards, compared with the joy supreme

"One Sunday afternoon, last Summer, I stood on Main Street, in a thriving town, seeking an opportunity to cross. There was a steady flow of traffic, automobiles of every size and description flowing by each way. I noted the faces of the men and women who passed in this apparently endless stream. Some happy, undoubtedly, some careworn, some troubled, some careless and carefree. There were young folks and old, gray-heads and children in this never-ending procession—it was a fair cross-section of America out in the open.

"The line paused; I could have crossed if I had wished. But something held me to my place of observation. I was thinking. I had noted the general tenseness of the drivers, those at the wheel. No relaxation with them. On the contrary, I had seen a uniform concentration. They turned the wheel, or held it steady, applied their brakes, or 'stepped on it', cut out to pass a car ahead, many times barely missing an oncoming car, then turned into the line again. There were speedsters and slow ones in that line, good drivers, and poor ones.

"It was a warm, sunny day, just the day for outdoor enjoyment—but as I watched this moving, crowding, tortuous line I wondered. I wondered how many were really

deriving enjoyment from their ride. And then I thought; thought of the crowded Main Streets all over the land, crowded with humans, afoot and in autos, and I wondered.

"I wondered because not far from where I stood was a lake, a fairly large lake, beautiful in its scenery, its water sparkling, cool and pictureful. Often had I seen travelers on this water highway also. Lots of them. Boats, canoes, motor boats of all kinds, and a few sail boats. And they, too, were traveling. But not in a dusty, smelly, gas-laden line. They cut the water with speed, or slowly, at the will of their 'drivers', circling, turning, or on a straight course.

"And I noted that their occupants, *all of them*, seemed to be unusually happy. They seemed literally to *revel* in their speeding boat, of one sort or another, or in the slower,



Speeding 'neath azure skies.



A real chummy boat—a racer, too.

graceful motions of their canoes. What a carefree, happy lot they were! Out under the azure sky, adventuring along the cool, mirror-like waters of the lake, and apparently all supremely happy.

“And that is why I wondered. I wondered why more folks did not take to the water courses. But they will; of that I am sure. Many thousands already have discovered the super-joys of water adventuring—and when those poor, fretting, dodging autoists which I saw go by in such hordes, often in jeopardy because of the hazards of the road; when they discover what tens of thousands have already found out—that the one, real, restful, joyful outdoors place now left to mankind is the water—*then* they will turn to it like a baby to its mother.”—*Correspondent.*



WE could not do otherwise than make space for this eulogy of water joys in our catalogue, because it explains, in part, why large numbers of people yearly turn to the lakes and rivers for the best of all pleasures.

Perhaps *you* have not yet had the exquisite joy that water lovers experience. It is to *you*, and all such, that these pages carry a message.

The advent of the Canvas-covered Canoe, some thirty years ago, opened a new social and recreational era. It preceded the auto by a few years, providing a water craft of pleasure and utility that combined the carrying capacity of a boat, the light draft of a skiff, the sturdiness of a raft, the grace of a swan, the colorfulness of autumn leaves, and the speed of a fish. More than that, it provided all these things at a marvelously low price. It was as great an advance over old forms of pleasure water craft as the later auto was over the “one-hoss chaise.”

Tens of thousands of men and women, young and old, were quick to adopt the canvas-covered canoe as an instrument of delight. In consequence their construction became “standardized”, like the auto, and large production became possible. Today the lakes, ponds, rivers, seashore, and water courses generally of the country are dotted with the graceful, colorful canoe, and both “Young America” and older America enjoy a sport which only a few years ago was denied even to kings.

And now we witness a new era in the development of the canoe, that marvelous craft of the Indian, with which he silently traversed the trackless waters of primeval America. Keeping pace with the demand for speed in water craft, as well as in land and air craft, the designers of the Kennebec Canoe Company applied their science to such production. Just as the motor car



No need of paddles here.



A puff of wind is all it needs.

manufacturer turned to the canoe for colorful effects in his products, so the canoe manufacturer adopted the perfected outboard motor as a dependable power plant and, at least in the case of the Kennebec Canoe Company, designed and built special models which mark a new epoch in speedy, light-craft construction.

Similarly, as automobile manufacturers have developed smaller sized, speedy, showy motor cars, which one sees today everywhere on the roads, so the Kennebec Canoe Company has produced a line of low-priced, colorful, snappy, speedy boats enabling one to enjoy the delights of skimming swiftly and smoothly over the water.

What marvelous times are now in store for everyone! For a relatively small first



The sponson canoes will not sink.

cost, and at a very low mileage cost, one can go aboard his, or her Kennebec speed boats, alone or with friends, and, almost fairy-like, swiftly plane over the water, free from the dust and heat, turmoil and danger of the city or country road. Never such joy before—never such an opportunity for travel-freedom out in the clean, wholesome, balmy air with scenic wonders all about!

Would you glide along more slowly? Simply throttle down your engine and to the rhythm of its soft "put-put-put" dreamily gaze upon the moving scenery.



Modern "injins" in their war-craft.

There are various types of these Kennebec speed boats, with their rigid square sterns for clamping on the portable motors, and some of them bear names suggestive of their use. "Joy-Boy", with its concealed air chambers, or "Sponsons" that give it buoyancy, while preserving the graceful lines of the canoe.

"It", the class of its class. A real racing outboard step plane. Skims over the water at better than thirty miles an hour. A real winner. The "Yankee Flyer", a roomier family type built for the larger outboard motors capable of twenty to twenty-five miles per hour. Then there is the little craft

"Flash", much like the "Yankee Flyer" but built smaller and lighter for motors of less power. From the Kennebec outboard fleet one may select a craft for racing, or one of less speed. Whatever is wanted can be supplied in craft combining beauty and flashes of color.

Do you wish to picnic, or fish, or loll lazily in the sweet, balmy atmosphere with life all about you—or in the solitudes? Your paddle-driven canoe will be your willing servant whenever you wish. You are love-lorn and fain would have sweet converse and companionship with the one who is "altogether lovely" to you? A canoe, a



What glorious sport the Canoe gives!

paddle, a cushion or two—also, maybe, a victrola or radio set—and you are assured of hours of enchantment. Would you follow the sportsman's urge to cruise for miles, camping en route, and live on king's fare prepared over a campfire? Again the canoe.

Somebody has said that the canoe is "an indescribable delight." It is all that. It is the best of all water playthings for boys and girls, teaching them Nature lessons and instilling in their minds a love of things graceful and beautiful obtained in no other way. It is the best of all sport, and social media,



The consort of mermaids.

for young men and young women, making possible participation in outdoor life with its clean atmosphere and soul-stirring scenic environment. It is the best of "rest-cures" for those in middle life, and beyond, causing the mind to be renewed, the body to be rejuvenated, the muscles gently exercised—and combining with these virtues the means for recreational companionship which adds zest to life itself.

Out with Nature, where joy reigns supreme—there you will find the paddle-driven or powered canoes. Wherever there is a foot or two of water, or less with the paddled canoe, the riverlet that passes between grassy banks, the lake fenced in with hills or mountains, there the Kennebec Canoe or Speed Boat will skim over glassy waters whose forest shadows and turquoise sky part with rippled motion as the sharp-stemmed prow knifes its way through the surface.



Bound for some joyous waterway.

The Kennebec "Joy-Boy"



A
most remarkable
boat

A Marvel for Beauty, Speed and Comfort

THE Outstanding Success in the Outboard Class. Sales of this model in the past justify our claim that the "Joy-Boy" is the outstanding canvas-covered canoe. In the "Joy-Boy" you have a canoe with the sponsons so constructed that they are wholly concealed but at the same time add grace and extra buoyancy.

The "Joy-Boy" is the latest word in refinement. It is painted the flashy combination shown above, is equipped with rub rails for protection, concealed sponsons, gracefully crowned deck and coaming, three roomy seats, half ribs giving added protection to the bottom. It has an inside keel properly

braced, giving added strength, and also disappearing painter rope and one pair of brass rowlocks.

The lightness, roominess, speed and seaworthiness, together with the complete equipment of the "Joy-Boy", make it the most striking outfit for pleasure and family use on the market. The speed ranges from 12 to 18 miles per hour, depending on the type of motor used.

NOTE:—Unless otherwise specified the stern of the "Joy-Boy" will be the right depth for motors $2\frac{1}{2}$ to 4 horsepower. If larger motors are to be used a deeper stern will be furnished at no extra cost.

\$135.00



Prices furnished complete as above with outside stems and keel and painted as shown, but without lettering. "Joy-Boy" lettered on both sides of bow, as shown, if desired, no extra charge. Canvas cover for boat when anchored out, \$15.00.

Length Feet	Width Extreme	Depth Bow	Depth Center	Weight About	Code Word	Spruce Finish	Code Word	Mahogany Finish
15½	42	26	16	125 lbs.	Joy	\$135.00	Joyful	\$144.00

See pages 21, 22 and 23 for prices of other accessories.

Spruce oars, leathered, varnished and tipped, per pair \$4.75.

The same model can be furnished without Sponsons at \$18.00 less, each type.

Prices are F. O. B. Waterville, Maine. Freight is extra.



Class, Speed, Beauty — the Boat with "IT"

BBETTER than thirty miles per hour "IT" can do. Think of that! Thirty miles in a stock model racer. One that will stand constant hard usage and still keep the same graceful lines and appearance. Other styles of racing boats have been built but practically every world's record in 1927 was made by this design single-step racing boat. That record alone should be considered before purchasing other types of racing boats.

This new, 14-foot, single-step racer combines features gathered through long experience and study of various outboard craft together with our knowledge of how a canvas-covered boat should be built. The canvas covering keeps the boat dry and free from shrinking and swelling. Neither does it get water soaked and heavy. "IT" is light and sturdy yet rigidly braced so that the pounding water will not twist it out of shape.

The stern is our own design, made partly of ash and partly of cedar, so that it is not only extra light but is very rigid. Extra bracing is used at each rail and along the bottom so that the vibration and constant use of heavy outboard motors will cause no harm.

The bottom is made rigid through the careful use of inside keels all braced with cross members securely fastened to the sides so that the sides are always in shape and the bottom will not twist or leak with constant pounding.

The canvas covering is protected on the bow by a copper

bangplate that extends well back along the bottom. In addition the corners both forward and aft of the step are protected by brass corner pieces securely fastened to the boat.

The step construction is the result of experiment and development so that now "IT" begins to plane while most other boats still have their noses in the air, giving a jump start. Planing at full speed "IT" rides almost flat on the water, having the least resistance possible. Those who have seen "IT" in action say the planing is better than any boat now on the market.

The stock finish is natural inside and natural spruce rails. The bottom is bronzed and varnished perfectly smooth. The sides are yellow with green border or orange with black border as shown in these pictures. Other color suggestions on page 10 usually require about two weeks before shipment. All of these boats are supplied with an aluminum fin for quick turning.

For those who wish a canvas deck we can supply one that is readily put on or taken off. Most boats of this type have been very wet in choppy going because the sides were not built to throw off the water. "IT" has well-flared sides that make the boat unusually dry, and it is for that reason that our stock boats are supplied without the deck. For those who wish the deck we can supply one with snap fasteners that is easily put onto this model.



Length	Beam	Depth Front Of Step	Depth Stern	Weight	Price
14 ft.	49 in.	17½ in.	16 in.	105 lbs.	\$150.00

Canvas removable deck about seven feet long extra \$10.00.

Other accessories on pages 21, 22 and 23.

We especially recommend the waistcoat or life jacket shown on page 21 as a very practical accessory for the racing fan.

Prices are F. O. B. Waterville, Maine. Freight is extra.

The Kennebec "Yankee Flyer"



DeLuxe Model—Mahogany finish, complete with Kapoc filled cushions, and back rests \$241.00

DeLuxe "Yankee Flyer" *The hit of the New York boat show*

SPEED, comfort, beauty and construction make the "Yankee Flyer" a super outboard motor boat. The "Yankee Flyer" has remarkable speed, extra strength where needed, ample carrying capacity, beauty of model and finish and, above all, sturdiness and seaworthiness unknown to the average boat.

The accompanying pictures give a faint idea of the beauty of model and finish but do not show the strength built into the hull through the careful use of extra bracing under the seats, the half ribs and inside keels that overcome waving in the bottom, common to most boats of this type. The sides have a pronounced flare, making the boat remarkably dry in rough water. The stern is braced from the rails, sides and bottom to stand the vibration of the most powerful motors. The canvas-covered hull makes the "Yankee Flyer" water-tight at all times. In fact, it may be taken out of the water as often as desired without shrinking and consequent trouble common to light wood boats.

The "Yankee Flyer" is easily recognized as one of the finest outboard boats yet built. Fast enough for the average person as it develops a speed of twenty-two miles per hour

with a big twin motor, and in addition will carry six or seven people when wanted. The speed is also very satisfactory with any motor having 4 horsepower or more.

The methods of finish are decidedly attractive. Two types of finish, spruce or mahogany, combine points of refinement such as bronze-painted bottoms, brass corner guards on bottom, brass deck cleats and chocks, brass oarlocks, outside stem and bangplate together with the hull construction mentioned above. Each model has three full-width seats. In addition to these points in common, each type has some particular refinements.

The spruce finish model has spruce rails, cedar seats, canvas-covered deck, slanting dashboard and is painted light green body—dark green border, copper bottom. Other color suggestions on page 10.

The mahogany finish model has mahogany outside rails and seats, a highly polished mahogany deck and built in compartment under deck and rub rails and is painted as shown. Other suggestions on page 10 at no extra cost but require usually two weeks to complete.



PRICES WITHOUT CUSHIONS AND BACK RESTS

Length	Beam	Depth Center	Depth Stern	Weight	Spruce Finish	Mahogany Finish
16 ft.	51 in.	19 in.	16 in.	200 lbs.	\$170.00	\$190.00

Back rests for Spruce finish boat, \$10.00; for Mahogany finish boat, \$13.00.

Kapoc filled cushions for either model, \$38.00.

These boats are especially attractive when fitted with our quality accessories shown on pages 21, 22 and 23.

Red and green bow light, combination light and flag pole for stern, spruce oars and cushions complete the craft.

All prices F. O. B. Waterville, Maine. Freight is extra.

Crating is advisable, \$5.00. Canvas covering for boat, \$22.00.



"Flash"—The Pride of the Fleet

DESIGNED for the water motorer who wants beauty, grace, comfort and speed, with motors having three to six horsepower, the "Flash" is ideal. This craft is ideal with class B motors but will be found very satisfactory with even larger motors.

The construction of the "Flash" is the same as our other outboard boats. Canoe construction, canvas covered, half ribs in place of a loose floor rack, inside keels and ample bracing to make the bottom rigid. We have succeeded perfectly through our method of bracing the bottom, seats and sides so that the craft is not only a thing of beauty but is made for service and long life. The "Flash" need not be favored or treated like a toy. The stern is hardwood thoroughly braced with knees at the rails, the seat risers and the center keels. The deck is canvas covered and has a slanting, snappy dashboard. The entire hull is covered with one-piece canvas so that it is always free from shrinking and swelling. The bottom is protected by a keel and brass corners as well as outside stems. The seating capacity is ample with two full-width seats.

The "Flash" is furnished in two types of finish, spruce and mahogany. In addition to the construction which is described above and which is the same in both boats, each type has some special features. Both types have brass oarlocks. The spruce finish has spruce rails, canvas deck, hardwood dashboard, cedar seats and brass deck cleats and chocks. The standard color is bronze bottom, red sides, yellow border with rub rail and two-color deck.

The mahogany finish has mahogany outside rails, seats, dashboard, canvas deck and brass deck cleats and chocks. Standard colors are as shown in picture at top of this page. Other color suggestions on page 10. If you wish some special color combination we will be pleased to quote prices and give an estimate of the probable time required for finishing.



Length	Beam	Depth Center	Depth Stern	Weight	Price Spruce	Price Mahogany
14 ft.	49 in.	17½ in.	15 in.	160 lbs.	\$155.00	\$170.00

As a Yacht Tender

The "Flash" is an ideal craft for a yacht tender when used with an outboard motor. It will easily carry four or five people. With a class B motor it develops a speed of better than twenty miles per hour. The decided vee bottom and well-flared sides of the forward section of the "Flash" make it especially serviceable in choppy water. Being canvas covered the annoyance of leakage so common to light, all-wood boats that are used only occasionally has been overcome. The canvas hull assures you of a water-tight boat at all times.

For extra comfort this boat may be equipped with seat wideners and back rests. For these parts in the spruce finish

boat the cost is only \$8.00 and in the mahogany finished boat \$11.00.

Other accessories to complete the boat and add to your comfort are listed on pages 21, 22 and 23. Some of the more desirable items are a red and green combination electric bow light, a stern light and flag pole, a folding anchor, a locking device for your motor and, of course, cushions and cork-filled bumpers to protect the boat when alongside of your dock. Any of these extras may be supplied with the boat when shipped or may be added to your old boat at any time.

All prices F. O. B. Waterville, Maine. Freight is extra.



The Kennebec "Baby-Boy"

THE "Baby-Boy" is offered to those desiring an outboard canoe without sponsons, one that is light, strong and unusually fast. The "Baby-Boy" has the same general lines as the "Joy-Boy", the invisible sponson canoe described on page 6. Designed to meet the need of a light outboard canoe, nothing has been spared that would make it especially strong and seaworthy. When used with any light twin motor having from 2½ to 5 horsepower the "Baby-Boy" will show its heels to any similar craft on the market.

The "Baby-Boy" is made in our regular canoe construction covered with extra heavy canvas assuring long wear. The bottom has half ribs which give it added strength and also

do away with the usual loose floor rack. The bottom is also braced from the three wide seats making it very rigid to withstand constant hard usage. The stern is hardwood thoroughly braced from rails and bottom to carry the motor. The deck is one-piece hardwood fitted flush to the rails. This boat also has an outside stem, keel and brass bangplate. Stock Colors are Red and Green or can be furnished in any of the color combinations suggested on this page but without the bronze bottom at an additional cost of \$7.00. Time required usually about ten days to two weeks.

The regular equipment includes a brass painter ring and one pair of brass oarlocks.

Length	Width	Depth Bow	Depth Center	Height Stern	Spruce Finish Only
15½ ft.	42 in.	25 in.	16 in.	15 in.	\$108.00

Spruce oars 6¼ ft. leathared, varnished and tipped, \$4.75 per pair.

Other extras such as cushions, lights, folding seats and anchors shown on pages 21, 22 and 23
All prices are F. O. B. Waterville, Maine. Freight is extra.



Color Suggestions for Outboard Craft

Design Number 1 Bottom bronze, sides light green, border dark green. Deck special combination of same two colors. See "Yankee Flyer" on cover.

Design Number 2 Bottom bronze, sides deep blue, border pale blue. Deck special combination of same two colors. See "Yankee Flyer", page 8.

Design Number 3 Bottom bronze, sides yellow, border green. See "IT", page 7. If wanted on boat with long deck the same two colors will combine for deck design.

Design Number 4 Bottom bronze, sides orange, border black. See "IT", page 7. If wanted on boat with long deck the same two colors will combine for deck design.

Design Number 5 Bottom bronze, sides bright red, border yellow. Deck has combination of the same two colors. See "Flash", page 9.

Design Number 6 Bottom bronze, sides dark green, border light green. Deck combination of same colors if wanted.

Our paint shop is equipped to produce any design or color combination wanted. We will be pleased to quote prices on any design not mentioned.



The Most Popular Model in America

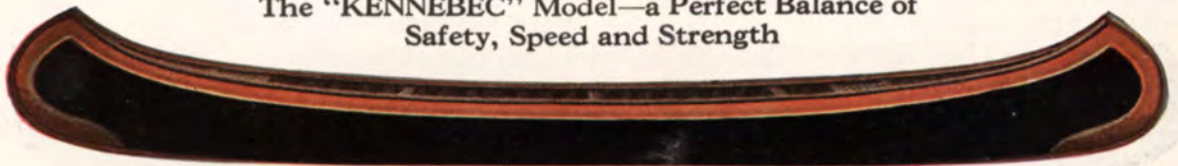
FROM Maine to California the "KENNEBEC" model is the most popular in America. Light in weight, yet firm and staunch, it is adapted to more varying conditions than any model ever constructed.

With stems of tough white oak, ribs of selected Maine cedar, carefully fitted planking of clear, old-growth cedar, and hardwood decks, thwarts and seat frames, it represents the utmost quality to be had anywhere for the money. One-

piece canvas of the best quality obtainable is thoroughly protected by a heavy coat of boiled linseed oil, a special waterproof mixture, two coats of filler, two coats of paint and a final finish inside and out of three coats of the best spar varnish on the market, giving a surface smooth and hard as glass. All fastenings are of copper or brass.

Stock Colors: Medium Green and Italian Red. For other colors ask for color card. **\$67.50**

The "KENNEBEC" Model—a Perfect Balance of Safety, Speed and Strength



PRICES WITH KEEL—OPEN GUNWALE

Length Feet	Width On Rails	Width Extreme	Weight About	Code Word	Type	
					A	B
15	29½	33	60 lbs.	Abaft	\$67.50	\$78.50
16	30	33½	65 lbs.	Abbot	67.50	78.50
17	31	34½	70 lbs.	Abide	70.25	81.25
18	32	35½	75 lbs.	Ablaze	73.00	84.00

Depth amidships of above canoes is 12½ inches. Types "A" and "B" represent different finishes. See page 18 for description.

For special painting or striping as shown above, add \$9.00. If outside stems are desired, add \$3.50. Prices are F. O. B. Waterville, Maine. Freight is extra.

For list of extras and quality accessories, see pages 21, 22 and 23.

For long decks in Type "B", see page 23.

The Kennebec Canoe Co.
Waterville, Maine
Gentlemen:
The canoes secured from you have been eminently satisfactory. We have found them safe, easy to handle, and durable.
Very truly yours,
J. P. Sprague,
Camp Minocqua,
Minocqua, Wis.



A Good, Low-Priced Model

Service and Utility — High Quality — Low Price

THE KINEO SPECIAL is built to fill the demand for service expected from canoes used at summer camps, resorts and liveries. It has the same graceful lines of the Kennebec model but does not have the same extra high-grade finish. Some of the materials, while not as selected as in the higher priced models, will in no manner weaken the canoe or shorten its life.

Camp owners the country over realize the value that is in this canoe and are continually building up their camp fleet with this model.

One director writes as follows: "We have used three kinds of canoes during the past twelve years and have found that Kennebec is the best and most practical for camp purposes."

Another says: "We have no intention of looking elsewhere than to Kennebec for replacements or additional canoe equipment."

And again: "We are using Kennebec canoes exclusively and find them to be excellent in every way."

Such words of praise must be deserved. We invite your inquiry as to our product and service.

The "KINEO SPECIAL" Model—Service—Durability



The Kennebec Canoe Co., Waterville, Maine
Gentlemen:
We have quite a fleet of "Kineo Specials" which we particularly recommend to camp directors who desire a canoe reasonable in price and lengthy in service.
Harry J. Bick, Director
Camp Equinunk, Camp Blue Ridge, Equinunk, Pa.

PRICES WITH KEEL—OPEN GUNWALE

Length Feet	Width On Rails	Width Extreme	Weight About		Code Word
15	30	33½	65 lbs.	\$59.75	Kale
16	30½	34	70 lbs.	59.75	Keen
17	31½	35	75 lbs.	62.50	Kind
18	32½	36	80 lbs.	65.25	Knob

This model comes in spruce finish only, and painted either Italian Red or Medium Green. No fancy painting.

Prices are F. O. B. Waterville, Maine. Freight is extra.

Add \$3.50 to the above prices if outside stems are desired.

Add \$2.00 to the above prices if hardwood outside rails are desired.



Kennebec War Canoes—Sure Winners!

KENNEBEC WAR CANOES have earned an enviable reputation at boys' and girls' camps, and canoe clubs, everywhere. This is due to the utmost care in design that has brought out the most desired features of speed, steadiness, ease in paddling—and safety. *No camp or canoe club using Kennebec War Canoes will lack for a winner!*

Not only are these canoes unusually steady, but the lines are perfect, giving the canoe a graceful appearance in the water. The "Tumble Home" is particularly emphasized in our war canoes, making them safe even for the younger boys

and girls to use. These canoes are carefully built of the best selected cedar and hardwood, finished with heavy keel, keelson, open gunwales, outside stems and long decks, making them very strong, yet adding no unnecessary weight. Prices are for one color painting. Send for color card. Any special painting desired, on order.

\$ 125 . 00

PRICES WITH KEEL—OPEN GUNWALE

Length Feet	No. of Paddlers	Width Inches	Price with Cane Seats	Code Word	Price with Wide Braces	Code Word
25	6 to 11	44	\$140.00	Spade	\$125.00	Spaded
30	8 to 15	46	195.00	Spar	175.00	Speers
35	11 to 21	48	255.00	Speed	225.00	Speeded

Furnished in 30- and 35-foot length on order only.

Depth amidships of above canoes, 16 inches. Depth at ends, 32 inches. Prices are F. O. B. Waterville, Maine. Freight is extra.

The Kennebec Canoe Co.,
Waterville, Maine
Gentlemen:
I feel that the KENNEBEC canoes we have in our camp have been the very best possible, especially the war canoes.
Very sincerely,
C. D. Hess, Director,
Camp Frank A. Day,
Y.M.C.A., Newton,
Mass.

Kennebec "Junior" Model



The Best "One Man" Canoe \$65.00

BUILT in one length only, 12 feet. Can be used very nicely by two people and is ideal for fishing or cruising. We call this the "One Man" canoe, because it is so light—easily car-

ried by one man. Is of open gunwale construction, and, like all our models, is built of the finest materials throughout, by the most skilled workmen. Stock Color: Medium Green.

PRICE WITH KEEL—OPEN GUNWALE

Width on Rails	Extreme Width	Depth	Weight About	Type A	Code Word
28	33	12 in.	55 lbs.	\$65.00	Alight

For special painting and striping as above, add \$5.50. Add \$3.50 if outside stems are desired. Prices F. O. B. Waterville, Maine. Freight is extra. See page 18 for description of types, and pages 21, 22 and 23 for list of extras and accessories.



The Safest Model Made

It can be used by women, children or in fact any person who is timid of the ordinary canoe. It is literally as safe as a flat-bottom mud scow and we unhesitatingly recommend it as the most reliable canoe built for use in all waters. Read complete description below of how sponsons are built.

Stock Colors: Medium Green and Italian Red. Other colors shown on color card sent on request.

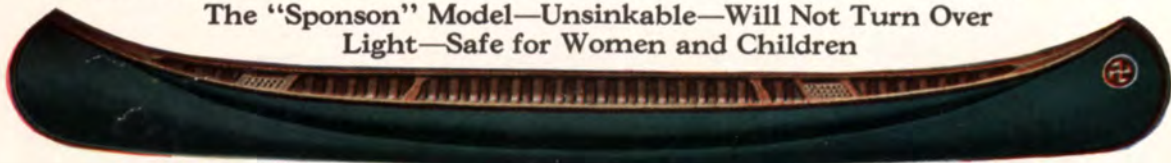
The KENNEBEC "Sponson" Canoe is reliable and abso-

lutely safe—you cannot tip it over and you cannot sink it. In the water a KENNEBEC "Sponson" appears as light as an ordinary canoe and is propelled with as little effort.

Equipped with a sailing outfit the KENNEBEC "Sponson" canoe makes a splendid sailing craft on salt water or lakes where rough water is encountered. The installation of either a stationary or detachable motor makes a very desirable motor boat.

\$87.50

**The "Sponson" Model—Unsinkable—Will Not Turn Over
Light—Safe for Women and Children**



PRICES WITH KEEL—OPEN GUNWALE

Length Feet	Width Inches	Depth Inches	Weight About	Code Word	Type	
					A	B
16	39	12 $\frac{1}{4}$	90 lbs.	Glade	\$87.50	\$ 98.50
17	40	12 $\frac{3}{4}$	100 lbs.	Goal	90.25	101.25
18	41	12 $\frac{3}{4}$	110 lbs.	Grand	93.00	104.00

Types "A" and "B" represent different finishes. See page 18 for descriptions.

Oak guard rail entire length of sponsons, \$3.50 extra. For design on bow, as shown, add \$2.50. For long decks in Type "B", see page 23.

HOW SPONSONS ARE BUILT

Kennebec Sponsons are air chambers—not cork filled as many suppose. First, a piece of canvas, wide enough to go completely around the sponson is stretched tightly along the sides of the canoe just under the rail. This canvas is thoroughly waterproofed after which a framework is built of cedar blocks. The frame is then planked with cedar planking, after which the piece of canvas (tacked on before the frame was begun) is now drawn up tight over the sponson and securely tacked along the edge with brass tacks. The canvas on the sponson is then filled in the same manner as the canvas on the canoe, making an air-tight, water-tight compartment along each side of the canoe.

The Kennebec
Canoe Co.,
Waterville, Maine

Dear Sirs:

The "Sponson" canoe is more than satisfactory. The other summer residents admire its lightness and steadiness.

Sincerely yours,
Charles N. Hall,
Franklin, N. H.

The "Katahdin"—A Real Beauty



FOR a canoe combining beauty and grace, speed and ease of handling, service and durability, none can surpass the "Katahdin." Its smart, sporty lines are the delight of anyone who takes pride in owning a canoe of striking beauty. The same high-class construction found in all KENNEBECs is

prominent in this canoe. The material and finish are the same as in the Kennebec model.

Stock Colors: Medium Green and Italian Red. This model is especially attractive painted in a fancy design. We will be glad to quote on any design either found in this booklet or something special of your choice.

PRICES WITH KEEL—OPEN GUNWALE

Width On Rails	Width Extreme	Weight About	Code Word	Type A	Type B
31	34½	70 lbs.	Till	\$73.00	\$84.00

Depth amidships 12¼ inches. Built in 17-foot length only. Types "A" and "B" represent different finishes. See page 18 for complete descriptions.

For Arrow striping as shown above, add \$5.50.

Add \$3.50 if outside stems are desired.

Prices are F. O. B. Waterville, Maine. Freight is extra. See page 18 for description of types, and pages 21, 22 and 23 for list of extras and accessories.

For long decks in Type "B", see page 23.

The Kennebec Canoe Co.,
Waterville, Maine
Gentlemen:
I find your canoes very satisfactory in every way. Very serviceable, strong, extra well made.
Yours very truly,
F. Perley Flint,
Bethel, Maine

The "Maine Guide's" Model Strong, Serviceable, Rugged



Best for Long, Exacting Trips

THE "Maine Guide's" model was built to meet the exacting demands of our Maine guides, who are, without question, the severest of all critics of canoe construction. As a result this model has met with popular favor of professional guides and trappers as evidenced by a big demand and scores of enthusiastic letters. Note its straight, rugged lines, its apparent lightness—its utter simplicity! Stems are of the toughest

white oak, ribs of selected Maine cedar, carefully fitted planking of clear, old-growth cedar with thwarts, decks and seat frames of best hardwood. For long trips in rough waters and shooting rapids, this model is without peer. Each length in this model has two cane seats and three thwarts.

\$67.50

PRICES OPEN GUNWALE—NO KEEL

Length Feet	Width On Rails	Width Extreme	Weight About	Type A Open Gunwales	Code Word Daily Date
18½	34½	36½	80 lbs.	\$67.50	
20	36½	38	90 lbs.	73.00	

Depth amidships 13 inches. If keel is desired add \$2.00 to above prices. If outside stems are desired add \$3.50 to above prices. Prices are F. O. B. Waterville, Maine. Freight is extra.

See pages 21, 22 and 23 for list of extras and accessories.

This model can be furnished with hardwood outside rails for \$2.00 extra.

The canoe used extensively by The Forestry Department of the State of Maine.



The Kennebec Kyak

THIS little canoe takes its name from the famous craft of the Esquimaux. It is only 11 feet in length and weighs but 40 pounds. It is so designed that it sits low in the water, rides the waves like a leaf, at the same time being very steady and extremely seaworthy for such a canoe. With a double blade paddle, which is furnished, is easily handled and is capable of considerable speed.

Length Feet	Width Inches	Depth Inches
11	28	10

The entire canoe is covered with a canvas deck stretched over a frame so that it is all enclosed except the cockpit, which is amply large for one paddler.

This canoe is furnished with a keel and is painted orange with natural finish rails and coaming around the cockpit and is equipped with a double blade spruce paddle.

Weight About	Code Word	Complete
40 lbs.	Kyak	\$65.00

The cockpit is 48 inches long and 20 inches wide. Prices F.O.B. Waterville, Maine. Freight is extra. See pages 21, 22 and 23 for extras and accessories.



Get a Sailing Outfit for Real Sport!

FOR real sport, nothing can excel sailing, especially in a canoe. If you have never tried skimming over the water in a sailing canoe, with a good strong breeze, you certainly have missed something. The motor-driven canoe lacks that element of sport one gets from sailing with the right kind of a craft.

A complete sailing outfit consists of a lateen sail, mast, spars, boom, mast bar and step, mast jaw, ropes and necessary blocks and cleats; also a set of leeboards. We fit up sailing

outfits with sails of approximately 45 or 70 square feet area, and often canoes are rigged with double set of sails, or we sell just the sail outfit or the leeboards separate.

The outfit can be put on and taken off instantly. It consists of the sail, completely rigged for use, and the leeboards, which serve the purpose of a centerboard. The leeboard blades are fastened by pivot bolt so that the blades swing like a pendulum and are adjustable to any width of canoe. **\$26.50**

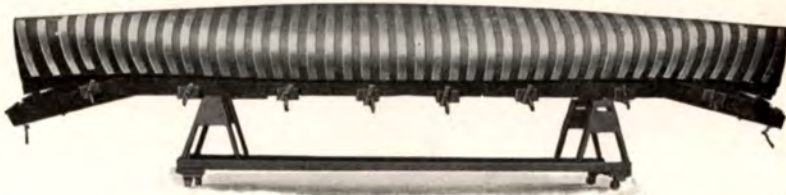
PRICES OF SAILING OUTFITS

Lateen sail outfit, 45 sq. ft., without leeboards	\$16.50
Lateen sail outfit, 45 sq. ft., with leeboard outfit	26.50
Lateen sail outfit, 70 sq. ft., without leeboards	25.00

Lateen sail outfit, 70 sq. ft., with leeboard outfit	\$35.00
Leeboards only	10.00
Rudder with brass fittings	4.50

Kennebec Canoes—Their Construction

Reasons for their Great Popularity



KENNEBEC SOLID WOOD FORM ON WHICH KENNEBEC CANOES ARE BUILT

Extra Wide "Tumble Home" Makes Kennebecs Steadiest

A SPECIAL feature of the now well-known Kennebec Model is its broad, flat bottom which provides such steadiness that you can move from the center of the canoe even up close to the gunwale and still have your weight resting on a surface that is flat on the water. This is known as the "Tumble Home."

Best of all, this unique construction was adopted without sacrificing the graceful lines for which the Kennebec is famous. The upper sides of the canoe are rolled in so that the top lines are no wider than the most unsteady canoe made. By this method the Kennebec designer produced a model that is not only safe for children and inexperienced canoeists, but it gives you a canoe with the graceful lines of a racing model as well. This new "Tumble Home" construction makes the Kennebec swift as well as safe; for every one knows that a smooth, flat surface moves easiest over the face of the water.

Kennebec Models Are Always the Same

YOU may be sure that your Kennebec will have exactly the same lines and features as the original model which made the name Kennebec famous. Our method of building canoes insures this. The illustration above shows one of the many Kennebec Forms on which Kennebec Canoes are built.

It is of solid wood banded with strips of galvanized iron equally distant apart. The second illustration shows how the ribs of tough Maine cedar, after first having been molded to shape, sanded smooth and then prepared for bending by being thoroughly steamed, are bent over the galvanized iron strips. At the ends appear the stems of the finest tough white oak steam-bent to the proper shape. When these are in place the canoe is ready for planking.



SHOWING HOW RIBS AND STEMS ARE BENT OVER THE FORM

Old-Growth Cedar for Planking

ONLY tough, old-growth cedar is used for planking. It is light in weight and of a flexible texture to conform readily to the rounded sides of the model. The planking is then carefully tacked to the ribs and as each tack strikes against the galvanized iron band of the form under the rib it is clinched so that it cannot pull out. Only copper or brass tacks are used in Kennebecs.

The canoe all planked is taken from the form and the

decks put in. At this stage of construction it is called the shell. The canvas is stretched about the shell as shown in the picture.

Like everything else about the Kennebec only the finest grade heavy canvas is used. This is one of the reasons why we are able to guarantee Kennebec quality. The ends of the canvas are cut to shape, one edge overlapping the other, and with the tension maintained they are firmly tacked to the stems.

The Utmost Care Taken with Every Step



THE SHELL, SHOWING PLANKING AND TACKS

Seven Coats of Filler, Paint and Varnish on High-Grade Kennebec Models

No pains are spared to make the canvas that covers Kennebec Canoes absolutely water-tight and tough for long wear. First a special filler is put on the canvas and hand-rubbed into the weave to make it absolutely water-tight. After the filler has become thoroughly hard a second coat of filler of entirely different mixture is put on.

The rails, thwarts, seats, keel and bangplate are then put on the canoe and it is made ready for the final finish of color and varnish. The color is then painted on and three coats of the best quality spar varnish applied to the outside and also to the inside. This gives you two coats of the finest quality filler, two coats of high-grade paint and three coats of the best spar varnish—or seven coats on all high-grade Kennebec Canoes.



STRETCHING THE CANVAS ABOUT THE SHELL

Two Types of Finish to Choose From

"TYPE" is solely a matter of finish, for we have but one quality, namely, the best. Pay careful attention to the description of the types following and you will be sure to get exactly the finish you want.

Type A. Oak, maple or birch 20-in. decks; open spruce wales; oak, maple or birch seat frames, thwarts and keel.

Type B. Mahogany 20-in. decks with coaming, mahogany rails, seats and thwarts. Hardwood keel. Floor rack included.

In all models and types the fastenings are copper or brass. Bronze bangplates of proper length on all canoes. All canoes have open gunwales.

Thwarts and Cane Seats. In all types of Kennebec Canoes the 16-foot canoe has two cane seats and two thwarts. The 17-foot and 18-foot have two cane seats and three thwarts. Middle thwart removable. Katahdin model, 17-foot only,

has two cane seats and two thwarts. Kennebec Junior canoe, 12-foot only, has two cane seats and one thwart. Maine Guide's model in either length has two cane seats and three thwarts.

Suggestions for Painting and Decorating Canoes

Pleasing Combinations of Colors Add to the Attractiveness of Your Canoe

A canoe finished in two colors, the top border being about four inches wide and extending down from the gunwales, and the balance of the canoe in some contrasting color with a stripe or rub rail between, is very attractive. The following are some suggestions for different combinations:

Dark green body, light green border, black stripe, with turned-down ends	\$ 8.00
Yellow body, black border, brown stripe, with turned-down ends	8.00
Black body, white border, 1/2-in. gold stripe, with turned-down ends	9.50
Dark brown body, light brown border, 1/2-in. gold stripe, with turned-down ends	9.50
White body, with black border, 1/2-in. gold stripe, with turned-down ends	14.50

In addition to above, suggestions regarding special painting and striping are shown throughout the catalog with prices for same. Stock Colors: Medium Green and Italian Red.

Of course, there are many other handsome combinations. Canoes will be painted in any other color or combination of colors desired. For prices of striping, lettering and monograms, see page 22.

Kennebec Rowboats—the Recognized Best



The "Maine Coast"—A Big Favorite

THESE boats are built smooth seam only. This model is very steady and a splendid boat for fishing and use around summer camps. Being strongly built and well reinforced the 16-foot length is well adapted for use with detachable motor. The "Maine Coast" is built with cedar planking, oak or rock elm ribs, oak gunwales, hardwood stem, keel and transom. Each boat given four coats of paint. They are gray inside and green outside. These boats are fitted with a bottom rack made of boards running lengthwise of the boat, which furnishes

practically a double bottom; also one pair of spruce oars and oarlocks. The 14- and 16-foot lengths have in addition an extra pair of oarlock sockets, and each has two rowing seats, and bow and stern seats, giving a comfortable seating capacity for seven people. The 12-foot length has one rowing seat, and stern and bow seats, accommodating five people comfortably. We can furnish rudder, \$80.00 tiller and tiller ropes for \$4.50 extra.

PRICES AND DIMENSIONS

Length Feet	Width Inches	Weight About	Code Word Smooth Seam	Price
12	46	120 lbs.	Maid	\$80.00
14	47	130 lbs.	Mail	85.00
16	48	145 lbs.	Maim	90.00

The depth of the above boat is 16 inches; the height 25 inches. Prices are F. O. B. Waterville, Maine. Freight is extra.

The Maine Coast Special



THE Maine Coast Special boat, as illustrated, is the same model as our 16-foot Maine Coast rowboat, but somewhat heavier. It has a 42-inch canvas-covered deck in the bow, and a 4-inch natural finish oak coaming extending the entire length of the gunwales. This boat is exceptionally good for rough water, is built for strenuous service and is meeting with great popular favor. The construction is the same as the regular Maine Coast Boat. It is built in the 16-foot length only. It is equipped with two pairs oarlock

sockets, one pair spruce oars, leathered and copper tipped, with one pair of oarlocks. \$115.00

The boat is painted gray inside and moss green outside. Seats and coaming finished natural.

This is undoubtedly the best boat offered by any manufacturer for use with a light, detachable motor.

The installation of air tanks in bow and stern will make any boat unsinkable. We can furnish them in copper for \$24.00 or galvanized iron for \$18.00.

Type	Code Word	Price
Smooth Seam	Modern	\$115.00

Prices are F. O. B. Waterville, Maine. Freight is extra. This boat must be crated for safe transportation. For this add \$5.00. The depth of the above boat is 16 inches; the height 25 inches.

Kennebec "Fisherman" Boat — 14-Foot



THE Kennebec "Fisherman" may be termed a punt, and is designed to meet the demand for a low-priced, serviceable boat, one that is absolutely safe for women and children to use, or for rent to fishing parties, to use around summer camps or as a tender. Being thoroughly built and reinforced at the stern, it is sufficiently strong to permit the use of a detachable motor.

\$48.00

The sides and bottom are of clear cedar thoroughly caulked. The top is finished with a 2-inch rail fastened through the planking to the ribs. Each boat is given, inside and out, three coats of pure white lead in oil, and a final outside finish of green boat paint. Each boat is fitted with bottom rack, making practically a double bottom. One pair of oarlocks with sockets is furnished with the 12-foot length. With the 14-foot length there are furnished one pair of oarlocks and two pairs of oarlock sockets. Oars, plain ash, are extra, \$3.75 per pair.

Length Feet	Width Inches	Depth Inches	Weight About	Code Word	Price
12	43	15	150 lbs.	Punch	\$48.00
14	44	15	160 lbs.	Punctual	50.00

Prices are F. O. B. Waterville, Maine. Freight is extra.



How to Order

Deliveries — Prices — Terms — READ CAREFULLY

Orders. When ordering by letter be sure and give the model, length, type and color of the canoe or boat; when by telegram please use the code word given in the price lists of the model and type of your choice. *To illustrate, if you wish a 17-foot Kennebec model, Type B, medium green canoe, telegraph four words, "Abide B medium green,"* and we will know exactly what you want; and whether by letter or telegram, of course, you should give full shipping directions, including the station at which you want the canoe delivered.

Deliveries. We carry a large stock of finished canoes of our Type A, and can usually make immediate shipment in colors red or green. Type B generally requires one to three weeks for finishing. It is well, and particularly if you order during our busy spring season, to name a second choice of color if some other would be equally desirable. We urge our customers when sending their orders to make proper allow-

ance for the length of time it takes freight or express shipment, as the case may be, to reach them. We guarantee that your orders will be given our **PROMPT AND CAREFUL ATTENTION.**

Prices. The prices quoted in our catalog are strictly net retail prices, to which freight charges from Waterville, Maine, must be added. They are as low as it is possible for us to make them and guarantee an absolutely first-class craft. Under no circumstances will we manufacture an inferior craft of any description. We want your patronage, and to obtain it we give the lowest prices consistent with the production of craft that will merit your unqualified approval.

Terms. Our terms are cash with order, or we will ship C. O. D., or draft with bill of lading, if one-third of the amount is sent with the order. For export orders or for orders for less than \$20.00 we require cash in full with order.

Refinishing Canoes

Naturally you like to keep up the appearance of your canoe, to keep it looking "good as new," even though it has been used several seasons, and this can be done at a very small expense by giving it a coat of our color and varnish, which is easily applied.

1 pt. Color, sufficient for outside of one canoe	\$1.10
1 pt. Spar Varnish, sufficient for outside of canoe	.90
1 pt. Spar Varnish, for refinishing inside of canoe	.90

If to be sent by parcel post add 15c. for mailing case and 15c. for each pint for postage. When more than a quart is ordered we ship by express.

Repair Outfit

When one is off on a long canoe trip a repair kit, containing all of the materials for tears or punctures, is a valuable adjunct. We put up such a kit. It contains canvas for patches, Ambroid cement, tacks, white lead putty and color varnish, all securely packed in a compact mailing case. Name color wanted.

Price \$1.50, mailed to any address.

Ambroid, a quick repair cement	.40
Jeffrey's Marine Glue	.50
Stay-Tite Marine Cement	.35
Parcel Post on any one of above extra	.10

All Prices Subject to Change Without Notice

Special Accessories for Outboard Craft

A REAL boat, like a good automobile, is not complete unless it has enough of those little extras that add so much to the comfort and pleasure. Listed below are suggestions for the refinement of an outboard boat or canoe

that will not only add to the comfort and ease of handling but will materially add to appearance. If there is any article wanted that is not listed here we will be pleased to make a special quotation.

Electric Bow Light.

Nickel plated.

Shows red and green.

\$10.00



Anchor Special value \$2.00

Bow Flag Pole — Fits top of electric bow light \$1.50



Fig. 110

Combination Electric Stern Light and Flag Pole. Nickel plated. \$8.00

Cork Filled Bumpers. Protect side of boat. .75 each



Kapo Waistcoat

Ceibasilk inner padding, 4 times more buoyant than cork. Of especial value in racing boats.

Size No. 1 32-36 inch chest.....\$11.00
Size No. 3 38-44 inch chest..... 12.00



Stay-Lock. For Outboard Motors \$2.75
Adjustable locking device. Fits nearly all outboard motors. Made rust-proof. Has brass lock and two keys.

Other Accessories

Wood rim steering wheel..... \$ 6.00
Steering wheel with all necessary pulleys and rope... 9.00
Complete canvas cover for "Joy-Boy"..... 15.00
Canvas Spray Hood or Deck for racing boat "It".... 9.00

Back Rests—Seats—Cushions



Back Rest "C"
\$1.50

	Price Each	Code Word
Back Rest "B" Mahogany.....	\$3.00	Icing
Back Rest "C" Spruce	1.50	Iceberg
Back Rest "C" Mahogany.....	2.50	Icepack
Back Rest "D" Maple, Caned.....	2.25	Identify
Back Rest "D" Mahogany, Caned.....	3.00	Idiom
Cushions, Lifebuoy, Kapoc filled.....	1.75	Ignite
Chair A, Maple, Folding Back, Caned	5.00	Ignorant
Chair A, Mah'y, Folding Back, Caned.	6.00	Ignore
Chair B, Folding Slat.....	2.75	Ignoble
Seat, Folding, Detachable, Black Enamel		
Grade C—Steel.....	2.75	Igneous
Imperial Folding Seat, padded.....	3.25	Imperial



Back Rest "B"
\$2.25



L. B. Cushion
\$1.75



Detachable
Folding Seat
\$2.75



Chair "B"
\$2.75



Chair "A" \$5.00



Back Rest "D"
\$2.25



Imperial Seat \$3.25

Lettering—Striping Monograms

	Price Each	Code Word
Lettering, 2 in. Stock Gold or Color...	\$0.20	Illusion
Lettering, 3 or 4 in. Gold or Color....	.75	Illustrate
Monogram, 2 Letters, One Side.....	2.50	Image
Monogram, 2 Letters, Both Sides.....	4.00	Images
Monogram, 3 Letters, One Side.....	3.00	Impugn
Monogram, 3 Letters, Both Sides.....	5.00	Impugns
Stripe, Gold Leaf, Turned-down Ends, 1/2 in.....	5.00	Imagine
Stripe, Same with Edging.....	6.00	Interlace

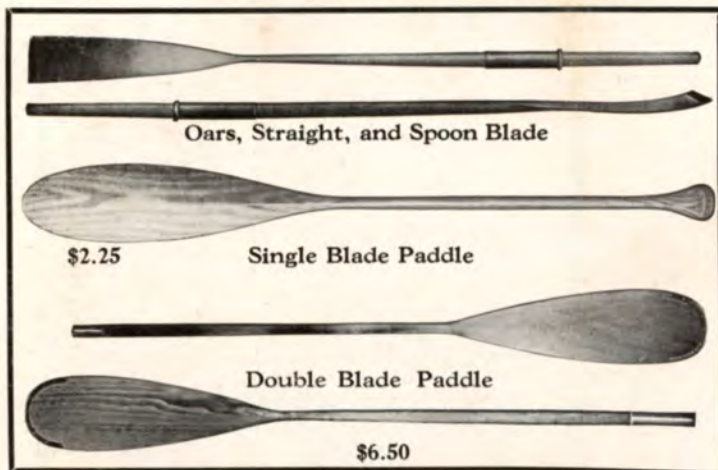
	Price Each	Code Word
Stripe, 1/2 to 1 in., Color, Turned-down Ends.....	\$4.50	Imbecile
Stripe, Same with Edging.....	5.50	Interlude
Old English Letters (5 in.).....	2.25	Impinge
Gold Scroll, four.....	2.50	Imported
White Enamel Finish.....	5.00	Induct

Prices for Special coloring Page 18

Crating and Boxing

Crate for any Canoe.....	\$ 5.00
Crate for Boat.....	5.00
Boxing for Export.....	12.00

Paddles—Oars—Oarlocks



Oars, Straight, and Spoon Blade

\$2.25

Single Blade Paddle

Double Blade Paddle

\$6.50



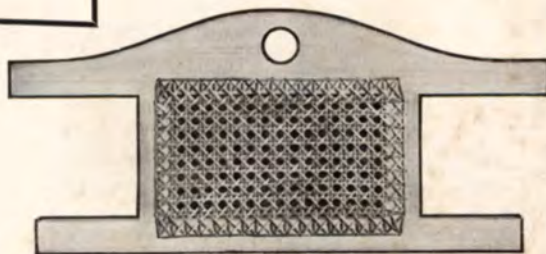
W. G. Special
Oarlock, pair
\$2.00

	Price Each	Code Word
Paddles, spruce, No. 1—6½-7" blades..	\$2.25	Issue
Paddles, spruce, Selects, 6½-7" blades	2.50	Impede
Paddles, spruce, No. 1—8" blades.....	2.50	Immune
Paddles, spruce, Selects, 8" blades.....	2.75	Ivory
Paddles, white ash or maple, 6½-7" blades.....	2.25	Impact
Double Blade Paddles, spruce, copper tipped.....(pr.)	6.50	Ivy
Oars, handmade, leathered, varnished and copper tipped.....per pair		
6½ ft. Spruce or Ash, Straight Blade...	4.75	Incense
7 ft. Spruce or Ash, Straight Blade....	5.20	Inch
7½ ft. Spruce or Ash, Straight Blade...	5.60	Inches
6½ ft. Spruce only, Spoon Blade.....	6.10	Illicit
7 ft. Spruce only, Spoon Blade.....	6.55	Incise
7½ ft. Spruce only, Spoon Blade.....	6.95	Incased
Copper Paddle Tips.....	.35	Implant
Copper Oar Tips.....	.30	Imbibe
Oarlocks, Polished Brass Sideplate....	3.75	Impress
Oarlocks, Brass, Swivel.....	4.00	Swivel
Oarlocks, Galvanized, Swivel.....	2.00	Swiveling
Oarlocks (W. G. Special), Galvanized..	2.00	Inverse
Oarlocks (W. G. Special), with Blocks.	2.50	Invoke
Oarlocks, Galvanized Outtrigger.....	3.75	Imprint
Oarlocks, Polished Brass Outtrigger, extra heavy.....	7.00	Improve
Ribbed Horn Rowlocks (Gal.) with Sockets.....	.60	Imply

PRICES OF REPAIR PARTS

Bow Seat, Maple, Caned.....	\$2.25	Each
Bow Seat, Mahogany, Caned.....	2.75	"
Stern Seat, Maple, Caned.....	2.25	"
Stern Seat, Mahogany, Caned.....	2.75	"
Thwarts, Maple.....	.75	"
Thwarts, Mahogany.....	1.00	"
Decks, 20-inch Maple.....	1.00	"
Decks, 20-inch Mahogany, with Coaming.....	1.50	"
Brass Bangplates, drilled, and screws.....	.75	"

In ordering any of these parts it is well to give length, model and type of finish of canoe



Mast Seat \$2.50

Sail Outfits and Extras

	Price Each	Code Word
Sail Outfit (45 sq. ft.).....	\$16.50	Immature
Without Leeboards		
Sail Outfit (70 sq. ft.).....	25.00	Immerse
Without Leeboards		
Sail Outfit (45 sq. ft.) and Leeboards, Complete.....	26.50	Intervale
Sail Outfit (70 sq. ft.) with Leeboards.	35.00	Institute
Leeboard Outfit.....	10.00	Inboe
Mast Seat, Oak.....	2.50	Idol
Carry Yoke—padded.....	4.00	Inlet
Rudder, wood with brass fittings.....	4.50	Imbue

CANOE EXTRAS

	Price Each	Code Word
Rub Rails, Oak.....	\$ 3.50	Inlay
Rub Rails, Mahogany.....	5.50	Inland
Outside Oak Stems.....	3.50	Imitate
Sponsons on any model.....	22.00	Intomb
Wide Keel, 2½ to 4 in.....	3.75	Intend
30-in. Maple Decks in Type A Canoe, each Deck with outside stems.....	6.00	Impetus
30-in. Mahogany Decks, Type B Canoe, each Deck with outside stems.....	8.00	Impale
36-in. Mahogany Decks, Type B Canoe, each Deck with outside stems.....	10.00	
Bottom (floor) Rack in Type A.....	2.25	Idle
Bottom Rack in Type B.....	No charge	
Painter Ring, Polished Brass.....	.75	Insert
Nickel Plated Flag Pole and Socket...	1.25	Illness
Brass Bangplate full length of keel....	1.75	Intention



KENNEBEC

SPEED-BOATS AND CANOES

1928