

KENNEBEC CANOES



"SAFEST TO USE"

A CONFESSIO*N*

By LOUIS VARNUM WOULFE

REARED in a forest, nourished by the sun and shade of many seasons, touched by the ingenuity of man, I have become his common counselor of recreation.

Originally, I was the helpmeet of the Indian. Later, I became the consort of the pioneer. While civilization has marched onward, I have kept my contested place in the water world of this time-period—a sign of barbarian supremacy.

I long for the quiet of the mountain lake; the windswept surface of the river, and, like a fearless boy, I delight to brave the treacherous rapids.

The dreams I have inspired will never be told by human lips; the love-tales of my making are with me forever secret; the sole purpose of my career is to be all-pleasure giving. No eve of summer is picturesque without my presence.

Health, laughter, love, ease, sentiment, romance—each are the agencies through which I am best remembered by all who have ever yielded to my society.

Man has turned to me in his extreme need. I have been found at the far north, on the equator, and in the southern seas, and have proved the hero in each and every emergency.

Loving the spirit of the wild, I am slow to adjust myself to the temperament of present-day conditions. To many, I am just a little wood and canvas, colored green, red, blue, or gray, riveted with screws—a result into which an artisan has breathed the soul of his genius. To that great minority who play out of doors, I am companion, comrade, servant, friend—

I AM THE CANOE



KENNEBEC CANOES

BOATS AND ACCESSORIES

Made in Waterville, Maine, U. S. A.

LIGHT, safe, staunch, beautifully finished, perfectly balanced, quick to respond to the paddle, the Kennebec Canvas Covered Canoes year by year have so improved upon the best previous models that they continue to maintain pre-eminence in popular favor. You will find in this little book, therefore, canoes and boats that will meet your most exacting needs and that will pay for themselves over and over again in exhilarating sport and good health.



ONE OF OUR BUILDINGS—SHOWING MAIN OFFICES

KENNEBEC BOAT AND CANOE CO.
WATERVILLE, MAINE, U. S. A.

Agents wanted in all territory where we are not now represented

Foreign Department

44 Whitehall Street, New York, N. Y.

How Kennebec Canoes are Built

And the Reason for Their Great Popularity

Few people, even those who have used canoes for years, know much about the actual construction of a canoe, or what it is that really makes one canoe superior to another. Believing this we are going to tell you how a KENNEBEC canoe is built.

The essential differences between the various makes of canoes are model and quality of the workmanship. Of these two model takes first place over everything, and so I am going to talk to you first about the KENNEBEC model, how it was made and why KENNEBEC canoes instantly become popular wherever they are seen and used.

KENNEBEC MODELS

When any concern starts building canoes the first thing they must have is a model or form over which to build the canoe. The illustration will show you what we mean by a model or form. As the canoe is a failure if the model is wrong, it requires a skillful designer, with lots of patience



The Kennebec Model

in figuring out dimensions, to get the drawing of a perfect model. Then, from this drawing, the model is built of solid wood banded with strips of galvanized iron of equal width and equally distant apart, and these bands perform a very important office in canoe construction, as you will find out later on. The designers of the KENNEBEC models began their work with the thought uppermost in their minds of constructing a model that would not only be light, swift, and graceful in all its lines, but at the same time be steady and safe. They noticed that too many of the canoes in use did not rest steadily on the water, but would tip and slide if the occupant moved ever so little.

They studied to overcome this feature, and discovered that canoes were tippy because the bottoms were more or less rounded. Then they went to work to build a model that would have a broad, flat bottom so that even though the occupant did move from the center of the canoe even up close to the gunwale the weight would still be resting on a surface that was flat on the water. Then Mr. Designer said: "If I make the bottom of my canoe wide and flat I may make it clumsy. How can I overcome that?"

Then he thought of the "Tumble Home."

"By a 'Tumble Home,'" he said, "I can roll in the sides of my model so that the top lines of the canoe will be no wider than the most tippy canoe made, and by this method I can produce a canoe that is not only safe for children and inexperienced canoeists, but I can give it the appearance of being narrow as well, thus getting all of the daintiness and graceful lines demanded by the most exacting canoeist, and yet have a canoe that is safe and swift, for everyone knows that a smooth, flat surface moves easier over the face of the water than rounded sides which offer more or less resistance."

And so on these lines the KENNEBEC model was built, and canoes constructed from this model sprang at once into popular favor, because their graceful lines appealed to the eye of the purchaser, and when put into use they met all of the demands of the most exacting. They were light, graceful, easy to paddle, swiftest in the race, and, above all, the broad, flat bottom with the "Tumble Home" sides made it a canoe which, in storm or shine, in rough water or smooth, was always safe to use, safe even when it was too rough for other makes of canoes to venture out.

METHOD OF CONSTRUCTION

Under the glossy paint and glittering varnish there must be solid, honest construction along certain definite lines

Now that I have told you about our model, I will try and show you how canoes are built from this model, and as each and every one is built over a solid form, every canoe of that particular model must be exactly alike.

The first operation is placing the inner rails along the top of the form and fastening them in place with the clamps that are along the sides of the form. Next the stem, made of tough white oak, steam bent to shape of the ends of the canoe, is fastened in place. Next the ribs, made of



Model with Rails, Ribs and Stems

tough, native State of Maine cedar, molded to shape and sanded smooth, are steamed until they will bend easily, and then over every strip of galvanized iron on the form a rib is bent and fastened to the inner rail. When this has been done the canoe is ready for the planking. This planking is made from old-growth cedar, tough, but very pliable and light in weight; cedar from trees that grow so tall that the wood will be absolutely without knots, and cedar of a texture that is soft enough to conform readily to the rounded sides of the model. The builder then proceeds to fasten this planking to the ribs with long, slim copper or brass tacks made for this particular purpose. As each tack goes through the planking and the rib, it strikes against the galvanized iron band under the rib, and this bends the point of the tack, clinching it so that it cannot pull out. After the canoe is all planked, it is taken from the form and the decks put in. In this stage of construction it is called the shell. This shell is next given a heavy coat of boiled linseed oil of the highest grade, and then laid aside a few days before being canvassed. The method of canvassing a canoe is at once simple, yet has to be done very carefully in order to get a perfect fitting cover. The canvas is cut the proper length and is wide enough so the cover is all in one piece. The canvas



The Shell Showing Planking and Tacks

is then folded lengthwise, and stretched between clamps with pulleys. See illustration next page. After the canvas is stretched the shell is forced down into the canvas cover and firmly tacked along the edges. Then the ends are cut to shape, one edge overlapping the other, and firmly tacked.

Now that the canvas is on, the next step is to make the canvas watertight, and this is done by filling the canvas with a special preparation made for that purpose. The mixture is put on the canvas with a brush and hand rubbed. Here much skill is required, for the filler must be mixed just right, and the proper amount put on, not too much or too little, as either would make a bad surface. The weave of the canvas must be entirely filled, but at the same time there must not be a bit too much, as that would add weight to the canoe and make the surface uneven, causing little bulgy surfaces which would scrape and knock off when the canoe was put into use. So the filler is rubbed and rubbed into the weave of the canvas until it is completely filled and absolutely smooth. Then comes the slow process of seasoning and hardening, and this process

cannot be hurried. To season and harden, the filled canoe is put out of doors, and it stays there until the process is complete. Many schemes have been devised to hurry the hardening process, but none have yet been found that were successful. All methods of hurrying this hardening



Stretching the Canvas

process have been found to injure the filler and make it liable to crack after the canoe has been used a while. When the first filler is thoroughly hard then are put on the second and third filler coats. These last two filler coats are of an entirely different mixture, and are put on very, very thin, but they are both hand rubbed the same as the first filler. These last filler coats dry under cover, dry rapidly, and give a surface that is perfectly smooth and as hard as glass.



After the third filler has become hard the canoe is then taken to the railers. Here the rails are put on, the thwarts and seats are put in, the keel and bangplate put on, and the canoe made ready for the final finish of color and varnish. In the matter of color the assortment is wide, as canoes are painted all colors and all combinations of colors imaginable, and with stripes and rub rails, but the final finish is three coats, inside and out, of the best quality of spar varnish. Then the canoe is ready to go to the packing house, where it is packed in straw and burlap and made ready to travel, sometimes hundred of miles, to give pleasure and bring health and strength to some boy or girl, man or woman, for there is no out-of-door exercise more healthful than paddling a canoe.

A Description of the Different Types

In the price list of each model shown in this catalogue we speak of Type A, etc. Now that does not mean the quality of the Kennebec canoe. It is a designation of styles of finish. In other words, the quality of Type A is equally as good as Type 3A, so please keep in mind always that "Type" is solely a matter of finish, for we have but one quality, namely, the best. The following is a description of the different types of finish we use on our stock canoes. If careful attention is paid to this, there will be no mistake in ordering exactly the finish wanted.

- Type A.** Oak, maple or birch 20-inch decks, spruce wales, oak, maple or birch seat frames, thwarts and keel.
- Type 2A.** Mahogany 20-inch decks, outwales, seat frames and thwarts. Birch, maple or oak keel.
- Type 3A.** Mahogany 30-inch deck in the bow, 24-inch deck in the stern, with coamings. Mahogany outwales, seat frames and thwarts. Birch, maple or oak keel.

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

In all types of Kennebec and Kineo models the 16-foot canoe has two cane seats and two thwarts. The 17-foot and 18-foot has two cane seats and three thwarts. Torpedo models, 16-foot, 17-foot and 18-foot canoe, has two cane seats and two thwarts. Katahdin model, 17-foot only, has two cane seats and two thwarts. Kennebec One Man canoe, 12-foot only, has two cane seats and one thwart. Maine Guides model in either length has two cane seats and three thwarts.



The "Kennebec" Model—Open Gunwale



Of all our models the most popular seems to be the KENNEBEC. Is light in weight, rests gracefully on the water, yet with any load, from the lightest to the heaviest, is firm and staunch. It has unusually pleasing lines, is light and buoyant, and is adapted to more varying conditions than any model ever constructed.

The location of the "Tumble Home" in the KENNEBEC model not only adds to its stability, but decreases the draft, giving increased speed. There is no canoe on the market today that combines so many excellent qualities as our KENNEBEC model.

We carry a large stock of these canoes in Type A finish in medium green and Italian red colors, from which we can make very prompt shipment. We can furnish other colors and types, the length of time required varies from one week to three weeks, according to the extras called for in the order. Color card on request.

Prices with Keel

| Length Feet | Width On Rails | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|-------------|----------------|---------------|--------------|--------------|---------|-----------|---------|-----------|---------|-----------|
| 15 | 33 | 35 | 12 1/4 | 60 lbs. | \$65.00 | Abaft | \$75.00 | Alter | \$87.00 | Aid |
| 16 | 33 1/2 | 35 1/2 | 12 1/4 | 65 lbs. | 65.00 | Abbot | 75.00 | Abeam | 87.00 | Alto |
| 17 | 34 | 36 | 12 1/4 | 70 lbs. | 67.50 | Abide | 77.50 | Abject | 89.50 | Arc |
| 18 | 34 1/2 | 36 1/2 | 12 1/4 | 75 lbs. | 70.00 | Ablaze | 80.00 | Abode | 92.00 | Area |

Add \$3.00 if outside stems are desired.

Prices are for canoes delivered to transportation company, Waterville, Maine. Dealers should add freight. See page 4 for description of types, and page 16 for list of extras and accessories.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen:—I am very much pleased with my KENNEBEC. If I were purchasing again I should buy exactly the same thing. We use it as a family canoe, and I am greatly pleased with the steadiness of the model, I feel it is very safe.—JOSEPH M. JAMESON, *Vice President*.

KENNEBEC BOAT & CANOE CO.,
WATERVILLE, MAINE.

Gentlemen:—The KENNEBEC canoe purchased from you, and which I have used for some time, has given perfect satisfaction. I have used it in some of the roughest weather on the Mississippi River, and it has stood more than any canoe would be expected to stand.—E. BECKMEYER.

GIRARD COLLEGE,
PHILADELPHIA, PA.

QUINCY, ILL.



The Kennebec "Kineo" Model — Open Gunwale



This is one of the strongest canoes we build, and is designed primarily for those desiring a canoe for long trips and where considerable duffle, dead weight, is to be carried. It is designed especially for rough water service, and is well adapted for use along the coast on salt water. It is a great favorite of cottagers and campers on the shores of lakes where an easy paddling canoe, and yet one that is strong, is desired. This model is a little wider on the bottom than the KENNEBEC, and the "tumble home" is slightly more pronounced, which makes it a little more buoyant. In the hands of a canoeist of experience, trips can be taken on very rough water with safety.

We carry a large stock of these canoes in Type A finish in medium green and Italian red colors, so we can make very prompt shipment. We can furnish other colors and types, the time required varies from one to three weeks, depending on extras called for in the order. Color card on request.

Prices with Keel

| Length Feet | Width On Rails | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|-------------|----------------|---------------|--------------|--------------|---------|-----------|---------|-----------|---------|-----------|
| 15 | 34 | 36 | 13 | 65 lbs. | \$66.50 | Baby | \$76.50 | Bacon | \$88.50 | Bad |
| 16 | 34 | 36 | 13 | 70 lbs. | 66.50 | Bade | 76.50 | Bail | 88.50 | Beat |
| 17 | 35 | 37 | 13 | 75 lbs. | 69.00 | Balk | 79.00 | Band | 91.00 | Bird |
| 18 | 35 | 37 | 13 | 80 lbs. | 71.50 | Barb | 81.50 | Blow | 93.50 | Boom |

Kennebec "One Man" Model—Open Gunwale



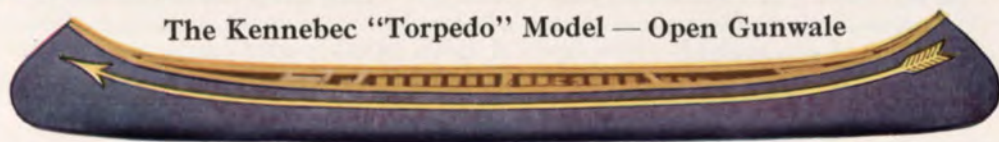
Built in one length only, 12 feet. Can be used very nicely by two people and is ideal for fishing or cruising. We call this the One Man canoe, because it is so light—easily carried by one man. Is of open gunwale construction, and, like all our models, is built of the finest materials throughout, by the most skilled workmen. Stock color, medium green.

| Width On Rails | Extreme Width | Depth | Weight About | Type A | Code Word |
|----------------|---------------|--------|--------------|---------|-----------|
| 30 | 32 | 12 in. | 55 lbs. | \$62.50 | Alight |

Add \$3.00 if outside stems are desired. Prices F. O. B., Waterville, Maine. Dealers should add freight. See page 4 for description of types, and page 16 for list of extras and accessories.



The Kennebec "Torpedo" Model — Open Gunwale



The KENNEBEC "Torpedo" model is a great favorite among the younger set in all parts of the country, especially where a particularly sporty canoe is desired. It is what we call our sport model, and while we do not recommend it to inexperienced canoeists, in the hands of an experienced canoeist it is as safe as any canoe. The lines of this model, the shape of the ends with narrow beam, give it a very classy look, especially done in attractive colors and striping.

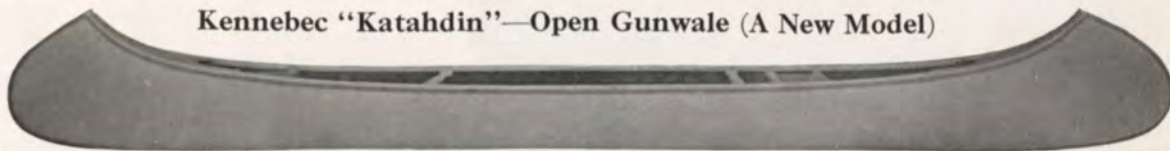
The KENNEBEC "Torpedo" model has increased length of waterline and decreased out-of-water length and relief of bow fullness. *These lines give a greater draft and displacement, lower the center of gravity and give a stability almost equal to the KENNEBEC model.*

We carry a large stock of these canoes in Type A finish in medium green and Italian red colors, from which we can make very prompt shipment. Other colors and types we can furnish, the length of time required varying from one week to three weeks, according to the extras called for by the order. Color card on request.

Prices with Keel

| Length Feet | Width On Rails | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|----------------|-------------------|------------------|-----------------|-----------------|-----------|--------------|------------|--------------|------------|--------------|
| 16 | 30 | 32 | 11½ | 65 lbs. | \$67.50 | Torn | \$77.50 | Torpor | \$89.50 | Torso |
| 17 | 31 | 33 | 11½ | 70 lbs. | 70.00 | Tore | 80.00 | Torque | 92.00 | Tort |
| 18 | 32 | 34 | 11½ | 75 lbs. | 72.50 | Tory | 82.50 | Toupee | 94.50 | Total |

Kennebec "Katahdin"—Open Gunwale (A New Model)



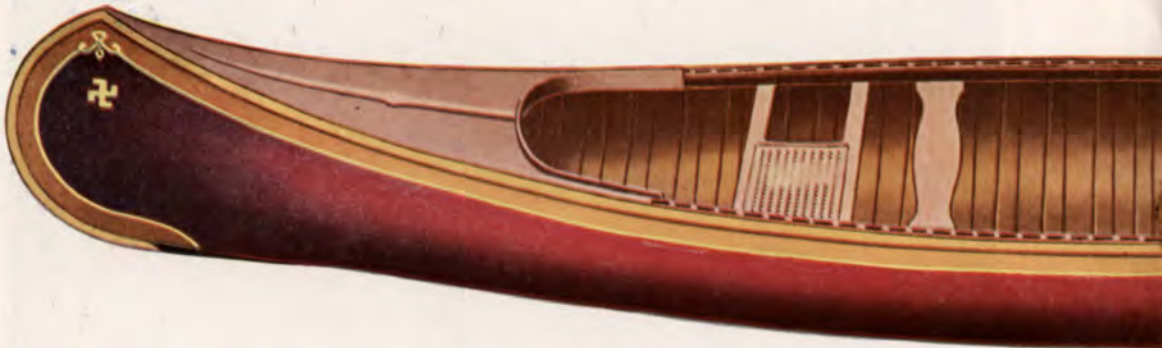
The KENNEBEC "Katahdin" was designed for those who want a canoe that has all the sporty appearance of the KENNEBEC "Torpedo," but has broader beam. The KENNEBEC "Katahdin" is built along the same safe lines as our regular KENNEBEC, but with different ends. Note the graceful shape and the sharp curve in the deck. This model was first put on the market last season, and was much admired wherever shown. It has the same high class construction that characterizes all KENNEBEC models. A masterpiece in model, material and workmanship. Built in 17-foot length only. Stock colors, medium Green and Italian Red. Other colors, if ordered.

| Width On Rails | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|-------------------|------------------|-----------------|-----------------|-----------|--------------|------------|--------------|------------|--------------|
| 34 | 36 | 12¼ | 70 lbs. | \$70.00 | Till | \$80.00 | Told | \$92.00 | Time |

Add \$3.00 if outside stems are desired.

Prices are for canoes delivered to transportation company, Waterville, Maine. Dealers should add freight. See page 4 for description of types, and page 16 for extras and accessories.

THE KENNEBEC MODEL



THE TYPE DE LUXE

The finish of our Type 3A gives the quality that is required by canoeists who want the best—the *de luxe* finish. The bow deck is 30 inches long, the stern deck 24 inches long, crowned high and finished with coaming. These decks and coaming are mahogany, varnished and rubbed to a high finish. Outwales, seat frames and braces also mahogany to match decks and coaming. For further description of this model in other types of finish, together with prices, see page 5.

SAILING CANOE

For real sport, nothing can excel sailing, especially in a canoe. There is an excitement, an exhilaration, that you get in no other way. If you have never tried skimming over the water in a sailing canoe, with a good strong breeze, you certainly have missed something. A motor-driven canoe affords an easy method of getting over the water, but it lacks that element of sport one gets from sailing with the right kind of a craft.



The outfit can be put on and taken off instantly; the leeboards, which serve the purpose of a centerboard, that the blades swing like a pendulum and are adjustable. If you have never tried this sport try it this season.

PRICES OF S

- Lateen sail outfit, 45 sq. ft., without leeboards
- Lateen sail outfit, 45 sq. ft., with leeboard outfit
- Lateen sail outfit, 70 sq. ft., without leeboards
- Lateen sail outfit, 70 sq. ft., with leeboard outfit
- Two lateen sail outfits, 45 sq. ft. without leeboards
- Two lateen sail outfits, 45 sq. ft. with leeboard outfit
- Lateen sail outfit, with one each 70 and 45 sq. ft. sails
- Lateen sail outfit, with one each 70 and 45 sq. ft. sails, with leeboards
- Lateen sail outfit, with two 70 sq. ft. sails, with leeboards

SUGGESTIONS FOR PAINTING

Pleasing Combinations of Colors And

A canoe finished in two colors, the top border and the gunwales, and the balance of the canoe in some other color, is very attractive. The following are some suggestions:

- Dark blue body, orange border, with black stripe and turned-down ends \$5.50
- Dark green body, light green border and mahogany rub rail 7.50
- Royal purple body, orange border, 1/2-inch gold stripe with turned-down ends and filled-in gold scroll 10.00
- Brown body, cream color border with 1/2-inch gold stripe and turned-down ends 6.00
- Dark blue body, red border and orange stripe with turned-down ends 5.50
- Gray body, purple border with 1/2-inch gold stripe and turned-down ends with filled-in gold scroll 10.00
- Dark blue body with 3/4-inch gold stripe and Greek ends 9.00
- Black body, white border, 1/2-inch gold stripe with turned-down ends and filled-in gold scroll 10.00

TYPE 3A — OPEN GUNWALE



UNEQUALLED IN EXCELLENCE

Fancy striping, either in gold or colors, special monograms, duotone finish (2 colors), separated either by stripe or rub rail, all add to the attractiveness of a canoe.

Our artists can put on any design you wish. Send us a drawing of what you want and we will quote price for special work. Prices for regular striping, lettering, monograms, rub rails, etc., found on page 16. Suggestions as to various color combinations will be found on this page. They can all be varied to suit your taste.

WHAT A SAILING EQUIPMENT CONSISTS OF

A complete sailing outfit consists of a lateen sail, mast, spars, boom, mast seat 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 square feet area and approximately 70 square feet area, and often canoes are rigged with double set of sails, or we sell just the sail outfit without the leeboards, or we sell the leeboards without the sail outfit where the canoeist wishes to make his own sail.

It consists of the sail, completely rigged for use, and
ard. The leeboard blades are fastened by pivot bolt so
ustainable to any width of canoe.
on and be convinced that no other sport is quite so good.

SAILING OUTFITS

| | |
|-------------------------------------|---------|
| | \$15.00 |
| t..... | 25.00 |
| | 23.00 |
| t..... | 33.00 |
| ards..... | 30.00 |
| outfit..... | 40.00 |
| t. sails, without leeboards..... | 38.00 |
| t. sails, with leeboard outfit..... | 48.00 |
| out leeboards..... | 46.00 |
| leeboard outfit..... | 56.00 |



PAINTING AND DECORATING CANOES

Added to the Attractiveness of Your Canoe

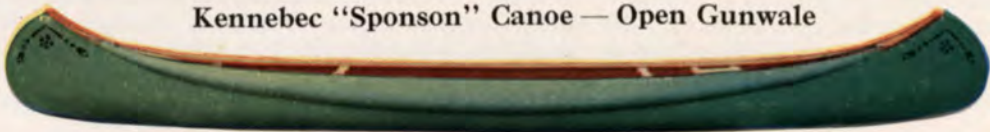
being about four inches wide and extending down from
contrasting color with a stripe or rub rail between, is
s for different combinations.

| | |
|---|--------|
| Auto gray body, light green border with oak rub rail..... | \$5.50 |
| Dark green body, orange border and black stripe with turned-down ends..... | 5.50 |
| Auto gray body with 1/2-inch gold stripe and turned-down ends with gold scroll..... | 8.00 |
| Dark blue body, light blue border with mahogany rub rail..... | 7.50 |
| Royal purple body with 3/4-inch gold stripe and Greek ends..... | 9.00 |

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 16.



Kennebec "Sponson" Canoe — Open Gunwale



HOW SPONSONS ARE BUILT

There are so many different ideas as to what a sponson canoe really is, and what they are made of, we think a word about their construction may be of interest. Sponsons are air chambers not cork filled as many suppose, and are the same on all makes except in the way they are built and attached to the sides of the canoe.

The sponsons or air chambers on the KENNEBEC canoe are built as follows: 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 to a depth equal to that of the finished sponson, after which a framework is built of cedar blocks, molded to proper shape, and spaced so that one block will come opposite every other rib in the canoe. These blocks are fastened onto the canoe by screws from the inside, that is, brass screws of the proper length go through the rib, planking and canvas into the sponson block, drawing the block in and holding it close to the side of the canoe. The frame is then planked with cedar planking same as used on the hull, after which the piece of canvas tacked on before the frame was begun is now drawn up tight over the sponson, 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 it an airtight, watertight compartment along each side of the canoe.

Our round sponson has all of the buoyancy of the old-fashioned flat-top sponson, but without its clumsy appearance.

ABSOLUTELY SAFE FOR WOMEN AND CHILDREN

The KENNEBEC "Sponson" canoe is absolutely safe—you cannot tip it over and you cannot sink it.

In the water KENNEBEC "Sponson" appears light as an ordinary canoe and 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. With the installation of either a stationary or detachable motor, makes a very desirable motorboat.

A LIGHT ROWBOAT

The KENNEBEC "Sponson" canoe, equipped with outrigger oarlocks and a pair of light oars, makes an ideal craft for rowing. Is safe as any boat of the same length and much lighter, can easily be pulled up on shore and readily put back into the water. There is nothing as good where a craft of shallow draft is desired. Stock colors, medium Green and Italian Red. Other colors, if ordered. Color card on request.

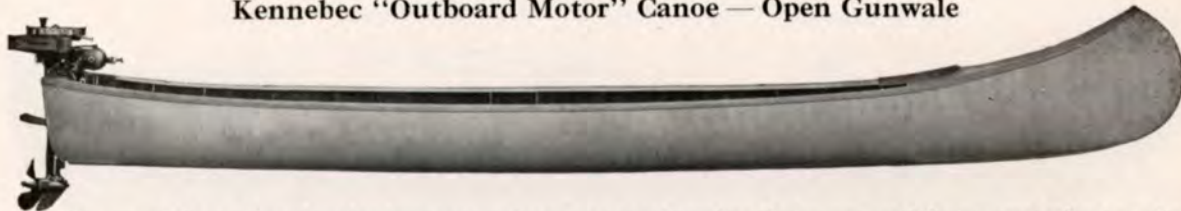


Prices with Keel

| Length Feet | Width Inches | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|-------------|--------------|--------------|--------------|---------|-----------|---------|-----------|----------|-----------|
| 16 | 42 | 12 1/4 | 90 lbs. | \$85.00 | Glade | \$95.00 | Grip | \$107.00 | Gull |
| 17 | 43 | 12 1/4 | 100 lbs. | 87.50 | Goal | 97.50 | Grade | 109.50 | Gun |
| 18 | 44 1/2 | 12 1/4 | 110 lbs. | 90.00 | Grand | 100.00 | Grasp | 112.00 | Gust |

Oak guard rail entire length of sponsons \$3.00 extra. Mahogany guard rail \$4.00 extra.

Kennebec "Outboard Motor" Canoe — Open Gunwale



The use of the outboard motor increases each year as people realize that a very satisfactory motorboat can be had at comparatively small expense by its use in connection with a light boat or canoe. For many uses a canoe is the better, and this is especially true where shallow water is to be encountered, as is often the case on fishing trips. Our outboard motor canoe has all of the desirable features of the regular paddling canoe, yet is well adapted for use with any make of outboard motor.

This model is made in the same manner as our regular canoes, except that heavier ribs, canvas and planking are used, together with outside stems, permitting more strenuous service than would be possible with lighter construction.

The sternboard, or transom, is made of one solid piece of oak securely braced to the gunwales and keel, making the canoe so rigid that there is no vibration, even with the motor running at full speed. An ideal outfit for the hunter, fisherman or pleasure-seeker, making the out-of-way places easily accessible. Equipped with oarlocks and a pair of light oars it makes a much handier craft for rowing than any boat, as it is so much easier to take out and put back into the water.

The stern of this model is made broad and flat to keep the canoe on a fairly even keel with the motor attached, but if the operator desires to sit in the stern near the motor, some ballast, to offset his weight, should be put in the bow. The canoe can be used without this ballast, but if a fairly even keel is desired, then we suggest the use of ballast.

Stock color, medium Green. Other colors, if ordered. Color card on request.

PRICES WITH REGULAR KEEL AND OUTSIDE STEM

| Length Feet | Width On Rails | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|----------------|-------------------|------------------|-----------------|-----------------|-----------|--------------|------------|--------------|------------|--------------|
| 17 | 35 | 38 | 13 | 100 lbs. | \$78.00 | Over | \$88.00 | Oval | \$100.00 | Ovoid |

Prices are for canoes delivered to transportation company, Waterville, Maine. Dealers should add freight. See page 4 for description of types, and page 16 for list of extras and accessories.

The Kennebec "Outboard Motor" Canoe with Sponsons — Open Gunwale



The Outboard Motor Canoe with sponsons, equipped with either the outboard or the stationary type of engine, makes a most satisfactory medium-sized motorboat, and a very reasonably priced one. It also makes a craft that is perfectly safe to use even in rough weather, for with the sponsons it will not tip over and cannot sink. It will carry five people comfortably, and the amount of speed will depend, of course, on the size and power of the engine installed. We have sold a great many of this type of canoe, to be used in place of a motor boat, and they give universal satisfaction. They can be used where the water is too shallow for use of a regular motorboat, and being so much lighter are easily taken up on shore and as easily put back into the water.

Equipped with sailing outfit, leeboards and rudder, it also makes a very satisfactory sailing craft, one that will afford real sport.

Stock color, medium Green. Other colors, if ordered. Color card on request.

PRICES WITH REGULAR KEEL AND OUTSIDE STEM

| Length Feet | Width Extreme | Depth Inches | Weight About | Type A | Code Word | Type 2A | Code Word | Type 3A | Code Word |
|----------------|------------------|-----------------|-----------------|-----------|--------------|------------|--------------|------------|--------------|
| 17 | 48 | 13 | 135 | \$98.00 | Spoke | \$108.00 | Spoon | \$120.00 | Spout |

Prices are for canoes delivered to transportation company, Waterville, Maine. Dealers should add freight.

Oak guard rail full length of sponsons \$3.00 extra. Mahogany guard rail \$4.00 extra.

Rudder with brass fittings \$3.50.

For prices of sailing equipment, see pages 8, 9 and 16.



The Kennebec "Maine Guides" Model — Open Gunwale



To build a canoe that would stand the hardships of a long trip through our northern Maine waters we realized that nothing but the best and strongest of materials should be used, and that this model must be constructed along the strongest possible lines. The constantly increasing demand for this model by our Maine guides, who are very critical as to the canoe they use when guiding, is the best proof that we have succeeded in producing a canoe that has no equal for service and durability. It is as light in weight as it is possible to build a canoe and give it the sturdiness so essential in a canoe of this kind. **All Cedar Planking.** Each length in this model has two cane seats and three thwarts.

PRICES WITHOUT KEEL

| Length Feet | Width On Rails | Width Extreme | Depth Inches | Weight About | Type A Open Gunwales | Code Word |
|-------------|----------------|---------------|--------------|--------------|----------------------|-----------|
| 18½ | 35½ | 37½ | 13 | 80 lbs. | \$65.00 | Daily |
| 20 | 37 | 39 | 13 | 90 lbs. | 70.00 | Date |

If keel is desired add \$2.00 to above prices. If outside stems are desired add \$3.00 to the above prices.

Prices are for canoes delivered to the transportation company, Waterville, Maine. Dealers should add freight.

War Canoes



Each successive year brings an ever-increasing demand for war canoes in boys' and girls' summer camps and canoe clubs. We have given special attention to the design of our war canoes, knowing, as we do, how important it is to have a canoe that is not only steady in the water, but one that paddles with comparative ease, and we have accomplished this result to a marked degree. *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 stock, finished with heavy keels, open gunwales, outside stems and long decks, making them very strong, yet adding no unnecessary weight.

PRICES WITH KEEL

| Length Feet | No. of Paddlers | Width Inches | Depth Center Inches | Depth End Inches | Price With Cane Seats | Code Word | Price With Wide Braces | Code Word |
|-------------|-----------------|--------------|---------------------|------------------|-----------------------|-----------|------------------------|-----------|
| 25 | 6 to 11 | 44 | 16 | 35 | \$140.00 | Spade | \$125.00 | Spaded |
| 30 | 8 to 15 | 46 | 16 | 35 | 195.00 | Spar | 175.00 | Speers |
| 35 | 11 to 21 | 48 | 16 | 35 | 255.00 | Speed | 225.00 | Speeded |

Prices are for canoes delivered to the transportation company, Waterville, Maine. Dealers should add freight.

Kennebec "Maine Coast" Rowboat



These boats are built both lap-strake and smooth seam. In ordering be sure and specify which style is desired.

The choice between the two methods of construction is largely a matter of individual taste. Each style is equally strong. The smooth seam boats are caulked between each plank with seine twine, all seams and nail holes puttied, in fact, the outside surface is almost as smooth as a canoe. We recommend the smooth seam style because if the boat becomes damaged this style is easier to repair, but either style of construction will give satisfactory service.

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 oak transom, thoroughly reinforced, oak knees, all fastened with bolts and nuts, make it impossible for the vibration of the motor to cause the boat to leak, as is the case with boats not made especially strong.

The KENNEBEC "Maine Coast" is built with cedar planking, oak or rock elm ribs, oak gunwales, hardwood stem, keel and transom. Painted gray inside and moss green outside. Seats, decks and gunwales finished natural with best quality spar varnish. Each boat given four coats of paint before varnishing.

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, leathered, varnished and copper tipped, and one pair of oarlocks with sockets. The 14-foot and 16-foot lengths have in addition an extra pair of oarlock sockets.

The 12-foot length has one rowing seat, and stern and bow seats, accommodating five people comfortably. The 14-foot and 16-foot lengths have two rowing seats, and bow and stern seats, giving a comfortable seating capacity for seven people. We can furnish rudder, tiller and tiller ropes for \$3.50 extra.

**Make Your Boat
Unsinkable**

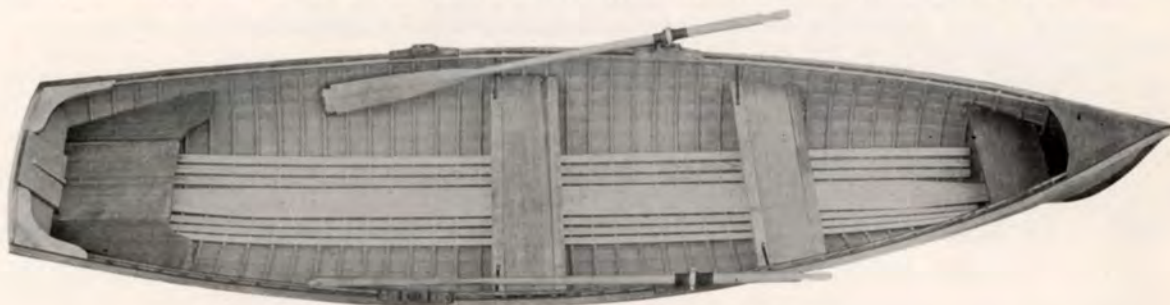
By placing air tanks under forward deck and stern seat. We furnish these in copper for \$18.00 or galvanized iron for \$14.00. With these air tanks installed your boat cannot sink.

PRICES AND DIMENSIONS

| Length Feet | Width Inches | Depth Inches | Height at Ends Inches | Weight About | Price | Code Word Lap-strake | Code Word Smooth Seam |
|-------------|--------------|--------------|-----------------------|--------------|---------|----------------------|-----------------------|
| 12 | 46 | 16 | 25 | 120 lbs. | \$75.00 | Mace | Maid |
| 14 | 47 | 16 | 25 | 130 lbs. | 80.00 | Macerate | Mail |
| 16 | 48 | 16 | 25 | 145 lbs. | 85.00 | Machete | Maim |

There is a charge of \$2.00 for packing in straw and burlap. For crating the charge is \$5.00.

Prices are for boats delivered to transportation company, Waterville, Maine. Dealers should add freight.



Interior 14-foot Maine Coast Rowboat

Kennebec "Fisherman" Boat — 14-foot length



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 of use of the detachable motor.

The sides and bottom are 13/16 inch planking, 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 enamel. Boats are each fitted with bottom rack, making practically a double bottom. One pair of oarlocks with sockets are furnished with the 12-foot length. With the 14-foot length there is furnished one pair of oarlocks and two pairs of oarlock sockets. Oars, plain ash, are extra, \$3.00 per pair.

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

There is a charge of \$2.00 extra for packing in straw and burlap.

Prices are for boats delivered to transportation company, Waterville, Maine. Dealers should add freight.

HOW TO ORDER—DELIVERIES—PRICES—TERMS

Orders. When ordering by letter be sure and give the model, length, type and color of the canoe; 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 2A, medium green canoe, telegraph three words, "Abject, 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. Types 2A and 3A generally require 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 allowance 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 catalogue are strictly net retail prices, and the dealer is expected to add freight charges from Waterville, Maine. They are as low as it is possible for us to make them and guarantee an absolutely first class canoe. 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.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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 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 . . . \$0.90
- 1 pt. Spar Varnish, sufficient for outside of canoe65
- 1 pt. Spar Varnish for refinishing inside of one canoe . .65

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.

Price \$1.50, mailed to any address.

- Ambroid, a quick repair cement \$0.30
- Parcel post, extra05
- Jeffrey's Marine Glue35
- Parcel post, extra05



KENNEBEC Canoes—"Safest To Use"

| | <i>Price Each</i> | <i>Code Word</i> |
|---|-----------------------|----------------------|
| Back Rest "A" Spruce | \$1.00 | Ice |
| Back Rest "B" Maple | 2.00 | Icicle |
| Back Rest "B" Mahogany | 2.50 | Icing |
| Back Rest "C" Spruce | 1.50 | Iceberg |
| Back Rest "C" Mahogany | 2.25 | Icepack |
| Back Rest "D" Maple, Caned | 2.25 | Identify |
| Back Rest "D" Mahogany, Caned | 3.00 | Idiom |
| Back Rest "K" Special, Mahogany | 4.00 | Intact |
| Cushions, Lifebuoy | 1.50 | Ignite |
| Chair, Maple, Folding Back, Caned | 4.50 | Ignorant |
| Chair, Mah'y, Folding Back, Caned | 5.50 | Ignore |
| Seat, Folding, Detachable, Black Enamel, Grade C | 2.00 | Igneous |
| Seat, Folding, Detachable, Polished, Brass, Grade B | 3.00 | Ignition |
| Mast Seat | 2.50 | Step |
| Drip Cups for Double Paddle, pr. | .45 | Intense |
| Rub Rails, Oak | 3.50 | Inlay |
| Rub Rails, Mahogany | 5.50 | Inland |
| Rowing Seat, Maple, Caned | 3.00 | Invert |
| Rowing Seat, Mahogany, Caned | 4.50 | Involve |
| Sail Outfit (45 sq. ft.) | 15.00 | Immature |
| Without Leeboards | | |
| Sail Outfit (70 sq. ft.) | 23.00 | Immerse |
| Without Leeboards | | |
| Sail Outfit (45 sq. ft.) and Leeboards, Complete | 25.00 | Intervale |
| Sail Outfit (70 sq. ft.) with Leeboards | 33.00 | Institute |
| Leeboard Outfit | 10.00 | Immerse |
| Carry Yoke | 3.50 | |
| Outside Oak Stems | 3.50 | Imitate |
| Wide Mahogany Thwarts (5-in.) | 1.50 | Imitator |
| Rudder and Fittings (9x12 in.) | | |
| Wooden Rudder, Brass Fitting | 3.50 | Imbue |
| Sponsons on any model | 20.00 | Intomb |
| Wide Keel, 2½ to 4 in. | 3.50 | Intend |
| 24-in. Maple Decks in Type A Canoe, each Deck | 4.00 | Impetus |
| 36-in. Maple Decks in Type A Canoe, each Deck | 6.00 | Impost |
| 48-in. Maple Decks in Type A Canoe, each Deck | 8.00 | Impeach |
| 36-in. Mahogany Decks, Type 3A Canoe, each Deck | 4.00 | Impale |
| 48-in. Mahogany Decks, Type 3A Canoe, each Deck | 6.00 | Impanel |
| Bottom (floor) Rack in Type A | 2.00 | Idle |
| Bottom Rack in Types 2A & 3A | | |
| No charge | | |
| Painter Ring, Polished Brass | .75 | Issue |
| Flagpole Socket, Nickel Plated For Wooden Pole | .50 | Illegal |
| Nickel Plated Flagpole and Socket | 1.25 | Illness |
| Lettering, 2-in. Stock Gold or Color | .20 | Illusion |
| Lettering, 3 or 4 in. Gold or Color | .75 | Illustrate |

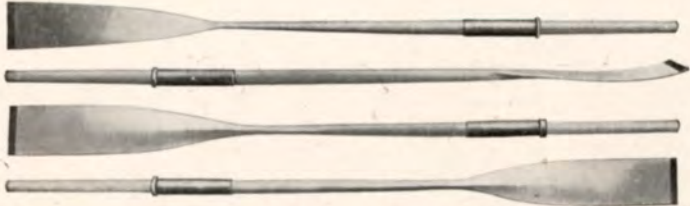
| | <i>Price Each</i> | <i>Code Word</i> |
|--|-----------------------|----------------------|
| Monogram, 2 Letters, One Side | \$2.50 | Image |
| Monogram, 2 Letters, Both Sides | 4.00 | Images |
| Monogram, 3 Letters, One Side | 3.00 | Impugn |
| Monogram, 3 Letters, Both Sides | 5.00 | Impugns |
| Stripe, Gold Leaf, Turned-down Ends, ½-in. | 4.00 | Imagine |
| Stripe, Same with Edging | 5.00 | Interlace |
| Stripe, ½ to 1 in., Color, Turned-down Ends | 3.50 | Imbecile |
| Stripe, Same with Edging | 4.50 | Interlude |
| Old English Letters (5-in.) | 2.00 | Impinge |
| Gold Scroll, each | 1.00 | Imported |
| White Enamel Finish | 5.00 | Induct |
| Brass Bangplate, full length of Keel | 1.75 | Intention |
| Oars, hand made, leathered, varnished and copper tipped. | per pair | |
| 6½ft. Spruce or Ash, Straight Blade | 4.50 | Incase |
| 7 ft. Spruce or Ash, Straight Blade | 4.90 | Inch |
| 7½ft. Spruce or Ash, Straight Blade | 5.25 | Inches |
| 6½ ft. Spruce only, Spoon Blade | 5.85 | Illicit |
| 7 ft. Spruce only, Spoon Blade | 6.30 | Incase |
| 7½ft. Spruce only, Spoon Blade | 6.75 | Incased |
| Oarlocks, Polished Brass | 3.00 | Impress |
| Oarlocks, Polished Brass with Blocks | 3.50 | Impressed |
| Oarlocks (W. G. Special), Galvanized | 2.00 | Inverse |
| Oarlocks (W. G. Special), with Blocks | 2.50 | Invoke |
| Oarlocks, Galvanized Outrigger | 3.00 | Imprint |
| Oarlocks, Polished Brass Outrigger, extra heavy | 7.00 | Improve |
| Ribbed Horn Rowlocks (Gal.) with Sockets | .45 | Imply |
| Paddles, Spruce, Selects, 6½-7 in. blade | 2.00 | Impede |
| Paddles, Spruce, No. 1, 6½-7 in. blade | 1.75 | Import |
| Paddles, Spruce, Selects, 8-in. blade | 2.25 | Immune |
| Paddles, Spruce, No. 1, 8-in. blade | 2.00 | Impute |
| Paddles, White Ash or Maple, 6½-7 in. blade | 2.50 | Impact |
| Paddles, Double Blade, Spruce, Copper Tipped | 5.50 | Impotent |
| Copper Paddle Tips | .35 | Implant |
| Copper Oar Tips | .30 | Imbibe |
| Crate for Regular Canoe | 4.00 | |
| Crate for Sponson Canoe | 5.00 | |
| Crate for Boat | 5.00 | |
| Boxing for Export | 10.00 | |
| Packing in straw and burlap | 2.00 | |

PRICES OF REPAIR PARTS

| | | |
|---|--------|------|
| Bow Seat, Maple, Caned | \$2.00 | Each |
| Bow Seat, Mahogany, Caned | 2.50 | " |
| Stern Seat, Maple, " | 2.00 | " |
| Stern Seat, Mahogany, " | 2.50 | " |
| Thwarts, Maple | .75 | " |
| Thwarts, Mahogany | 1.00 | " |
| Decks, 20-inch Maple | 1.00 | " |
| Decks, 20-inch Mahogany | 1.25 | " |
| 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.

KENNEBEC Canoes—"Safest To Use"



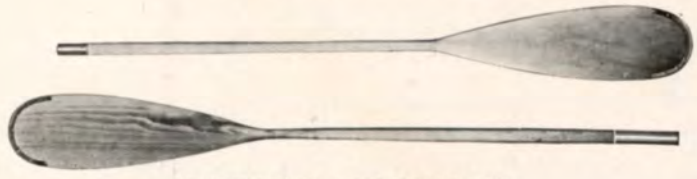
OARS. Straight and Spoon Blade



BACK REST "C"

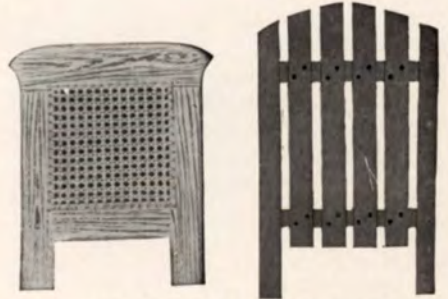


SINGLE BLADE PADDLE



DOUBLE BLADE PADDLES

All Kennebec paddles are the result of hand work by skilled men. They always work with the grain of the wood, which insures a strong, dependable paddle that will stand for twenty per cent to fifty per cent more strain than the ordinary kinds, many of which are machine-made, cross-grained, and therefore weak.



BACK REST "D"

BACK REST "B"



CHAIR



CARRY YOKE



W. G. SPECIAL OARLOCK



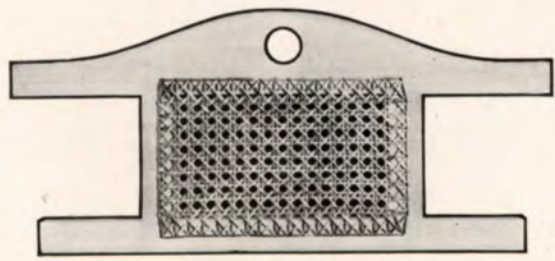
DETACHABLE FOLDING SEAT



BACK REST "K" SPECIAL



L. B. CUSHION



MAST SEAT



BACK REST "A"

KENNEBEC CANOES

"SAFEST TO USE"

WHY? Because the "Tumble Home" makes them so.

The "Tumble Home" or the bilge projects out farther than the gunwale and has a broad flat bottom as shown in the diagram at the foot of this panel. Anyone can move about with safety in a Kennebec Canoe, even close to the gunwale, and at all times be resting on a surface that sets flat on the water. To illustrate, put a bowl and a plate on water to see what we mean—the round bottom of the bowl will cause it to tip easily, while a plate, with less rounding surface, will always set staunch and firm. Compared with many other makes the Kennebec is really like the plate—a model that not only makes for safety but swiftness as well. You know that a flat surface has the least displacement, causing a canoe to move easier and faster. We overcame the appearance of heaviness in the Kennebec by rounding the sides towards the rail. Again this is what is called the "Tumble Home." Because of this wonderful feature people who are ordinarily nervous about going in a canoe use the Kennebec with great comfort and pleasure. The advent of the Kennebec Canoe also overcame that erroneous idea of canoes being unsafe. Built on Kennebec lines a canoe is absolutely as safe as any boat of equal length, and a Kennebec Sponson Canoe (illustrated below) is far safer. After a representative of one of the largest sporting goods houses visited our factory and saw how Kennebec Canoes were built, he told us that he was using a Kennebec at his summer home on one of the Maine lakes, affording him an opportunity to compare the Kennebec with several other makes, but never, until he had seen them built, did he really understand why they were so popular.

Every KENNEBEC owner is a satisfied customer.

The "Tumble Home" makes them so.

The dotted line is the "Tumble Home" of the ordinary canoe—the heavy line that of the Kennebec.

KENNEBEC BOAT & CANOE CO.
Waterville, Maine
U. S. A.

Kennebec "Sponson"
Model



"SAFEST TO USE"