

OLD TOWN 1931 CANOES *and* BOATS





Color Design No. 4, \$18.00



Color Design No. 22, \$18.00



Color Design No. 23, \$14.00



Color Design No. 31, \$10.00



Color Design No. 32, \$11.00



Color Design No. 16, \$9.50



Color Design No. 10, \$10.00



Color Design No. 33, \$5.50



Color Design No. 34, \$4.00

COLOR DESIGNS

In these end sections of "OLD TOWN CANOES" is shown a wide range of designs for the whole length of the canoe. In ordering please specify the design number and price as indicated. These designs are susceptible of various color

schemes, and can be executed in any combination of colors you may submit. Price of design No. 23 includes mahogany rub rails (\$5.00) which separate the colors. Assortment of these designs in stock but suggest allow ten days.



An idyllic camp setting and an Old Town Canoe (courtesy Am. Mutual Magazine)

OFFICE AND FACTORY

OLD TOWN CANOE COMPANY

OLD TOWN, MAINE, U. S. A.



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Pacific Coast Agencies

San Francisco, Calif. Weeks-Howe-Emerson Co.
 Los Angeles, Calif. W. H. Hoegee Co.
 Los Angeles, Calif. B. H. Dyas Co.
 Seattle, Wash. Pacific Marine Supply Co.
 Portland, Oregon The Beebe Co.

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THE CANOE OF THE AMERICAN INDIAN



DID you ever think that of all the primitive implements of the Indian none for water use has survived civilization in a recognizable form except his canoe? The test of time and the ingenuity of the white man have found nothing of comparable size superior to his model of a water craft, be it for pleasure, or for service on stream, river, lake or

ocean bay. Until, however, there was substituted cotton duck or canvas for his birch-bark covering, the use of canoes was restricted to those localities where the materials could be easily obtained, and where there were Indian workmen to apply them. Improvisation of a better covering and improvement in methods of construction now provide the canvas-covered canoe, but fundamentally in lines and model the water craft of the red man survives.

It is the adaptability of the canoe which makes it so universally needed and, for some purposes, like cruising in the far reaches of our north country, no other craft can be used. Best of all, the canoe furnishes means of enjoying that waterway or body of water which lies nearest each of us, and whether it be lake or pond, stream, river or bay, the pleasure of water travel is not denied. An afternoon's paddle can take one far from the toils and turmoil of the town, and affords association with nature than which nothing is more conducive to quiet thoughts, a happy mind, a good appetite and resultant red corpuscles. He who ever on a summer's night has dipped his paddle and pushed far out under the still moonlight to drift in the full freedom of quiet and appreciation of nature's composure, realizes that the canoe is the tangible cause for all his

wonder and delight, and the charm of canoeing once partaken of holds its victim enthralled ever afterwards. It is in cruising, however, that the canoeist reaches the height of his hopes; and to follow the ways traversed by the native red man a century and more back, to live by a camp-fire as he lived, and to make shelter wherever night overtakes, is to understand the independence of the savage and know the truth of self-reliance. The birch-bark canoe, the Indian's water craft, early won the admiration of the whites because of its lightness (rendering portages less toilsome), its ease of propulsion and, for the aesthetic, its gracefulness on the water. Like almost all primeval implements, however, it was prone to defects. And particularly even when built in the most careful manner, one might spring a leak because of a severe bump or by the pitch running through exposure to the sun. Then, too, the difficulty of procuring bark restricted extensive manufacture. Obviously, the whole trouble came from the covering, but it was not until about a generation ago that cotton duck or canvas was substituted.



Meditation (somewhere in Michigan)

As this innovation had its origin in the haunts of the "OLD TOWN INDIANS" it is appropriate that we should name our canoe the "OLD TOWN CANOE." These Indians still retain their cleverness in canoe building and the number of them in our employ seems to give to our canoes something of the old Indian romance as felt by Hiawatha in the lines given us by Longfellow:

"I a light canoe will build me,
That will float upon the water,
Like a yellow leaf in Autumn,
Like a yellow water lily."

The "birch bark" (canoe), like the tomahawk, wigwam and bow and arrow, is now only known in Indian tradition and museums, but the "OLD TOWN CANOE" will perpetuate gratitude to the Indian for his invention of this typically American water craft. The simplicity of an Indian's life is visualized to us when we understand how easy it is to own and maintain a canoe.

It is this primitive canoe of the Indian which we have modernized by substituting canvas for bark, metal fastenings for wood fastenings; we have added symmetry and perfectness in model where necessarily his lines lacked uniformity; materials best adapted to canoe requirements have been selected; and a corps of workmen has been carefully trained — all to the end that the "OLD TOWN CANOE" shall symbolize perfectness of model, top notch of quality, and the minimum of cost.

There no longer is any question of permanency in the use of this type of water craft. While twenty years ago, except in a few localities, canoeing as a pastime and recreation was nearly unknown, today there is hardly a water course without its devotees to the sport, and frequently canoeists organize clubs whereby enthusiasm is accentuated by regattas, water carnivals and camping trips.

In practical work the canoe offers the best and in some cases the only means for exploration, hunting, etc. Scores

of "OLD TOWN CANOES" have gone into Northern Ontario for miners' use in prospecting, while from Alaska the report reaches us that "OLD TOWN CANOES" can always be depended on in hard service.

To learn to paddle is as easy as to learn to row, and the extreme simplicity in the means of guiding and propelling a canoe is what has made its use so popular and widespread. If you spend your summer near the water and have not experienced the exhilaration of canoeing, you have a joy to look forward to. This year you can double the charm of your outing and make an inseparable, ever-ready and inexpensive companion by acquiring an "OLD TOWN CANOE."



Scarcely a ripple (Isle of Pines, Cuba)

SPECIFICATIONS of "Old Town Canoes"

RIBS

Of white cedar, the toughest lightweight wood obtainable, 5/16 inch thick, 2 inches wide spaced $1\frac{1}{2}$ inches apart. Ends tapered.

PLANKING

Of finest quality straight-grained red cedar 5/32 inch thick. Smooth laid in long lengths with tight joints.

OPEN GUNWALES

All canoes and boats are stocked with newest type of open gunwales, which make washing out easier.

DECKS

Sixteen inches long except "Otca" model (page 6). Longer decks supplied to order (page 16).

STEMS

Ash or oak, straight grained.

SEATS AND THWARTS

Seats have wood frames with cane filling. Bow seat dropped on 4-inch bolts. Stern seat and thwarts bolted close to gunwales. Thwarts located and spaced as shown in illustrations of each model. Middle thwarts where

not shown furnished without extra charge if specified when order is placed. Seats and thwarts easily removable.

KEEL

On all stock models except those shown otherwise on pages 10 and 11. Depth of keel $\frac{7}{8}$ inch. It runs full length of canoe and well under bang plates.

CANVAS

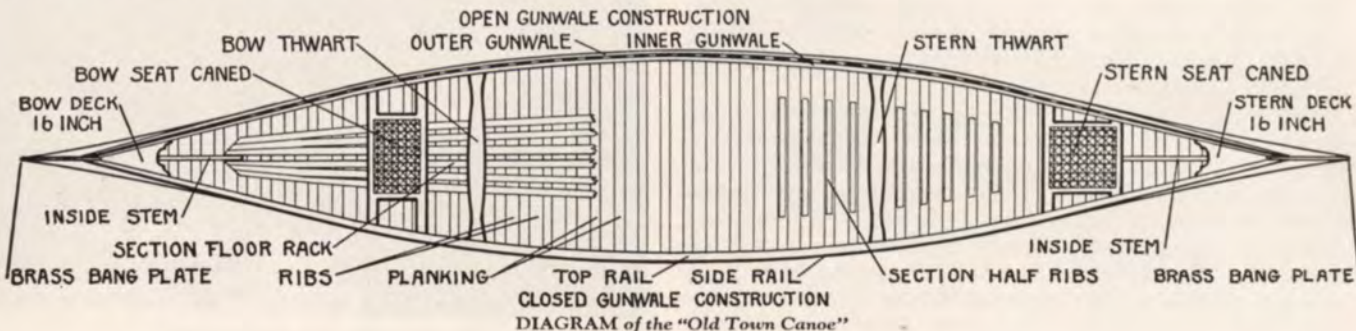
No. 8 seamless canvas on all "OLD TOWN CANOES" except the "50-pound" (page 11) has No. 10 to provide lightness. Be cautious about buying a 16 foot or longer canoe which hasn't No. 8 canvas on it. Boats, dinghies and outboard motor craft beginning page 13 have No. 6 canvas.

FILLER

The canvas is made waterproof and smooth, with all trace of texture removed by a hard-drying, flint-like filler.

FINISH

The woodwork inside and outside is finished in natural wood color with four coats of waterproof varnish. The canvas is finished to an enamel-like surface of high gloss with waterproof varnish. Variety in color with name, striping and similar decorations is available. See page 34 for particulars.



GRADES of "Old Town Canoes"

"OLD TOWN CANOES" are made in two grades, known as "A. A." and "C. S.", the distinction between the two being in the selection of materials, the wood trimming and the finish. There is also a difference in price.

A. A. GRADE

This grade provides a mahogany trimmed canoe and in designating A. A. Grade the purchaser assures himself of our very best production. All materials are of the highest order procurable. Planking and ribs are carefully selected, of uniform color, and without any imperfections; gunwales, decks, thwarts and seat frames are of straight-grained, selected mahogany (outboard motor models have some of these parts of Philippine wood); bang plates of brass, and fastenings throughout of copper and brass. Stocked only with open gunwales.

Every detail in the matching of woods and in finish is accomplished with painstaking care to the end that the

completed product will permit of no adverse criticism. This grade will satisfy the most exacting.

C. S. GRADE

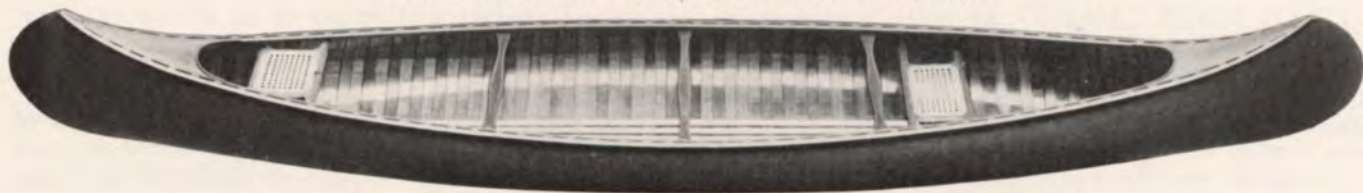
This grade provides a hardwood trimmed canoe of thorough construction, good finish, and with the omission of no detail essential to strength, serviceableness and long wear. No shaky or unsound lumber is used, but the planking and ribs are subject to slight discolorations, small knots, etc. Planking and ribs are of cedar; gunwales of spruce; decks, thwarts and seat frames of oak, birch or ash; bang plates of brass, and fastenings throughout of brass, copper and galvanized iron. Canvas of the same quality as in A. A. Grade, filled and waterproofed in the same manner.

For general use where superior finish is not desired C. S. Grade provides a common-sense canoe of guaranteed dependability.



Preparations for sailing races near Coney Island

"Old Town 'OTCA MODEL' Canoe"



A 17 foot "Otca" carrying its load easily

The "Otca" model is the widest, deepest and roomiest. These features make it the steadiest, safest and most capacious canoe that we build. The floor is flat and wide, and carried far into the ends. The sides are convex, thus producing a handsome tumble-home. Is equipped with 20" long decks having low coaming or deck-end finish, and only with open gunwales. Not built for speed but for comfort, safety and fine appearance.

It is the sort of canoe one always takes pride in owning because of its true lines and details of fine craftsmanship. Equally at home on stream, lake or ocean, it never fails to give its owner and occupants a feeling of complete canoe joy.

The model is suited for use under any conditions anywhere. It paddles easily, will carry the largest load comfortably, can handle a maximum sail area. Illustrated with floor rack which is included in price of A. A. Grade but is \$2.00 extra in C. S. Grade. Extras page 16. Stock Color Dark Green. Other colors, etc., pages 34 and following.

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft.	34½ in.	13 in.	75 lbs.	135 lbs.	255 lbs.	125 ft.	\$84.00	Otcam	\$74.00	Otcaler
17 "	35 "	13 "	80 "	145 "	285 "	140 "	87.00	Otcapt	77.00	Otcasem
18 "	37 "	13 "	85 "	155 "	310 "	155 "	90.00	Otcaret	80.00	Otcaret

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town ‘H. W. MODEL’ Canoe”



Instead of having a perfectly flat floor the H. W. Model tends toward the shape of the well-known salt water yawl boat below the water line. This shape gives more draft and hence greater steadiness in windy waters. It is a general utility model, somewhat faster under the paddle than the Otca Model, sturdy and handsome in appearance—the kind of canoe that is always ready for any use.

Extra fullness at bow and stern enables this model to ride over large waves instead of cutting through them as in the case of a canoe with sharp ends. For cruising, carrying heavy loads, for use on large rivers, lakes, ponds and salt water, this is an excellent canoe. The lines are speedy and graceful and the ends curve with that nicety given by the Indians to their bark canoes. It's a good sailer.

This H. W. Model has all the essentials in lines and quality to make any owner proud of his possession. All parts are shaped for lightness coupled with ample allowance for strength. There is no excess weight. Hunters and others who have portaging to do will appreciate this. Extras page 16. Stock Color Dark Green. Other colors, etc., pages 34 and following.

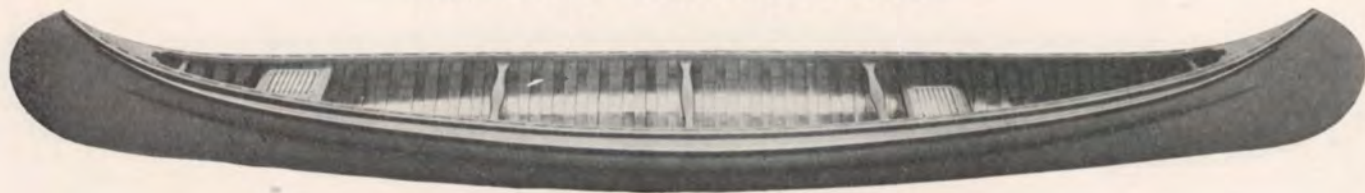


No parking laws here

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft.	33 in.	12 in.	65 lbs.	130 lbs.	250 lbs.	125 ft.	\$80.00	Ahatching	\$70.00	Ahealing
17 "	34 "	12½ "	70 "	140 "	275 "	140 "	83.00	Aharboring	73.00	Ahectoring
18 "	34½ "	13 "	75 "	150 "	300 "	150 "	86.00	Ahalting	76.00	Ahelping

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town ‘SPONSON’ Canoe”



If you keep away from the water because of distrust of the ordinary rowboat or canoe, try this canoe. Boys and men, because of its safety, use it even more readily than the

regular canoe. Girls' summer camps have scores of them. It is named "Sponson" from the air chambers built out each side and extending from stem to stern. Amidships the sponsons are 4" wide, 5" deep. This ample size doubles the air space and buoyancy as compared with

smaller designs. They add about 25 lbs. in weight. They are clear of the water and touch the water only when the canoe is careened.

Stock Color Dark Green. Extras page 16. Stock Sponson Canoes built on H. W. Model. Sponsons built to order (three weeks) on any models for \$22.00, except 20 ft. canoe (page 10) cost is \$27.00. Rowlocks can be added for use separately or at the same time with paddles. Rowing equipment page 36.



Shows difficulty of upsetting



Shows buoyancy when swamped

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft.	41 in.	12 in.	95 lbs.	160 lbs.	300 lbs.	150 ft.	\$100.00	Asponal	\$90.00	Asespon
17 "	42 "	13 "	103 "	175 "	325 "	160 "	103.00	Asponainet	93.00	Ascotson
18 "	43 "	13 "	110 "	195 "	350 "	175 "	106.00	Asponasah	96.00	Asinespon

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



18 ft. Sponson with rowlocks, oars, folding cane chair and paddle



Resting from hard labor



Sponson canoes have graceful lines

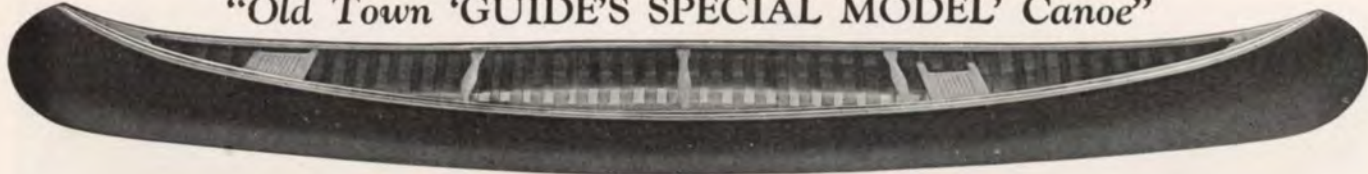


18 ft. Sponson with 55 ft. sail and rudder



18 ft. Sponson submerged but still sailing

"Old Town 'GUIDE'S SPECIAL MODEL' Canoe"



This canoe is for the use of guides and sportsmen. Has broad lines through its entire length to give steadiness and carrying capacity and a flat floor far into the ends to make it float light and go easily over



An 18 ft. Guide's Model in the background — 15 ft. 50-Lb. in front.

the shallow places. The ends are low to lessen wind resistance — a feature which experienced hunters and sportsmen regard as very essential. A fast, steady canoe that is never cranky. Many directors of boys' summer camps select the "Guide's Special" for their entire flotilla. Stock Color Dark Green.

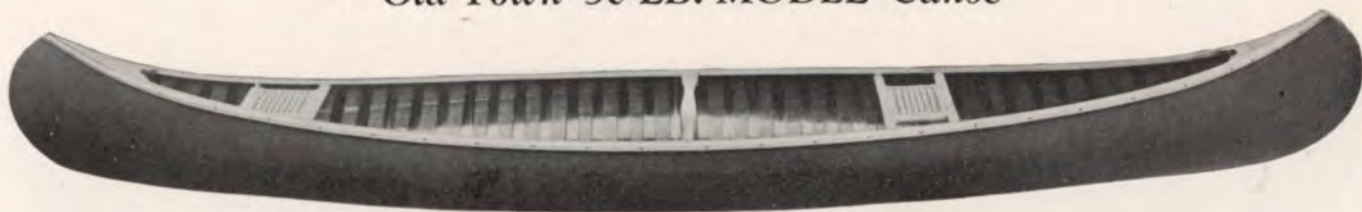
A third or G. S. Grade is supplied, differing from the C. S. Grade only in having for finish coat on the canvas a tough, enduring paint in place of varnish. For fishing, hunting and woods camping trips this G. S. Grade is available at slightly less cost than next better grade. Stock Colors Dark Green and Slate. Extras page 16.

This model regularly has keel, which, however, can be omitted if order so specifies, but without price allowance. Half ribs can be supplied between the regular ribs for \$4.00.

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel		G. S. Grade with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
18 ft.	36 in.	13 in.	85 lbs.	150 lbs.	300 lbs.	155 ft.	\$86.00	Acader	\$76.00	Aspert	\$71.00	Aguder
20 "	39½ "	13¼ "	94 "	170 "	350 "	180 "	92.00	Ataging	82.00	Alegger	77.00	Atoter

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town ‘50-LB. MODEL’ Canoe”



The 15 foot length is a canoe of exceptional capacity, not burdensome in portaging and capable of carrying one man and much equipment or two men with reasonable equipment. It is used by timber cruisers, by fire wardens, by hunters and sportsmen generally. Extra light construction is employed. Ribs are $\frac{1}{4}$ " thick, spaced $1\frac{1}{2}$ " apart, planking $\frac{1}{8}$ " thick, canvas No. 10. Removable middle thwart. Bow seat bolted close to gunwales. The 11 foot and 13 foot lengths are limited in stability and capacity by their shortness, but broad beam gives unusual steadiness. Thwart is furnished in place of bow seat in 13 foot and thwarts in place of both seats in 11 foot.

These canoes are the shortest and lightest for strapping to an automobile. Stock Color Dark Green. Other colors, see pages 34 and following. Extras page 16. A few users prefer keel omitted. (Allow 10 days. No change in price.) This 15 foot model with keel is a prime favorite with Boy Scouts, and for them usually thwarts are supplied in place of seats (no extra charge).

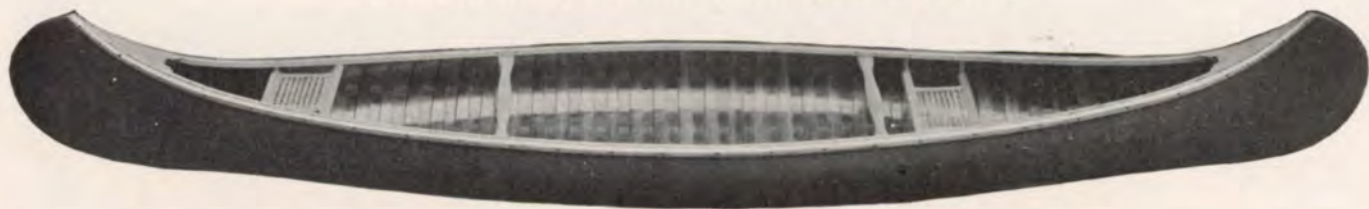


Father, daughter and a 15 ft. 50-Lb. cruise 270 miles

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
11 ft.	35 $\frac{1}{2}$ in.	12 $\frac{1}{2}$ in.	45 lbs.	100 lbs.	200 lbs.	80 ft.	\$75.00	Alaverus	\$65.00	Alenter
13 "	35 $\frac{3}{4}$ "	12 "	50 "	110 "	210 "	90 "	80.00	Alahha	70.00	Alostoe
15 "	34 $\frac{1}{2}$ "	11 "	55 "	120 "	210 "	110 "	80.00	Alamping	70.00	Alighting

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

"Old Town 'YANKEE MODEL' Canoe"



A time when you're glad it's an "Old Town"

Steadiness comes nearly as much from length as from width. Hence the seventeen and eighteen footers are steadier than the sixteen footers. To meet the demand for a sixteen foot canoe with as near as possible the stability of the longer canoes this "Yankee" model was designed. We recommend it to those who let canoes and prefer the sixteen foot length because it is so broad it can be entrusted to those who are not accustomed to handling water craft. Its popularity is widespread and many old experienced canoeists are numbered among its friends.

It will behave admirably and vie with any canoe in beauty. Is an excellent fishing canoe and for carrying large loads where a short length canoe is desired.

Extras page 16. Stock Color Dark Green.

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft.	36 in.	12 in.	67 lbs.	140 lbs.	250 lbs.	130 ft.	\$82.00	Apanering	\$72.00	Apenoding

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

"Old Town" CANVAS-COVERED, DOUBLE-END BOAT



Here are the good qualities of a wooden boat without the disadvantage of a wooden boat. There never is need of first swelling the wood to make the hull water-tight. The canvas covering of No. 6 canvas keeps out the water. The canoe style of construction with cedar ribs and planking makes for lightness. The width and flatness of floor assures steadiness. The depth gives ample capacity and freeboard. It's a good, practical, comfortable, family boat, steady and staunch. Sides braced to seats with natural knees.

Paddles can be used as well as oars. The shallow draft offers exceedingly slight resistance to the water, making it an easy boat for women and children to handle. It's an ideal boat for fishing. Extras page 16. Stock Color Dark Green. Other colors, etc., see pages 34 and following. Oars and paddles, page 36.

At the boys' and girls' summer camps operated by Mr. C. E. Cobb at Denmark, Maine, there is a growing fleet of

more than fifty of these boats (and even more Old Town Canoes). This boat also available in extra large size as quoted below.



Campers at Camp Wyonegonic

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft Standard	42 in.	14½ in.	100 lbs.	185 lbs.	300 lbs.	155 ft.	\$ 93.00	Taober	\$83.00	Berbac
16 " Ex. large	48 "	16 "	110 "	195 "	325 "	160 "	103.00	Ameaba	93.00	Meab

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town ‘WAR’ Canoe”

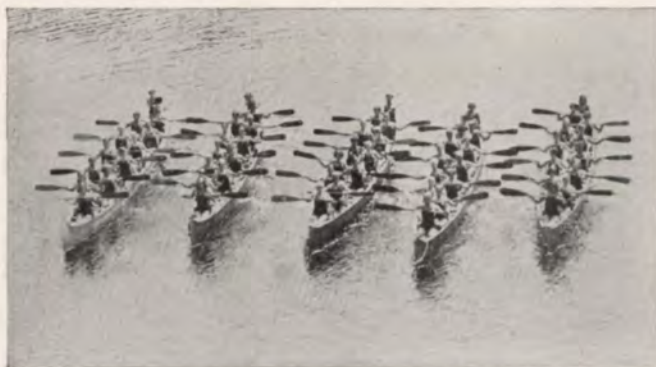


Boys' and girls' summer camps and canoe clubs in general are hardly complete now without one or more war canoes. They are always available for groups to go off on picnics and excursions even of several days' duration. Nothing is better

in training for teamwork or unity of action and nothing is prettier than the even, rhythmic sweep of a dozen or more paddlers driving a war canoe with lusty strokes at top speed.

They are strongly braced, equipped with floor rack, keel and outside stems, 30 inch long decks, heavy spruce open gunwales, stern seat for coxswain, thwarts 4 inches wide, spaced 27 inches apart for paddlers.

These canoes must be loaded in end-door or wide side-door cars, which necessitates a special minimum freight rate of 1000 lbs., on which the freight is based, even though the shipment actually weighs less than 1000 lbs. If, however, several war canoes are combined, or shipped with regular canoes, at one time so that the whole canoe shipment has a packed weight of at least 1000 lbs., the regular canoe rate (four times first-class rate) applies on the actual packed weight. Prices include any Standard Color, and loading for shipment. Allow one to four weeks in either length. For prices of names see page 34. For stripes add 50% to prices page 34.



War canoes executing formation (Luther Gulick Camps)

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		Capacity	C. S. Grade (see p. 5) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements		Open Spruce Gunwales	Telegraph Code Word
25 ft. 34 "	41 in. 44 "	14½ in. 15 "	190 lbs. 300 "	320 lbs. 420 "	500 lbs. 600 "	256 ft. 370 "	6 to 11 paddlers 12 to 21 "	\$125.00 225.00	Remmac Cammer

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

"Old Town" SAILING EQUIPMENT



This outfit is adaptable to any canoe or rowboat. Consists of Lateen sail, completely rigged with mast and booms and tackle for hoisting and lowering. Mast Seat (illustrated page 37) and Step for supporting mast, and Leeboards which serve same purpose as centerboard. Each leeboard blade is fastened by pivot bolt, with tension lever nut, to heavy Manganese bronze angle bracket, which in turn is screwed to cross arm. The cross arm is adjustable to varying locations in the canoe or to canoes of different beams and is securely held to the gunwales by hook bolts with thumb nuts. The entire outfit can be installed instantly and when not in use

can be taken apart and stored in the canoe.

The blades swing on the pivot bolts like pendulums, and enough tension should be put on the lever nuts to hold blades perpendicularly but permit of their swinging up if obstruction is encountered under water. All metal parts brass or bronze.

Steering may be done with rudder as illustrated or with regular paddle. Prices quoted on other types and sizes of sails if description and measurements are given. Any items sold separately at the prices shown. If centerboard is desired it must be built into canoe or rowboat at factory.

Mast Seat and Step installed in place of bow seat	\$3.00	Lateen Sail complete, area about 55 sq. ft.	\$20.00
Rudder complete with fastenings	5.00	Lateen Sail complete, area about 65 sq. ft.	23.00
Leeboards (same style fits both regular and sponson canoes)	9.50	Lateen Sail complete, area about 75 sq. ft.	28.00
Lateen Sail complete, area about 45 sq. ft.	18.00	Centerboard, exposed area blade about 192 sq. in.	50.00

SQUARE-END PADDLING CANOE



There is a very definite demand for a canoe that can be used both with paddle and motor. This model has been developed and stands approved by users as an admirable all-purpose craft for the needs it is designed to fill. The general dimen-

sions are the same as our 20' "Guide's Special" but the length is cut to 18'. Motors not exceeding 3 H.P. are recommended. Distance between gunwales at stern is 19½". Stock Color Dark Green. Equipped with half ribs. No. 6 Canvas.

Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		C. S. Grade (see p. 5) with keel		G. S. Grade (see p. 10) with keel	
					Approx. Weight Crated	Approx. Cubic Measurements	Open Spruce Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
18 ft.	40 in.	14 in.	120 lbs.	190 lbs.	325 lbs.	160 ft.	\$84.00	Motcint	\$79.00	Seinotemt

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

EXTRAS for "Old Town Canoes"

Although each canoe as priced in this catalog is equipped with every necessary feature, there are extras in the way of additional parts which many canoeists desire. These extras are desirable because of the greater utility, distinctiveness

and beauty which they provide. In the following list you may find several items which you wish incorporated in your canoe. Where added time is required to supply any item it is noted by the mark (*) indicating six to ten days.

Floor Rack in AA Grade canoe	No charge	*Long Decks, Mahogany, 30 in. only in AA Grade canoe . .	\$16.00
Floor Rack in CS Grade canoe	\$2.00	*Long Decks, Mahogany, 42 in. only in AA Grade canoe . .	20.00
Outside Stems	3.50	*Long Decks, Hardwood, 30 in. only in CS Grade canoe . .	12.00
Brass Painter Ring	.75	*Long Decks, Hardwood, 42 in. only in CS Grade canoe . .	16.00
Brass Bang Plate, full length of keel	2.00	*Bilge Keels, one each side center keel, per pair	5.00
Half Ribs (allow four weeks)	4.00	Brass Bang Plates full length 2 Bilge Keels	4.00
Open Gunwales, Oak, instead of Spruce (4 weeks)	4.00	Air Tanks, Copper	20.00
*Rub Rails, Mahogany, only on AA Grade canoe	5.00	Air Tanks, Galvanized Iron	14.00
*2½" Extension Gunwales, Hardwood	14.00	King Kombination Kanoe Karrier, 12 in. wheels	10.00
*2½" Extension Gunwales, Mahogany	17.00		

“Old Town” FLAT-BOTTOM WOODEN BOAT



This is a well-modeled, inexpensive skiff or flat-bottomed boat, strongly made for rough, hard wear. It is very seaworthy. Just the right boat for fishing. Excellent for use at boys' and girls' camps and at sporting camps for general all-round use. Requires very little care. Sure to give you your money's worth if used only one season and would then probably cost you less than you could rent a boat for. With reasonable care will last for years. Stern built strong for use with outboard motor. Any number find this boat very speedy with all of the standard motors on the market. Built with open gunwales.

This boat, being all wood, is subject to drying out and shrinking when kept in dry storage for any length of time. When put into the water it may at first leak, but quickly the joints tighten and close up so that leaking then stops and the boat becomes perfectly dry. In this respect it differs from the canvas-covered boats which always are water-tight. It is built like all standard flat-bottom wood

boats, and for the service intended and the price it suits hundreds of users. Fish well can be supplied under the middle seat for \$10.00 extra.

Built of white pine and red cedar, painted Green outside, Gray inside, White gunwales, Mahogany-stained seats. One pair of rowlocks with 12 foot, and two with 10 foot and 15 foot boat. Plain spruce or ash oars cost \$3.50 per pair for 7 foot or \$3.75 for 7½ foot. For finished oars see page 36. Round (ring) oar locks at no extra charge.



Length Extreme	Width Extreme	Depth Amidships	Approx. Weight	Approx. Weight Packed	Telegraph Code Word	Price
10 ft.	42½ in.	14 in.	145 lbs.	160 lbs.	Scouter	\$48.00
12 "	43 "	13 "	150 "	170 "	Nipe	48.00
15 "	48 "	15 "	175 "	195 "	Fiskf	50.00

In Writing Order, Give Length. Also Extras and Equipment.

"Old Town" CANVAS-COVERED DINGHY OR YACHT TENDER



This Dinghy (9 foot length illustrated above, with rope bumper, which costs extra, as below) is always water-tight. Can be left on deck or hung from the davits for days without affecting its non-leak canvas covering. Will carry a large load, handle easily and tow well. It has the same style of construction as in our canoes, *i.e.*, cedar ribs and planking covered with heavy No. 6 canvas. Stern and transom built strong and modeled to carry outboard motor. All woodwork is finished natural color. Canvas is enameled Dark Green in stock but any color furnished in ten days. For white color add \$5.00.

Regular equipment includes two pairs polished brass rowlocks attached (1 pair rowlocks with 7½ foot), seats, davit rings, towing ring and bilge keels. In A. A. Grade trimmings are of mahogany (see page 5). In C. S. Grade of hardwood and spruce. For oars see prices page 36.

cotton rope bumper in groove in gunwales add \$8.00 for 7½ foot, 9 or 10 foot Dinghy, \$10.00 for 11½ foot Dinghy and \$12.00 for 14 foot Dinghy. For bow fender add \$3.00. For oars, see page 36.



Our 9 ft. Dinghy at Marblehead

Length Extreme	Width Extreme	Depth Amidships	Width Stern	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5) with keel		C. S. Grade (see p. 5) with keel	
						Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
7½ ft.	42 in.	18 in.	30 in.	85 lbs.	115 lbs.	200 lbs.	75 ft.	\$93.00	Wetor	\$83.00	Terow
7 ft. 5 in.	48 "	18 "	33 "	95 "	130 "	225 "	90 "	94.00	Leeher		
9 "	46 "	19 "	35 "	115 "	175 "	250 "	100 "	96.00	Winshield	86.00	Crownin
10 "	40 "	17½ "	31 "	105 "	165 "	250 "	100 "	100.00	Coxie	90.00	Stef
11½ ft.	52 "	20 "	35 "	150 "	220 "	290 "	130 "	110.00	Rewot	100.00	Tower
14 "	52 "	19 "	39 "	180 "	260 "	340 "	160 "	135.00	Woter		

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

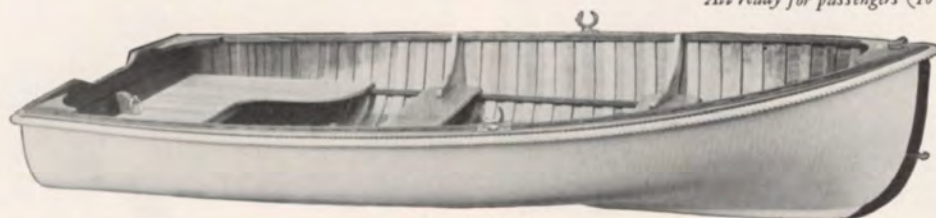
“Old Town” DINGHIES



10' 2'' Dinghy



All ready for passengers (10' 2'' Dinghy)



11' 4'' Dinghy

These two dinghies modelled for motor use chiefly but can be rowed. A broad flat bottom makes the boats carry up better under speed. The 11 ft. 4 in. dinghy will plane beautifully with one or two people and 10 to 12 H.P. or fully loaded with 16 H.P. Both models illustrated in canvas covered construction. Priced to include rowlocks,

cotton rope bumper and fender, davit rings, towing ring, bilge keels and white color. The 11 ft. 4 in. Dinghy also available in all wood construction (see page 26) with mahogany planking, finished natural, and is priced to include crating. Other dinghies carry extra charge \$5.00 when crated.

Length		Width Extreme	Depth Amidships	Width Stern	Approx. Weight	Approx. Weight Packed	Approx. Weight Crated	Approx. Cubic Measurements	Price A.A. Grade	Code Word
10 ft. 2 in.	Canvassed	42 in.	18 in.	42 in.	130 lbs.	190 lbs.	270 lbs.	110 ft.	\$122.00	Staxy
11 " 4 "	Canvassed	56 "	18 "	51 "	160 "	240 "	340 "	130 "	148.00	Candin
11 " 4 "	All Wood	56 "	18 "	51 "	215 "		375 "	130 "	200.00	Mahogdin

"Old Town" SAILING DINGHIES



These dinghies are illustrated completely equipped for sailing. The sails are easily removable and after furling will stow inside their respective dinghies. Are equipped with rowlocks so may also be used as rowboats. Sterns are strongly braced for carrying outboard motors. Prices include centerboard (\$40.00), rudder with tiller (\$5.00), mast ring and step (\$3.00), 45 ft. area sail for 9 ft. Dinghy,



55 ft. area for 11 1/2 ft. Dinghy. Also 11 1/2 ft. Dinghy has 24 in. mahogany deck (\$10.00). Do not recommend long deck on 9 ft. Dinghy. Prices include foregoing items and include white color and crating for shipment. Same measurements as on page 18. Other colors no extra charge. All sailing items easily removable. Centerboard well does not interfere with seating. Roped gunwales priced page 18.

Length	Weight except Sail	Crated Weight	Approx. Cubic Measurements	Price A.A. Grade	Telegraph Code Word
9 ft. Sailing Dinghy Complete	130 lbs.	220 lbs.	100 ft.	\$172.00	Dingsaler
11 1/2 ft. Sailing Dinghy Complete	185 "	275 "	130 "	198.00	Dingjiber

"Old Town" OUTBOARD MOTOR BOATS

To get the greatest efficiency, comfort and speed from an outboard motor one should use exceptional discrimination in the selection of his boat. The strain and driving force of a motor are altogether different from rowing. Old-fashioned construction and models do not meet motor requirements. With the progress in outboard motor development we have kept pace in boat development, and so can present a variety of seasoned models and designs capable of satisfying any owner anywhere.

There are in use today probably more than double as many "Old Town Square Stern Canoes and Boats" as any

other single manufacture. This widespread popularity comes from pleasing lines and dependable performance. In the canvas covered construction we use the same basic methods which have given leadership to "OLD TOWN CANOES" all over the world. In the all-wood construction which some buyers prefer for larger boats we provide a stiff rigid frame to which is securely fastened narrow strip planking to eliminate shrinkage and swelling. These constructions assure water tightness and ability to stand the hardest kind of service. All the models are fast, steady, capacious, dry and seaworthy. Incidentally they are beautifully finished.



All aboard for the fishing grounds. Square stern model with Elto



A 16 ft. all-wood Sea Model near Buenos Aires, South America



This 14 ft. Sea Model is all set to go, Lake Winnetoesaukee



9 ft. Dinghy with a "Lightweight" motor

"Old Town" SQUARE STERN SPONSON MODEL



For an all-round general-purpose motor boat of the greatest possible safety and seaworthiness, this model has won the admiration of thousands of users. It has unusual capacity, as shown by the picnic load in the accompanying photograph. The sponsons or air chambers alongside provide an assurance of safety beyond what no water craft can contain without this feature. The canvas-covered construction marks a big step in advance over all-wood boats for motor use by being always water-tight and not requiring frequent painting. The construction is rigid throughout. No vibration or shaking. Long, sturdy, natural knees and two-ply transom make the stern strong for supporting motor. Modified V bottom. Speeds six to fifteen miles with 3 H.P. to 12 H.P. motors. Shallow draft. Very seaworthy. Handsome appearance.

Stock Color Dark Green. Other colors page 34. Price includes seats as illustrated, painter ring, tool drawer under stern seat, floor rack, outside stem and one pair brass rowlocks. High-grade spruce oars with leather

buttons to prevent oars from slipping through rowlocks, priced on page 36. Waterproof canvas cover with auto curtain fasteners and bows (type illustrated page 28), \$18.00 for 16 ft., \$16.00 for 14 ft., \$14.00 for 12 ft. Same model without sponsons on next page. See page 24 for 14 ft. illustration. Shape of stern and complete outline same as small illustration page 23. Long Deck 48" see page 24.



Length Extreme	Width Extreme	Width Stern	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A.A. Grade (see p. 5) with keel		C.S. Grade (see p. 5) with keel	
						Approx. Weight Crated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft. Square Stern Sponson	50 in.	39 in.	17 in.	190 lbs.	250 lbs.	400 lbs.	180 ft.	\$135.00	Starnspon	\$120.00	Sponstern
14 ft. Square Stern Sponson	50 "	40 "	17 "	180 "	240 "	400 "	170 "	133.00	Asponseta	118.00	Asponoma

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town” SQUARE STERN MODEL



The omission of sponsons lessens the weight of this model as compared with the boat on the preceding page. This change gives advantages which some users like, and particularly there is increase in speed. An admirable, light-weight, always-tight boat for sportsmen, fishermen and general utility purposes. Fast enough with a light-weight motor and performs beautifully with three to twelve H.P. motors. Speeds from six to fifteen miles. It

responds instantaneously to the helm, is quick in getting under way, and travels without shake or vibration. Seats are braced to the gunwales with natural-grown knees securely held with screws and bolts. This makes the boat rigid in the extreme and assures long life. Construction follows our highest standard. Every detail is taken care of with a view to providing the utmost value for a fast, safe, dry boat at a reasonable price.

Stock Color Dark Green. Other colors page 34. Price includes seats as illustrated, painter ring, tool drawer under stern seat, floor rack, outside stem, and a pair of brass rowlocks. High-grade spruce oars with leather buttons to prevent oars from slipping through rowlocks, priced on page 36. Waterproof canvas cover (illustrated page 24) \$16.00. Long deck 48 inch (see page 24, and for illustrations of 12 ft. and 14 ft. lengths).



Length Extreme	Width Extreme	Width Stern	Depth Amidships	Approx. Weight	Approx. Weight Packed	For export (see note p. 33)		A. A. Grade (see p. 5)		C. S. Grade (see p. 5)	
						Approx. Weight Grated	Approx. Cubic Measurements	Open Mahogany Gunwales	Telegraph Code Word	Open Spruce Gunwales	Telegraph Code Word
16 ft. without Sponsons	44 in.	39 in.	17 in.	165 lbs.	200 lbs.	300 lbs.	155 ft.	\$115.00	Starnsquar	\$100.00	Squarend
14 ft. without Sponsons	44 "	40 "	17 1/2 "	155 lbs.	200 lbs.	300 "	150 "	113.00	Starment	98.00	Squamet
12 ft. without Sponsons	49 "	44 1/2 "	18 1/2 "	145 "	180 "	300 "	145 "	111.00	Starleor	96.00	Squasemt

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.



12 Ft. "Old Town" SQUARE STERN MODEL (A. A. Grade \$111.00; C. S. Grade \$96.00) is here shown. Complete specifications are on page 23. While short in length this boat is exceptionally steady and seaworthy because of the broad beam. It is built to fill the need so often expressed by sportsmen, fishermen and campers for a good short practical boat easy to handle in and out of the water, at the same time being safe and capacious and reasonably fast with motor or easy to row. A 3 H.P. to 4 H.P. motor will give about six miles with two people. Waterproof canvas cover \$12.00.

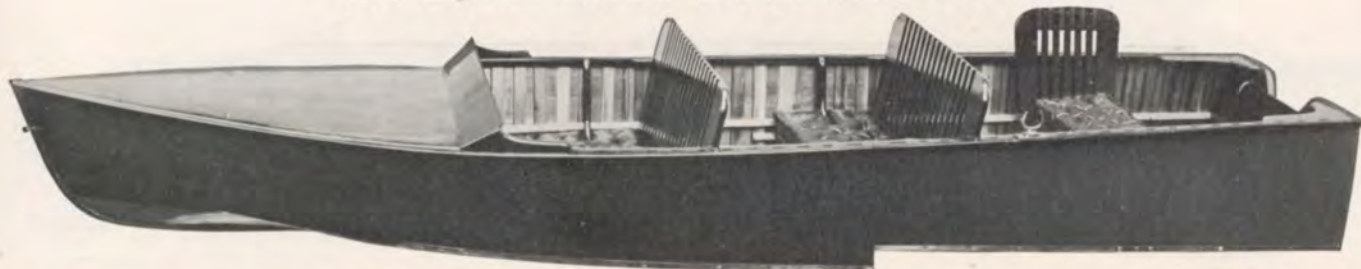


14 Ft. "Old Town" SQUARE STERN SPONSON MODEL (A. A. Grade \$133.00 or C. S. Grade \$118.00) with 48" deck (\$20.00) and three Kapoc filled artificial leather covered box cushions (\$15.00). Crated for shipment \$5.00 — crating necessary to protect long deck. Deck is both practical and artistic — is strongly built to hold weight of person. General information this model page 22. Available without sponsons (page 23) and without long deck. Best for use with 4 H.P. to 10 H.P. motors but will perform beautifully with larger motors and is extremely fast.



"WATERPROOF CANVAS COVER" on 16 ft. square stern sponson model. Wood bows strapped to cover and reaching across gunwales hold canvas in roof position. Lift-the-Dot fasteners and draw rope secure cover along sides. Price of cover for this model or Square Stern Model, \$16.00. Hood made on cover to go over motor attached to stern increases cost \$5.00. In ordering give make and size of motor. Cover made of high grade soft flexible material khaki color.

"Old Town" BABY BUZZ WITH STEP



This is our canvas covered Baby Buzz and it is available both is straight bottom and with step as illustrated. Seating arrangement and all details are alike in both types. With step the model is about 10% to 15% faster. The floor is broad and flat assuring unusual stability. Slightly V'd at bow. Our aim in producing these models is for the

speediest, most seaworthy type of passenger boat for the largest motors. An owner writes: "It is the most wonderful boat for its length and the speed it travels in the sea that I ever saw. I knew something what it would do but did not have any idea it was such a sea boat." Speed of over 35 miles reported by owner of step model using Sea Horse 32. 16 H.P. to 24 H.P. motors show speeds over twenty-five miles.

Stock Color Dark Green. Other colors page 34. Natural grown knees as in all our boats at seat ends and transom.

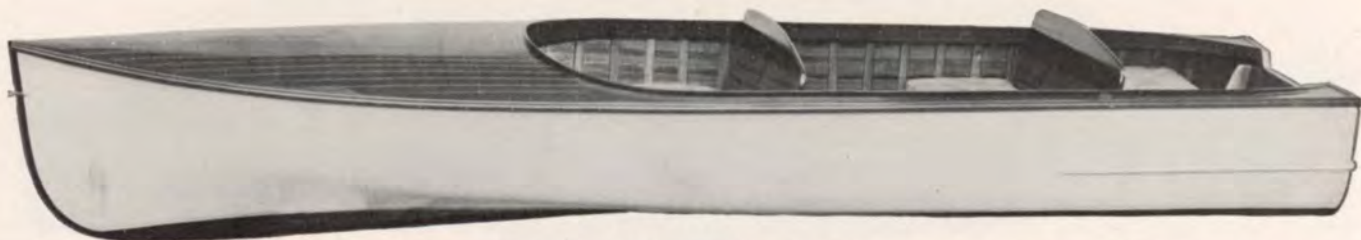
Price includes 3 back rests, 3 deep (3") Kapoc cushions covered with artificial leather, floor rack, 60" deck, brass rowlocks and crating for shipment. Steering wheel, marine type (illustrated page 24) \$14.00 or automobile type with controls (illustrated page 27) \$25.00. Waterproof cover for full length boat \$20.00. Polished brass mooring bit and 2 chocks, \$4.00.



Length Extreme	Width Extreme	Depth Amidships	Width Stern	Approx. Weight	Approx. Weight Crated	Approx. Cubic Measurements	A. A. Grade (Page 5)	Telegraph Code Word	C. S. Grade (Page 5)	Telegraph Code Word
16 ft. Straight	51 in.	21 in.	48 in.	225 lbs.	525 lbs.	180 ft.	\$237.00	Honson	\$222.00	Sojhn
16 ft. Step	51 "	20 "	48 "	230 "	525 "	180 "	247.00	Antige	232.00	Tigena

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

“Old Town” ALL-WOOD SEA MODEL



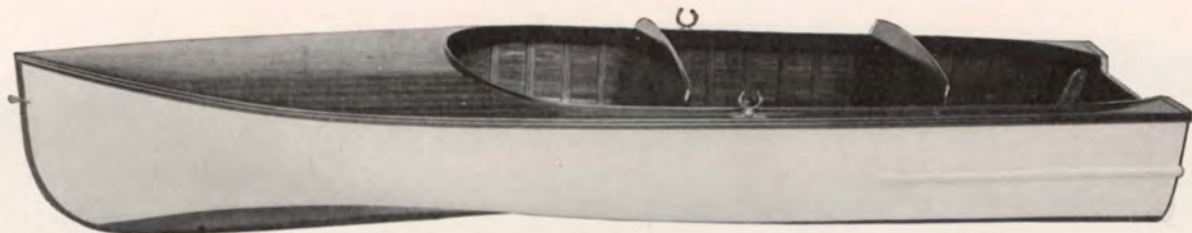
Ampleness and seaworthiness are featured in this All-Wood Sea Model. Following its introduction last season it developed into one of the most popular and outstanding boats on the market. Its performance always draws praise. Flare to the bows keeps the boat dry. Seating arrangement is generous and comfortable. Speed is a feature and following table gives close approximation of obtainable speeds with two people aboard. Figures under H.P. show approximate miles per hour.

Motors	4 H.P.	10 H.P.	12 H.P.	16 H.P.	24 H.P.	32 H.P.
14 ft. Boat	7	12	15	20	24	28
16 ft. Boat	6	11	14	18	22	26
18 ft. Boat				12	14	20

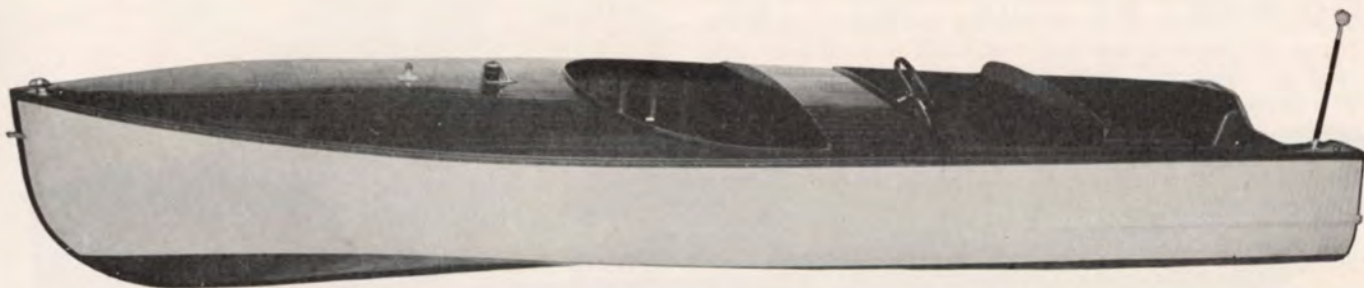
The floor frame and transom are built extra heavy to stand the stress and power of the larger motors. Smooth laid cedar planking is screw-fastened to oak and ash ribs. Deck, outwales, side decking and coaming are Philippine wood finished mahogany, likewise stern, hinged backs, and tool box seat. Interior finished natural with spar varnish. Planking outside painted Light Green or White. Other colors if desired. Two Kapoc box cushions 3" deep, artificial leather covered \$20.00. Tool box cushion \$5.00. Steering wheel, marine type \$14.00, or automobile type with controls \$25.00. Brass mooring bit and chocks \$4.00. Rowlocks \$3.00. Waterproof covers page 28. 16 ft. above, other lengths illustrated next page.



Length Extreme	Width Extreme	Depth Amidships	Width Stern	Length Deck	Approx Weight	Approx. Weight Crated	Approx. Cubic Measurements	Price Crated	Telegraph Code Word
14 ft.	49 in.	20 in.	46 in.	60 in.	300 lbs.	450 lbs.	200 ft.	\$160.00	Spade
16 "	51 "	21 "	48 "	72 "	350 "	550 "	220 "	175.00	Stotend
18 "	60 "	26 "	54 "	84 "	450 "	700 "	280 "	230.00	Stenpadt



14 Ft. ALL-WOOD SEA MODEL is here illustrated (priced page 26) without any extras except rowlocks which cost \$3.00. Seats in all Sea Models are placed low for stability and to allow for comfortably thick cushions. Since this model was introduced there have been evolved many refinements in lines and improvements in details of construction. These things have been done without the usual accompaniment of increased price so that the value in this model is now substantially increased over last year. The same prices apply. The range of lengths in this All-Wood Sea Model affords a suitable size for any owner's particular needs and for whatever H.P. motor and speed are desired. A still broader boat in this same construction and similar lines is shown on page 28 under the name 16 ft. All-Wood Oceanboat.



18 Ft. ALL-WOOD SEA MODEL is frequently equipped as pictured above with cross center decking and extras costing as follows: Price of regular boat page 26 (\$230.00). Cross center decking (\$20.00). Polished Brass mooring bit and chocks (\$4.00). Automobile type of steering wheel with controls (\$25.00). Two Kapoc cushions (made in two pieces each) for cross seats (\$20.00) and two Kapoc cushions for two tool box seats in stern (\$10.00). There are seats for two people in stern, one on each side of center. Two cleats on stern (\$2.00). Bow and stern electric lights fully wired — no battery, five dry cells required — (\$22.00). Total cost complete as above \$333.00. Full length waterproof canvas cover illustrated below costs \$24.00 or with motor hood built into cover \$29.00. Same length boat without any extras priced page 26, \$230.00. All above items except mid-decking applicable to other boats at same prices. For covers see page 28. For all mahogany planking, finished natural, add \$90.00. Windshield with plate glass and metal frame \$28.00.



16 Ft. ALL-WOOD OCEANBOAT is an enlarged Sea Model. It has the same general appearance and identical details of construction of the All-Wood Sea Model but nine inches more beam. There is a very large demand for a boat in 16 ft. length of unusual capaciousness and capable of carrying the largest motors under the extremest kind of unfavorable weather conditions. This boat as far as we know is the biggest 16 ft. boat in the market and is in a class by itself for completeness, good looks and performance. The extra beam makes the boat come out of the water quicker and plane better with the larger motors. With a 16 H.P. motor boat will plane nicely with four people at a speed of fifteen miles, with a 24 H.P. motor at about seventeen miles and with a 32 H.P. motor at about twenty miles. Extra equipment at same prices as 16 ft. Sea Model (page 26).

	Width Extreme	Depth Amidship	Width Stern	Length Deck	Approx. Weight	Approx. Weight Crated	Approx. Cubic Measurements	Price Crated	Code Word
16 ft. Oceanboat	60 in.	23 in.	56½ in.	72 in.	450 lbs.	650 lbs.	220 ft.	\$220.00	Oceat



WATERPROOF CANVAS COVER illustrated on a 16 ft. All-Wood Sea Model. Fabric is the highest grade material, soft and easy to fold and completely waterproof and mildew proof — color khaki. Lift-the-dot fasteners are spaced along the sides and at transom. In addition a cotton rope or puckering string permits of drawing the cover tightly down. Over mooring bit and chocks there are placed hinged canvas lids which snap down over anchor rope. Same kind of cover is used on Baby Buzz Models and all Sea Models. Price for 14 ft. Boat, \$18.00; for 16 ft. Boat, \$20.00; for 18 ft. Boat, \$24.00. Hood can be built into cover to go over motor on stern for \$5.00 additional. Boat pictured above has white stripe at water line with Light Green above and Bright Red below on bottom. A very pleasing combination. No extra charge.

"Old Town" SEA MODEL



This is a canvas covered model with outstanding evidence of amplexness in all its measurements. It and the



"Old Town Boats" ride high and steady

All-Wood Sea Model (page 27) are closely alike in shape and general measurements. Capacity for loading and ability to fight wind and wave under adverse conditions are clearly apparent in its full bows, great depth in forward quarter, broad beam, large freeboard and flat, wide, deep stern. Bottom is modified V type. Hull is strongly braced and stiffened. Long, natural-grown knees are used. Deck 60" long is constructed to bear weight of person and is made of selected strips handsomely finished in natural color. The bows flare out to shoot off spray, making the boat wonderfully dry. The lines are fast, and the craft as a whole quickly draws the admiration of those who go down to the water in boats. With motors of 4 H.P. to 12 H.P. speed would be six to twelve miles. With 16 H.P. to 24 H.P. ratings would run fourteen to eighteen miles. Depth at stern 16". No. 6 Canvas.

Stock Color Dark Green. Other colors page 34. Price includes floor rack, 60" deck, bilge keels, rowlocks, bow eye and crating for shipment. Steering wheel marine type \$14.00 or automobile type with controls (illustrated page 27), \$25.00. Waterproof cover full length, \$20.00 for 16 ft. and \$18.00 for 14 ft.

Length Extreme	Width Extreme	Depth Amidships	Width Stern	Approx. Weight	Approx. Weight Crated	Approx. Cubic Measurements	C. S. Grade (Page 6)	Telegraph Code Word
16 ft.	50 in.	20 in.	49 in.	225 lbs.	450 lbs.	200 ft.	\$150.00	Faalcoter

In Writing Order, Give Length, Grade, Model, Color and Price. Also Extras and Equipment.

Old Town "RACEPLANE"



The success which this Raceplane has achieved you can readily perceive from the trophy picture shown below. Here are cups, etc., won by Ellsworth Langdon, Freeport, New York, who in an "OLD TOWN" Raceplane has been a consistent winner for the past two years. With the same boats refined in minor details we enter the 1931 season enthused with confidence that "OLD TOWN" Raceplanes will continue to bring credit to their designer and builders and success to their drivers.

Built only in A.A. Grade, mahogany planking and

spruce frame. Fabric or wood or aluminum deck over suitable deck structure, seams battened, set in marine glue and securely fastened. Hull is rigid. Brass fastenings thruout. Cockpit comfortable, no interfering braces. Finished in natural mahogany on sides and with graphite racing paint on bottom. Equipped with fin. Price includes crating. Name on two sides in 5 inch letters 30 cents per letter.



Length Extreme	Class	Width Extreme	Depth Amidships	Height Stern	Width Stern	Approx. Weight	Approx. Weight Crated	Approx. Cubic Measurements	Price	Telegraph Code Word
11 ft. 6 in. 12 ft. 5 in.	A C and D	46½ in. 56 "	14 in. 17 "	15 in. 14½ "	46½ in. 55 "	130 lbs. 175 "	310 lbs. 375 "	120 ft. 130 "	\$175.00 225.00	Sebuck Ellidon



Seat Cushion (standard in Sea Models, Baby Buzz, etc.) 46 x 16 x 3 in. (or may be had in 2 pieces, 23 in. long, each) . . . \$10.00
Back Cushion, may be used in same boats 41 x 14 x 1 3/4 in. . . 6.00



Seat Cushion (2 piece) Total length 46 x 16 x 3 in. . . \$10.00
These 2 piece cushions usually furnished instead of full length.
Seat Cushion (one of above), 23 x 16 x 3 in. for tool box seat . . . 5.00



Double Cushion, 12 x 14 in., 12 x 14 in., sewed together . . . \$4.50
Double Cushion, 14 x 14 in., 14 x 14 in., snap fastened . . . 5.50



Pillow Cushion, 15 x 15 in. \$1.50
Box Cushion, 12 x 14 in. 2.00
Box Cushion, 14 x 14 in. 2.50

CUSHIONS are here pictured which we make for "Old Town Canoes and Boats" and for general use. Every Cushion passes the government test to qualify as a life preserver. All materials are new. The filling is new prime Java Kapoc and no adulterant of any kind is used. Only new pure Kapoc is in our Cushions. Waste wool, cotton, etc., may be used by some makers of cushions to gain weight, but such filling has no buoyancy nor is it resilient. Cushions are covered with new artificial leather in a variety of colors and patterns. Popular colors are, red, blue, brown, green and gray. Unless otherwise stipulated, cushions are supplied in color to match boat. Samples of fabrics will be sent on request (indicate color preferred). We cannot guarantee to duplicate colors and patterns as manufacturers are continually changing fabrics. Close matches are always possible. Above pictures show only the popular sizes and styles. We can always make to order and will gladly quote on special requirements. In ordering cushions to fit boat seats, give length and name of boat and length and width of seats.



Fishing at Whitefish, Montana

INFORMATION FOR ORDERING "OLD TOWN CANOES"

HOW TO PLACE ORDER

All canoes and boats are priced in plain single colors completely ready for use except for equipment. For colors see reference below, also page 34. For paddles and other equipment see page 36. For extras see page 16. In ordering be sure to give length, grade, model, color, price, also extras and equipment.

COLORS

Dark Green is the standard stock color and in this color we aim to be ready to ship any stock model canoe or boat on the day order reaches us. We intend also to carry a stock of canoes colored Light Green and Dark Red and a reasonable number in the various color designs. During rush season it is well to give second choice of color. Any special color (allow ten days) will be furnished to order, if sample of shade is supplied, at no extra charge except white, for which see page 34. The usual colors are shown in colored illustrations on inside front cover. For special decoration, striping, names, etc., see page 34.

SPECIAL CANOES

When canoes are wanted varying in width or depth from stock models it is necessary to build them as special orders, requiring about five weeks' time and extra cost. Our varied assortment of models provides a particular canoe for almost every use but we are glad to quote prices on special canoes on receipt of specifications.

TERMS

Remittance in full should accompany order in form of certified check, bank draft, express or post-office money order, payable to Old Town Canoe Co. Order with remittance should be addressed to us at Old Town, Maine, U. S. A. If less than the full amount accompanies order, the payment or deposit with order should be at least one quarter of the cost. The balance due us will then be collected after shipment by means of a bank draft with Bill of Lading attached in the case of freight shipments or by means of C.O.D. in the case of express and parcel post shipments. If shipment is to go under draft kindly give name of bank where you wish draft collected. The name of your bank is desired only for your convenience. We guarantee complete satisfaction and refer you to any bank in Maine.



Even six are not a crowd in an "Old Town"



INFORMATION FOR ORDERING "OLD TOWN CANOES"

PACKING AND SHIPPING

Prices quoted for canoes and boats include packing in loose hay and burlap and delivering to the transportation company in Old Town. For crating, unless otherwise shown, there will be a reasonable charge based on actual labor and material. The usual cost of crating is \$5.00.

Shipments are generally made by freight. Express charges are three to four times as much as freight charges.

EXPORT

Almost invariably steamship lines require that canoes for export be crated. The charge for export crating is \$5.00 for each canoe. Frequently canoes for export can be crated in pairs with a reduction of about 40% in the cubic measurements of canoes crated singly.

DEALERS

In all cities and other canoeing centers representative dealers stock "OLD TOWN CANOES." You can place your order with your dealer and at the same prices as catalogued plus transportation charges. If you wish to know the name of our agent in your locality or the one nearest to you please write us for it. If there isn't an agent to supply you, send your order direct to us and get immediate shipment.

APPROXIMATE FREIGHT RATES ON CANOES

Per 100 lbs.

Stations in New England	\$3.25 to \$4.00
North Atlantic States	3.60 to 5.00
Beyond above States and east of Mississippi River	4.00 to 7.00
Southern States	5.00 to 12.00
West Mississippi River	6.50 to 16.00

On Boats the rates are 75% of above canoe rates.

Stations on Pacific Coast rate per 100 lbs. on both Canoes and Boats	\$10.20
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Canoes go to game and bring it back

NAMES, MONOGRAMS, STRIPINGS

Shaded gold transfer letters 2½ inches high are regularly used for applying names to canoes. Generally the name is placed on both sides of bow or on left bow and right stern. Names also put on in colors in plain letters at same price per letter. Monogram of your description or to sketch in either gold or colors at costs shown below. Usually letters 4 inches high are used for monograms.

Quotations on special lettering furnished on receipt of designs or descriptions.

The embellishment of canoes by monograms, names,

stripes, etc., is increasing in favor every season. It permits of giving your canoe a touch of individuality obtainable in no other way.

In the colored illustrations shown inside of front cover we have endeavored to help you find a coloring that you may like. The various designs permit of different coloring combinations adaptable to your preference. When colors vary from our standard shades in the illustrations we like to have samples sent for our guidance. Due time allowance should be given to execute these special colorings.

Special color, except White	No charge	*Gold Stripe, ½ in. edged	\$5.50
*White color, enameled	\$5.00	*Gold Stripe, ½ in. turned down	5.50
Name in Gold or Color, usual lettering, per letter	.15	*Gold Stripe, ½ in. turned down, edged	6.50
*Special Lettering, 2 in. to 4 in. high, Gold or Color	2.00 to 4.00	*Color Stripe, ¼ in. to 4 in.	4.00
*Monogram, two or three letters, once	3.00	*Color Stripe, edged	5.00
*Monogram, two or three letters, twice	5.00	*Color Stripe, turned down, or border stripe	4.50
*Gold Stripe, ½ in.	4.50	*Color Stripe, turned down, edged	5.50

Items with this mark (*) involve special work requiring 6 to 12 days before shipment.

For illustrations see inside front cover. For war canoes increase price 50%.



These pictures show the same canoe in Honduras, first with sail and then with outboard motor

CARE AND REFINISHING OF CANOES

TO insure continued good appearance to your canoe it should wherever possible, if not in use, be kept in a dry place under shelter and given the same care as a carriage or other vehicle. If out of doors on shore, place it bottom side up to keep out the rain and dampness or hot sun.

To locate hidden leak in canvas pour considerable water inside canoe and watch for it to come through. Ordinary white lead, glue or ambroid cement can be used to stop the leak.

Every season or two, depending on the service it has had, it should be refinished so as to afford protection to the canvas and woodwork from wear and exposure. A new coat of varnish will brighten it up and make it look like new. The same materials that we use, in quantities sufficient for one canoe, cost as below. Complete directions accompany materials. Should you wish advice as to care and maintenance or repair of your canoe we will gladly give you all the information we can.

FOR A. A. and C. S. GRADE CANOES AND BOATS

1 pt. Japan color coat (except white) specify color (Exterior)	\$1.10
1 pt. Special Spar Varnish (usually takes 2 pts.) (Exterior)	.75
1 pt. Special Spar Varnish (usually takes 2 pts.) (Interior)	.75
1 qt. Bronze for bottom square-stern boats (Exterior)	2.00

FOR WHITE COLOR CANOES AND BOATS

1 pt. white color coat	\$0.80
1 pt. white enamel	1.25

FOR G. S. GRADE CANOES (Model page 10)

1 qt. Dark Green G. S. Paint (or any stock color)	\$1.50
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PICTURES

A large number of "OLD TOWN CANOE" owners have sent us pictures of their boats in service, some of which are shown in this catalog. If you have been fortunate in getting some good negatives we should be very glad to receive copies to add to our collection.



It is easy to transport an "Old Town Canoe"

CARE OF ALL-WOOD BOATS

All-wood boats should not be stored in heated rooms. Heat causes wood to shrink. If heated rooms are unavoidable keep open pans or pails of water in the heated room or in the boat to keep the air moist. Each season new coatings of paint and varnish will probably be needed. Our standard refinishing materials sufficient for one boat cost as follows:

1 qt. Enamel Paint for wood boats, specify color	\$2.25
2 qts. Spar Varnish	3.00

BOOKS ABOUT CANOES AND CANOEING

Boat building, Canoe repairing, Paddle making, published by Boy Scouts	\$.45	postpaid
Canoeing, published by Boy Scouts	.20	postpaid
Swimming and Water Safety, published by Boy Scouts	.85	postpaid
Boys' Book of Canoeing, Jessup, published by E. P. Dutton & Co., Inc.	2.00	postage .15
Boys' Book of Camp Life, Jessup, published by E. P. Dutton & Co., Inc.	2.50	postage .15
The Canoe, Its Selection, Care and Use, Pinkerton, published by The MacMillan Co.	1.00	postage .15

PRICE LIST Miscellaneous "Old Town Canoe" EQUIPMENT

PADDLE, single, spruce or maple 6 in. to 7 in. blade	\$ 2.25	CUSHIONS, Kapoc filled, artificial leather covering	See page 31
PADDLE, single, spruce or maple 8 in. blade	2.50	FLAG POLE SOCKET, flush	.50
COPPER TIP on paddle	.35	FLAG POLE, mahogany	.80
PADDLE, double, spruce, friction joint	6.00	FLAG POLE AND SOCKET, nickel	2.00
PADDLE, double, spruce, friction joint, spoon	7.00	BACK REST, slat, spruce	1.25
RUBBER DRIP CUPS for double paddle	.50	BACK REST, slat, mahogany	1.75
SETTING POLE with Pick	2.00	BACK REST, slat, spruce, double width	1.75
ROWLOCKS, polished brass swivel, for sponson canoe	3.50	BACK REST, slat, mahogany, double width	2.50
ROWLOCKS, polished brass, side plate for regular canoe	3.00	BACK REST, cane, hard wood frame	2.25
ROWLOCKS, polished brass, North River, with pins	3.50	BACK REST, cane, mahogany frame	3.00
OARS, straight blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons	.35	BACK REST, canvas folding for canoe seat	2.00
OARS, spoon blade, per foot (usually 7 ft.) leathered, varnished and copper tipped, with buttons	.45	BACK REST, canvas folding for boat seat	2.00
ROWING SEAT WITH FOOT BRACE, hardwood	4.00	IMPERIAL FOLDING BOAT SEAT AND BACK, padded	3.50
ROWING SEAT WITH FOOT BRACE, mahogany	5.00	CHAIR, folding slat, spruce	3.00
CARPET, 12 ft. Axminster	12.00	CHAIR, folding cane, hardwood	4.00
RUDDER	5.00	CHAIR, folding cane, mahogany	5.00
MAST SEAT AND STEP (specify grade, page 5)	3.00	CARRYING YOKE	3.50
FLOOR RACK (specify length canoe)	2.00	CANVAS COVERING for top regular canoe (waterproof)	16.00
		CRATING CANOE for shipment	5.00

REPAIR PARTS

SEAT, bow or stern, A. A. Grade, mahogany	\$2.50
THWART, bow or stern or middle, A. A. Grade	1.00
DECK, 16 in., bow or stern, A. A. Grade	1.00
SEAT, bow or stern, C. S. Grade, hardwood	2.00
THWART, bow, stern or middle, C. S. Grade	.80
DECK, 16 in., bow or stern, C. S. Grade	.80
BRASS BANG PLATE, bored and with screws	.75
CANVAS for re-covering hull (order 1 foot more than length of canoe) per foot of length 54 in. or 56 in. wide	.40
CANVAS, per foot of length 66 in. wide	.55
CANVAS, per foot of length 72 in. wide	.60
CANVAS, per foot of length 84 in. wide	.73
BRASS TACKS for fastening the canvas	.40
CANVAS FILLER, per gallon (for one canoe)	4.00
SMOOTHING COAT, per quart (for one canoe)	1.50

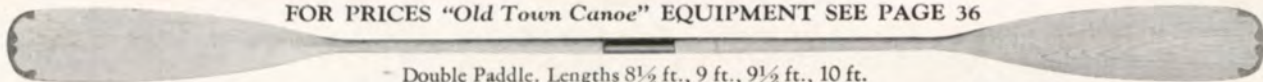
REPAIR KIT

There are times when the canoeist cannot obtain near at hand suitable materials for permanently repairing tears and punctures in the canvas of his canoe, especially when he is on long cruises. In response to a demand for such items we have prepared a complete outfit with full directions as follows: White lead, dryer, pieces of canvas for patches, copper tacks, color and varnish—all packed securely in compact box. Price \$1.50. In ordering specify color of canoe.

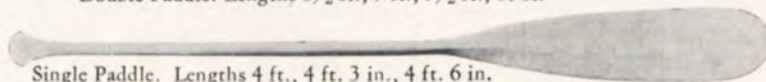
AMBROID, the toughest cement for canvas we know of—for permanent and emergency repairs, 35 cents. By mail, 40 cents.

JEFFERY'S MARINE CANOE GLUE for emergency repairs, 50 cents. By mail, 55 cents.

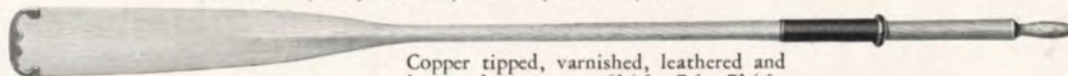
In ordering repair parts it is well to give the number of the canoe for which they are desired. This number you will find on the stem inside the canoe.



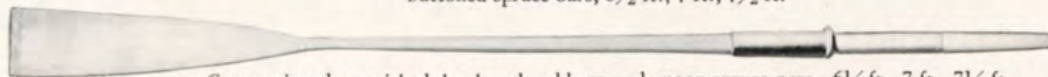
Double Paddle. Lengths $8\frac{1}{2}$ ft., 9 ft., $9\frac{1}{2}$ ft., 10 ft.



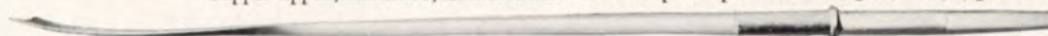
Single Paddle. Lengths 4 ft., 4 ft. 3 in., 4 ft. 6 in., 4 ft. 9 in., 5 ft., 5 ft. 3 in., 5 ft. 6 in., 5 ft. 9 in., 6 ft.



Copper tipped, varnished, leathered and buttoned spruce oars, $6\frac{1}{2}$ ft., 7 ft., $7\frac{1}{2}$ ft.



Copper tipped, varnished, leathered and buttoned spoon spruce oars— $6\frac{1}{2}$ ft., 7 ft., $7\frac{1}{2}$ ft.



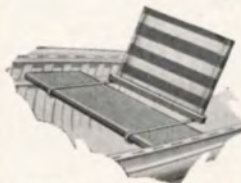
Cane Back Rest



**IMPERIAL
FOLDING
BOAT SEAT**



Double Width Slat Back Rest



Canvas Folding Back Rest



Slat Back Rest



Rowing Seat with
Foot Brace



Folding Slat Canoe Chair
Back self-supporting, tips forward but does not go back beyond present position



Folding Cane Canoe Chair
Back self-supporting, tips forward but does not go back beyond present position



Brass
Flag Pole
and
Socket



Mast Seat



Carrying
Yoke



OLD TOWN CANOE COMPANY
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