Old Town®

A TRADITION OF QUALITY SINCE 1900

Antique Boat Museum

1994 CATALOG

Inside Old Town Canoe Company



George Gray's enterprising spirit was already well-established when he hired a wood/ canvas canoe builder named Wickett in 1900 to build canoes behind Gray's hardware store in Old Town, Maine.

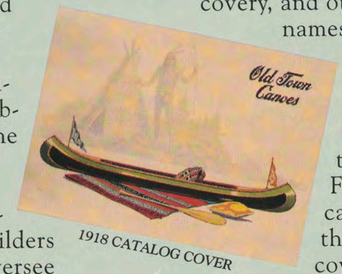
For Gray, whose family had considerable business interests and direct access to a thriving Bangor-area Industrial Revolution, the means of volume production and distribution were readily at hand; a builder of Wickett's talents was a key element in his plan to jump into the canoe business and produce quality on a grand scale.

All around him, in what is widely considered the birthplace of modern American canoe-building, upstate Maine woodsmen and craftsmen had begun to apply the latest tools and materials to the time-honored design of the Indian birchbark canoe. Influenced for years by the efficient and versatile use of canoes by the local Penobscot Indian Nation, a cottage industry of backyard builders flourished, and established boat builders added canoes to their lines of fishing boats, loggers' bateaux, and sailing craft.

Still others, like the nearby Carleton Canoe Co. and White Canoe Co. (both later acquired by Old Town), had begun commercial manufacturing of canoes in the late 1880s. Gray's challenge was to get the word and products of Old Town's canoe craftsmanship out beyond the Downeast region, where a rapidly growing U.S. market might take canoeing to a level that had not been reached before.

While records are scant for the years 1900-1905, it was clearly a period of dramatic expansion for Gray's new venture. After brief periods as the Indian Old Town Canoe Company and Robertson Old Town Canoe Company, the firm was incorporated as Old Town Canoe Co. in 1904.

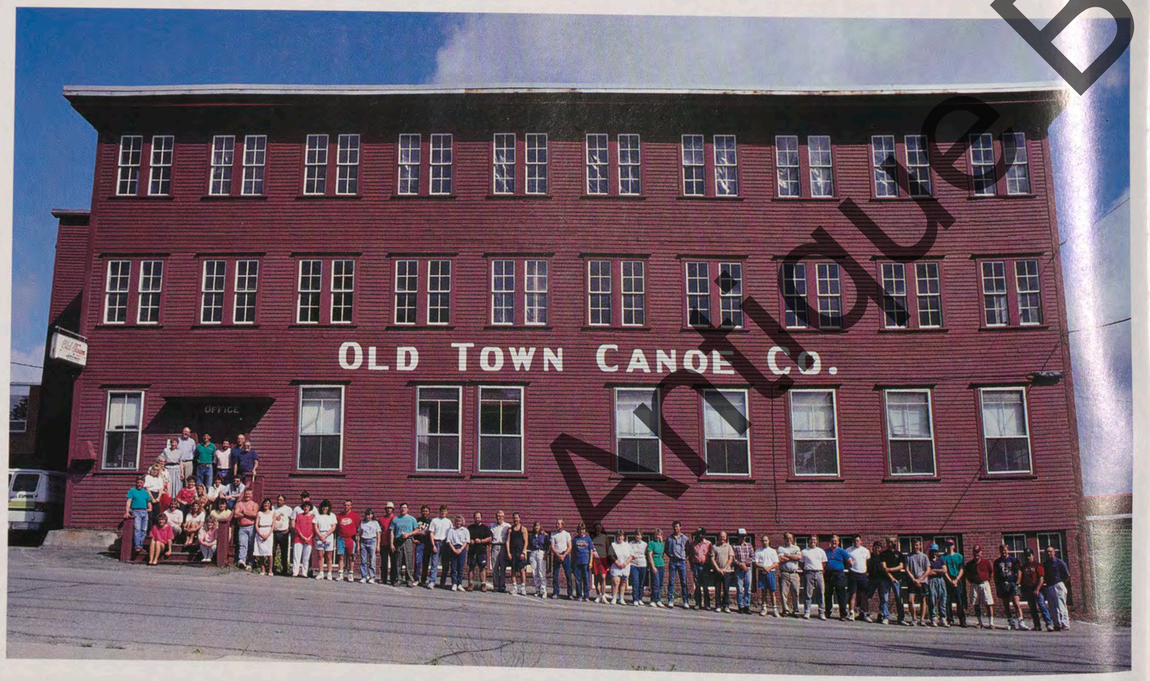
As early as 1906, there are records showing that Old Town was producing 200-400 boats per month, a phenomenal number considering the time- and labor-intensive nature of wood/canvas construction. The company had acquired and enlarged a former shoe factory adjacent to the Penobscot River and the major rail line, and had hired some of the best-known canoe builders of the time to oversee production.



1918 CATALOG COVER

Today, Old Town Canoe Co. is the largest as well as the oldest continuously-operating canoe manufacturer in the world. The wood and canvas OTCA, the fiberglass Canadienne, the Oltonar/Royalex Camper, the CrossLink3™ Discovery, and other famous names that punctuate our history have all been products of skills passed from generation to generation. From wood and canvas canoes to the patented Discovery Series, Old Town's time-line of technical innovations demonstrates the strength of nearly a century's canoe-building experience.

The People Behind Your Old Town® Canoe

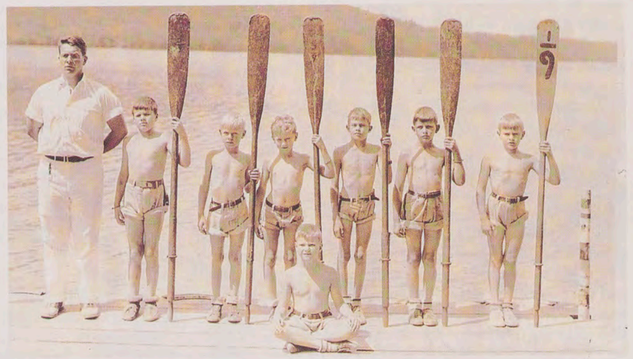


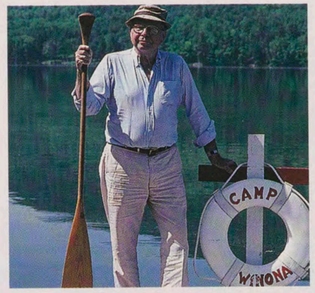
OLD TOWN *SALUTES* JOHN R. WHITNEY

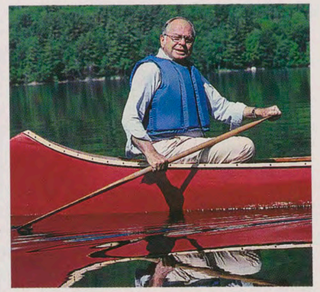
We would like to congratulate John R. Whitney, our New England sales representative, who marks his 30th Anniversary with Old Town.

John started out handling sales in the state of New York in 1963 and five years later took over the New England territory.

Headquartered in Boston, he still spends much of his time on the road visiting dealers, assisting at consumer shows, and communicating his wealth of knowledge about canoes, and outdoor recreation.







Top: John Whitney, 1936 (2nd youngster from left) Awarded Best Oarsman Medal at age 10. Camp Winona, Moose Pond, Bridgeton, Maine
Left: John in 1993 on a return visit to Camp Winona.
Right: John in 1993 paddling a 1961 Old Town OTCA on Moose Pond.

Antique Boat Museum

Our customers speak about Old Town

Gentlemen:

Following is a recollection I have been meaning to share with you for quite some time.

For background let me say that I was born and brought up in Bangor, ME so was well acquainted with the Old Town Canoe Company starting with one we had back in the Thirties when my family had a cottage on Lucerne Lake. I left in '40 for school and then to the service in '42. Following WWII and marriage to my old Bangor girl, business and career took us away from Maine for 45 years and I have only recently retired back to Bangor . . . And we're totally satisfied with the decision!

The situation in which you will be interested arose in June 1944, in England, shortly after the Normandy Invasion.

After a year in the South Pacific, 1942-43, I was assigned to a vessel going to England. We arrived there in the spring of 1944 and were assigned a role in the upcoming invasion, no details of course, but we knew what our task would be in the operation.

To make a long story short, we went in as assigned, to Omaha Beach, at 10:00 AM, June 6th, and through a miscalculation, hung up off the beach on an earlier sunken LCT . . . for 5 days.

Needless to say, it was a stressful period.

We returned to England on June 11, Plymouth, where we dropped off our casualties, reloaded, and some of us got an overnight leave. The Gunnery Officer and I decided we wanted to get as far away as possible from the ship and the city so we made inquiries as to a possible inn in the country, found one, and took a cab to a very quaint old inn on the river, miles from Plymouth and the war.

After a pleasant dinner, we inquired as to what diversion was offered in the area and the proprietor suggested the pub in town, about a mile or so up the river. He pointed out the way up a path along the river or, he suggested, we could use one of his boats. Deciding it would be easier to row than walk, we opted for a boat and went on down to the inn's landing.

We could see several punts tied up to the dock, a dory and a canoe. We selected a punt but I strolled over to the canoe, out of curiosity, since I had never seen an English canoe.

And there, wonder of wonders, I found . . . an Old Town Canoe!. . . from Old Town, Maine, USA !

There is no way to adequately describe my reactions, my emotions, at that moment. There I was, thousands of miles from home, just hours back from the harrowing experiences of the past few days, and there was a reminder of home, right in front of me.

It is a vivid memory, one I will never lose, that moment . . .

Needless to say, we took your canoe, went up to the town and the pub and had a fine evening. We were the first back from the invasion so the locals were vitally interested in our story. Discretion kept us on dry land when we left and we walked back to the inn.

It was a memorable occasion, one I will treasure for all time, even now, such as when I went salmon fishing last spring on the Penobscot. My friend had an Old Town Canoe, and the whole thing came back in a rush . . . it was wonderful.

Thanks for the opportunity to recall it, to relive it.

Sincerely,
E. P. H.
Bangor, ME

Dear Old Town:

After much debate over what type of canoe to buy, we decided to invest in a brand we could trust. We purchased a used Discovery 158 and put it to its' first white water test at the Zoar Rapids on the Deerfield River, Mass. The river is dam controlled and runs Class II until one reaches the Zoar. This set is Class III and not particularly difficult to maneuver through; however, the immense turbulence of the white water when the river is high can quickly fill a canoe with water. Our mistake lay in that we did not have floatation and were thus completely swamped by the time we finished the first section of the set. Trying to prevent the canoe from being sucked through the lower section, we attempted to swim it to shore; however, we failed and thus this letter to you.

Our Old Town was pinned to a very large boulder for approximately six hours, with tons of water pressure molding it to the rock. Attempts by helpful kayakers, passers-by and ourselves to pry the canoe off were absolutely futile. With no strength or patience left, we took a break and went to eat dinner in hopes that by the time we came back the water would be low enough so that we could pull the canoe off the boulder ourselves. Our good fortune of the day was that the Deerfield River is dam controlled and we just needed to wait for it to be shut off. By the time we finally pulled the canoe off the boulder and loaded it on our car, night had fallen.

We are writing to express our sincere gratitude and respect for the craftsmanship of your canoe. Seeing it pinned to that rock, bent practically in half, for so many hours as people jumped on it, pulled at it and tried to pry it off the rock we didn't really expect to be able to float in it ever again. First aid for the canoe consisted of jumping on it in the water to push out the huge dent in the middle and laying it in the sun the following day. Although we had seen pictures of an Old Town being backed into with a car, we were still completely amazed when by that night the canoe looked like it had spent the last couple of days merely lying in the backyard. We are planning to hit the Zoar again very soon, but this time with floatation.

After this day, we only recommend Old Towns.

Sincerely,
G. S. & A. M.
Amherst, MA

Dear Sir:

I am writing you this letter to thank you for building the sturdy Discovery 174.

We have owned this particular canoe about 7 years and I must admit, I treated her rather rough, actually very rough.

Portages were always avoided, thus she was dragged, dropped and pushed over some very rough terrain.

On a recent trip to Northern Quebec on the Coulonge River, we pinned her on a rock, and it was actually wrapped around it. In 4 feet of fast moving water, with water rushing in the canoe we almost gave up trying to free her but finally succeeded in freeing her and she survived.

As impressed as I was with the toughness of this canoe, that was nothing compared to what happened on our last trip Monday, Aug. 2, 199[illegible]

Sir, your product, the Discovery 174, saved MY and MY SON'S LIFE!

We were on our way to Georgian Bay on Highway 6 in Ontario when we were involved in a head on collision. We were north bound when a vehicle south bound pulled into our lane on a curve. I was driving a 1989 Ford Ranger Pick-up truck and had the canoe strapped to the roof. Upon impact we rolled to our right and were thrown against a telephone pole which we struck with the roof of the truck. My canoe absorbed enough of the impact with the pole that the roof did not collapse on us. Both my 11 year old son Jason and I were seriously injured and are very lucky to have survived.

We were flown by air ambulance to hospitals in Toronto, and I am glad to say we are recovering quite well. According to the eyewitness behind me, the canoe saved our lives.

Again I want you to know how grateful we are that you build such a fine product. If you would like any more detailed info on this matter I would be more than happy to provide you with same.

Best Regard,
Q. L. and J. L.
Ontario, Canada

P.S. When we were being removed from the truck I heard someone say they would have to cut the canoe because it was wedged between the truck and the pole. I pleaded with them not to cut her and they did not. As a result, she also survived the crash.

Dear Sir:

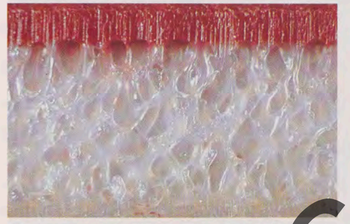
Our first Old Town was purchased in the 1920's through Abercrombie & Fitch by A. C. Greene for $39.00. F. O. B. Although it has been refurbished twice, it still is in service and out-performs it's newer models.

L. T. S. H.
Incline Village, Nevada

Antique Boat Museum

Old Town® DISCOVERY®

THE CANOE THAT BOUNCES BACK !



The CrossLink3™ hull looks too good to be this tough.

DISCOVERY's hull is a scientifically designed structural sandwich. The high density outer layer is slippery and extremely resistant to abrasion. The inside layer is equally dense, but has a lightly textured surface. Between the two, a layer of closed-cell foam stiffens the canoe and provides buoyancy. All three layers are bonded in the molding process, giving the canoe exceptional toughness. U.S. Patent #'s 4,863,963 & 4,918,944; Canadian Patent # 1,280,572.



It floats without added flotation.

Filled with water, the DISCOVERY will still float. Even if punctured (which is nearly impossible to do), the DISCOVERY will not sink--a fact canoeing parents find very comforting.



It glides over rocks.

The finish of CrossLink3™'s outer layer is slippery. It slips easily through rocky shallows.



It's quiet.

DISCOVERY doesn't "clang" if a paddle strikes the CrossLink3™ hull . It's enjoyable to paddle-and won't spook wildlife or fish.



The Old Town **DISCOVERY'S** CrossLink3™ hull bounces back from blows that break or destroy other materials.



Discover the value and quality of the world's best selling canoes.

All Discoverys are given the detailed attention that has built our tradition of quality.



Discover security.

All DISCOVERY hull designs – round bottom, semiarched or flat-bottom have excellent stability. They "forgive" little errors and make canoeing fun for beginners as well as experienced paddlers.



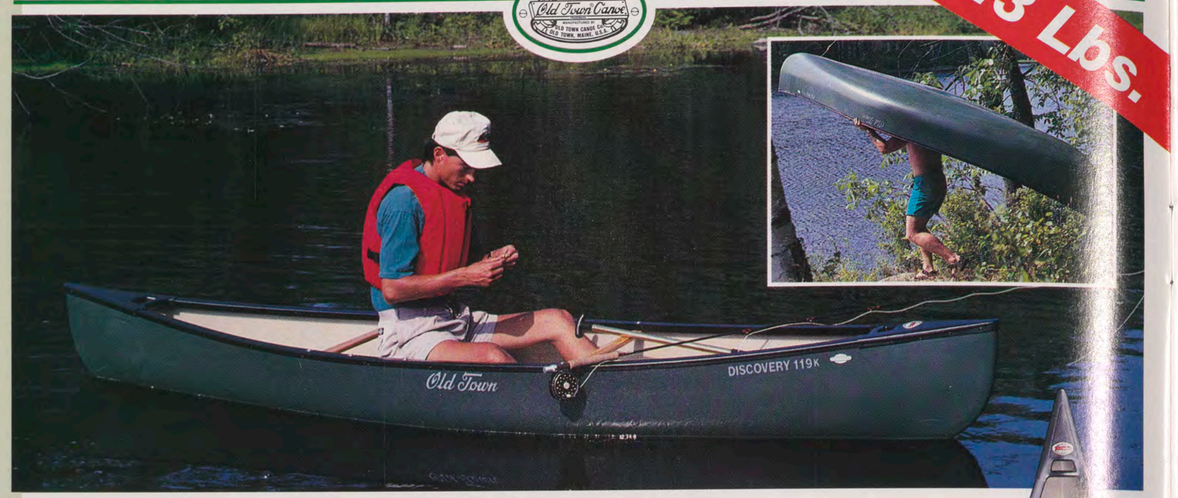
Discovery carries a load.

With capacities of 475 to 1100 pounds, Discoverys have room for people and their gear. From solo paddling to weekend camping, family picnicking to wilderness tripping – DISCOVERY fits.



We've made a Discovery for you.

Fish, swim, picnic, camp, explore or just discover the silent, near-effortless transportation of a DISCOVERY. It's the carefree canoe you've been waiting for. Enjoy it now!



43 Lbs.

DISCOVERY® 119K

Here's a Discovery that makes as much of its independent nature as its quality and value.

Compact, very light (43 lbs.) and designed for the solo recreational paddler in every detail, the Discovery 119K is built to exceed your expectations, but not your needs or budget.

We also worked on the dimensions until we were satisfied that the length, width, and depth afforded maximum stability, dryness and enjoyment.

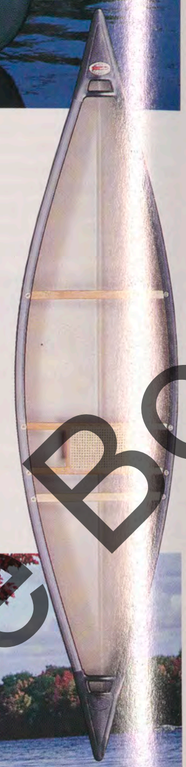
Easy to cartop, portage, and store at a moment's notice, the Discovery 119K offers a keeled, flat-bottomed hull of tough CrossLink3™ for stability, steady tracking, and resistance to crosswinds. It's also well suited for use with Old Town's double bladed canoe/kayak paddle.

Standard features include a center cane seat, ash thwarts, black vinyl gunwales, and roto-molded decks with grab handles.

11 Years of Customer Satisfaction

Canadian Patent 1,280,572

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
11'9"	32 1/2"	31"	19"	131/2"	43 lbs.	475 lbs.	Red, Blue, Deep Forest Green





43 Lbs.



DISCOVERY® 146K

The patented Discovery 146K is an impressive performer whether you're paddling with a partner or going it solo. Designed with a keel to help reduce drift on windy flatwater and aid in tracking, a feature of special interest for solo canoeists, the Discovery 146K sets a straight course and keeps it.

We've also designed extra width into this canoe, which results in very impressive initial stability, important to both the family and the sportsman going solo.

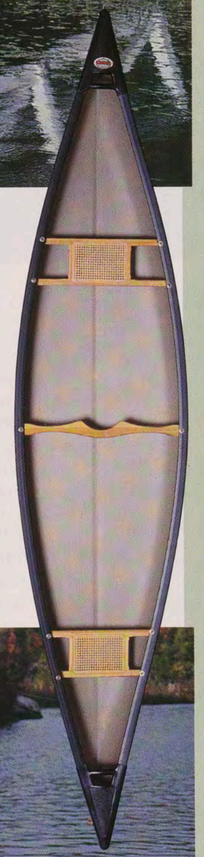
The 146K's easy-tracking design makes it a popular model to use with a motor mount and electric motor, either solo or tandem.

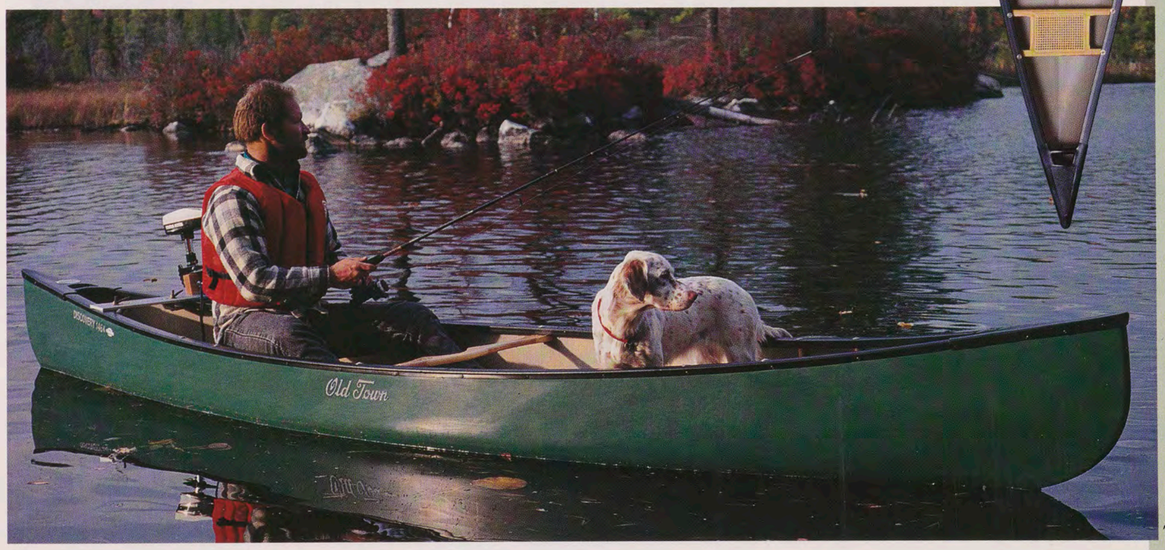
Standard features include cane seats, ash carrying yoke, roto-molded decks with grab handles and tough vinyl gunwales.

11 Years of Customer Satisfaction

Canadian Patent 1,280,572

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
14'6"	36 3/4"	35 1/4"	21"	14"	72 lbs.	700 lbs.	Red, Blue Deep Forest Green





Canoe Museum
Antique Boat



DISCOVERY® 158

The Discovery 158 is an excellent choice for the family that wants an easy handling, river touring canoe. It takes family punishment and bounces back for more. Plus, CrossLink3™'s glossy surface literally slips through the water, glides over rocks, and is quiet...perfect for family outings. The 158's excellent maneuverability also makes it a fine choice to confidently challenge moderate whitewater.

The patented Discovery 158 is made of Old Town's unique CrossLink3™ sandwich. Produced in a rotational molding process, the hull consists of a cross-linked outer layer, a foam core, and a durable polyethylene inner layer. The result is a molded hull with inherent structural integrity. It does not require the clumsy metal framework or keelson found in single-layer linear polyethylene boats.

Standard with black vinyl gunwales, roto-molded decks with grab handles, roto-molded urethane foam filled seats, and ash carrying yoke and thwart. Cane seats are optional.

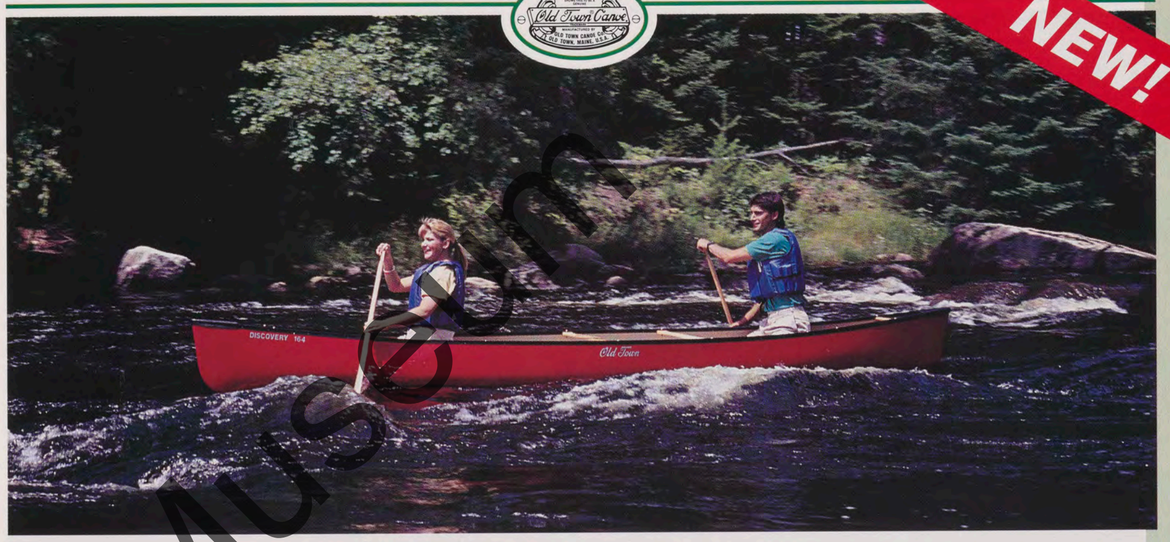
11 Years of Customer Satisfaction

Canadian Patent 1,280,572

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
15'8"	35 1/2"	35 3/8"	21 1/2"	13 1/2"	80 lbs.	980 lbs.	Red, Blue Deep Forest Green







NEW!

DISCOVERY® 164

This impressive design symbolizes what the Discovery phenomenon is all about: Old Town's command of the CrossLink3™ process continually opens the door for new opportunities. In this case, a race-proven canoe that shatters traditional price-for-performance barriers.

For casual canoeists, the affordable Discovery 164 is a tough, popularly-sized, all-purpose canoe. Experienced racers and whitewater enthusiasts will also feel the unmistakable influence of our Penobscot series, with the straight-ahead speed, glide, and handling ease that have earned a string of national championships.

Paddled tandem or solo, the Discovery 164 features a sharp entry to split waves and undercut tough headwinds, a rounded bottom for agility and excellent secondary stability, and a carrying capacity that handles the unexplored wilderness as easily as a family day trip.

Standard features include dark stained cane seats, black anodized aluminum gunwales, roto-molded decks w/grab handles, dark stained carrying yoke and thwarts. Options include vinyl trim with roto-molded decks and center cane seat with either trim package.

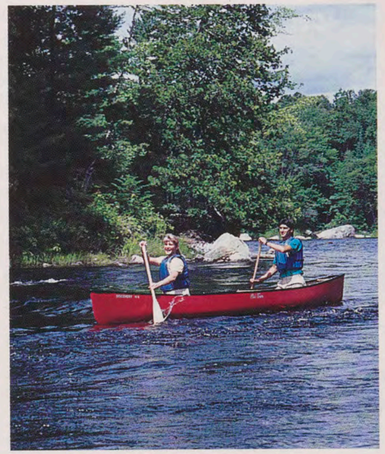
11 Years of Customer Satisfaction

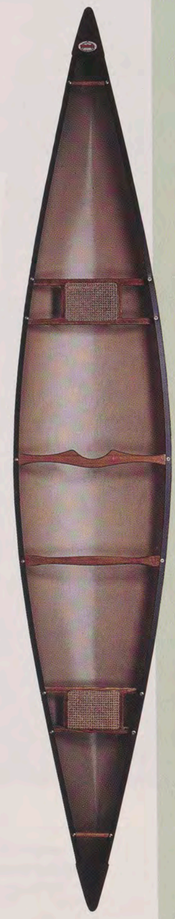
Canadian Patent 1,280,572

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'4"	34"	33"	20 1/4"	14 1/2"	74 lbs.	1050 lbs.	Red, Blue, Deep Forest Green

*Add 5 lbs. for vinyl trim







Antique Boat Museum



DISCOVERY® 133K

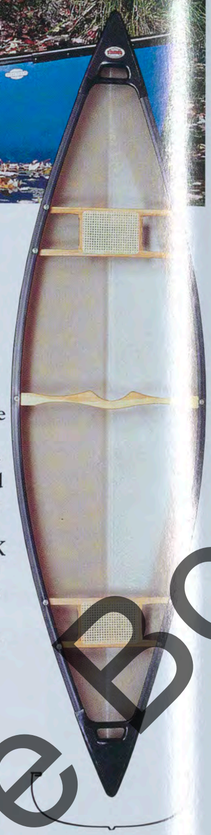
You could probably get this kind of versatility with an assortment of expensive options, but with the Discovery 133K, standard equipment includes value.

Paddle it tandem from the bow and stern cane seats like any other double-ender. Paddle or pole it solo. Row it effortlessly from the center oar sockets, or reposition yourself to the bow seat and use the forward oar sockets to ferry your passengers. Outfitted with Old Town's motor mount and a small outboard, even remote fishing spots are just minutes away. True versatility should include the ability to scale back whenever appropriate, so the Discovery 133K is also available outfitted simply with an ash center carrying yoke and two cane seats. Same wide-bodied steadiness with more room for the creel, decoys, or other important carry-ons.

As your needs vary, the patented Discovery 133K remains a dependable choice for strength, flexibility, and lightweight manageability. Constructed of tough, CrossLink3™ in a keeled design, and featuring a wide beam for rock solid stability and exceptional carrying capacity, the Discovery 133K is equally well-suited as a fishing and hunting boat, or outdoor photographer's workboat.

Standard features on both versions include cane seats, black vinyl gunwales, and roto-molded decks with grab handles.



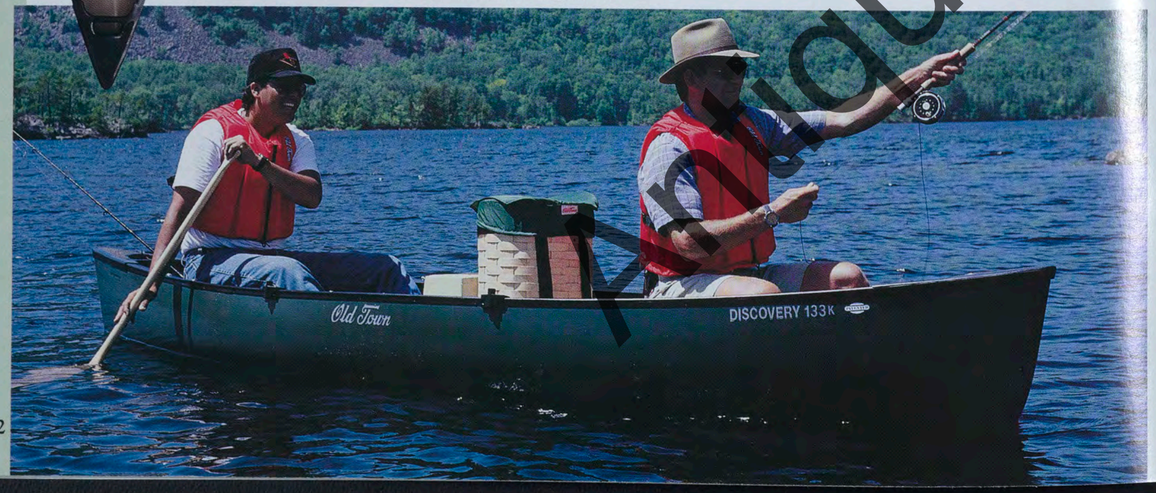


11 Years of Customer Satisfaction

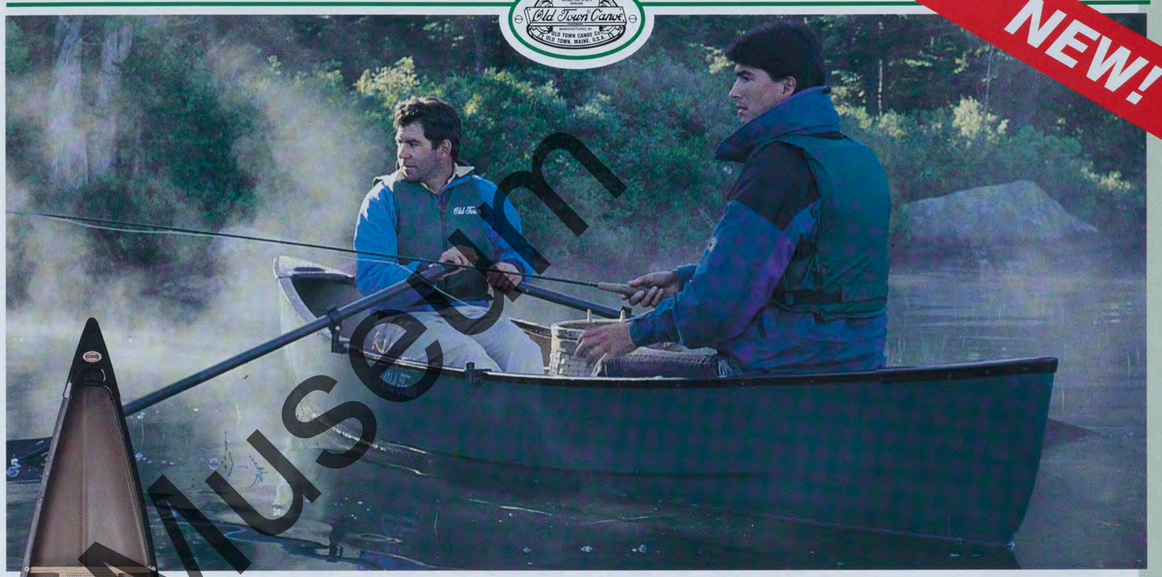
Canadian Patent 1,280,572

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
13'3"	40 1/2"	39"	20 1/2"	14"	75 lbs*	800 lbs.	Red, Blue, Deep Forest Green

*80 lbs. w/center bench seat
Recommended Oar Length: 6 1/2'



NEW!



DISCOVERY® 160K

Paddled, rowed, or motored, the innovative Discovery 160K is set-up to instantly adapt to your favorite on-water activity.

Designed with stabilizing chines running the length of the canoe, the Discovery 160K can be used with confidence in a variety of conditions. With a typical two-person load, the chines remain out of water to provide very efficient paddling. At the same time, its double-end configuration translates to rowing ease and maneuverability.

The canoe's beamy stability and quick-turning capability are reminiscent of the popular river driftboat, making the Discovery 160K an excellent choice for sportsmen.

The Discovery 160K includes a keel, can easily accommodate a small side-mounted outboard, and is rigged with oar sockets fore and aft of a center fine-grain wood bench seat.

Like the Discovery 133K, the Discovery 160K is also available outfitted simply with an ash center carrying yoke, thwart, and cane seats.

Other standard features include black vinyl gunwales, and roto-molded decks with integral grab handles. (Available Spring 1994).

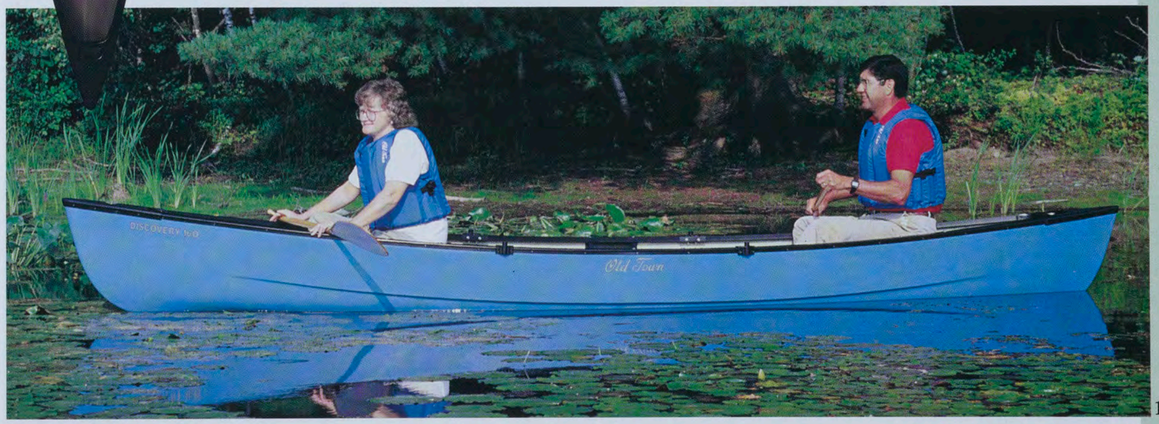


LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'	40 1/2"	37"	24"	15 1/2"	84 lbs*	1100 lbs.	Red, Blue, Deep Forest Green

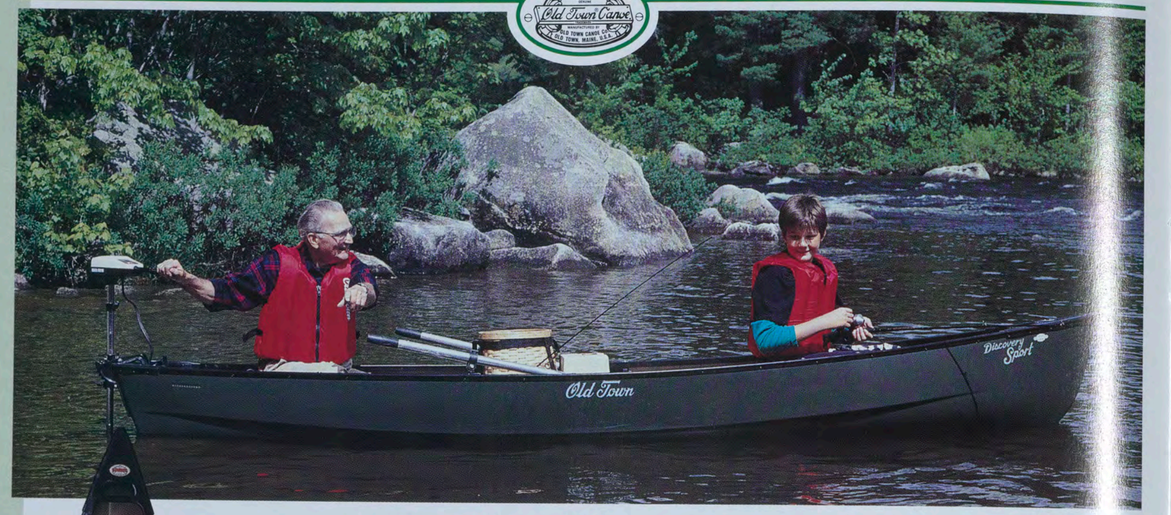
*89 lbs. w/center bench seat
Recommended Oar Length: 6 1/2'

11 Years of Customer Satisfaction

Canadian Patent 1,280,572



Antique Boat Museum



DISCOVERY® SPORT 13

The quality and value of CrossLink3™...in a multi-purpose design that's uniquely Old Town! Perfect for sportsmen and recreational family use, the Discovery Sport 13 brings superior durability to an innovative boat that can be rowed, paddled or motored.

Anglers will appreciate the easy-trolling character of the Discovery Sport 13, with plenty of agility to follow structure, and wide design for excellent stand-up stability. The Sport 13's light weight and glide keep paying dividends, too; it can be motored efficiently with more modest power, at a more modest price.

Compact and easily cartoppable, the Discovery Sport 13 slides conveniently into the bed of a pick-up or mini-van. With three varnished fine grain wood bench seats, carrying extra passengers and gear is accomplished with confidence.

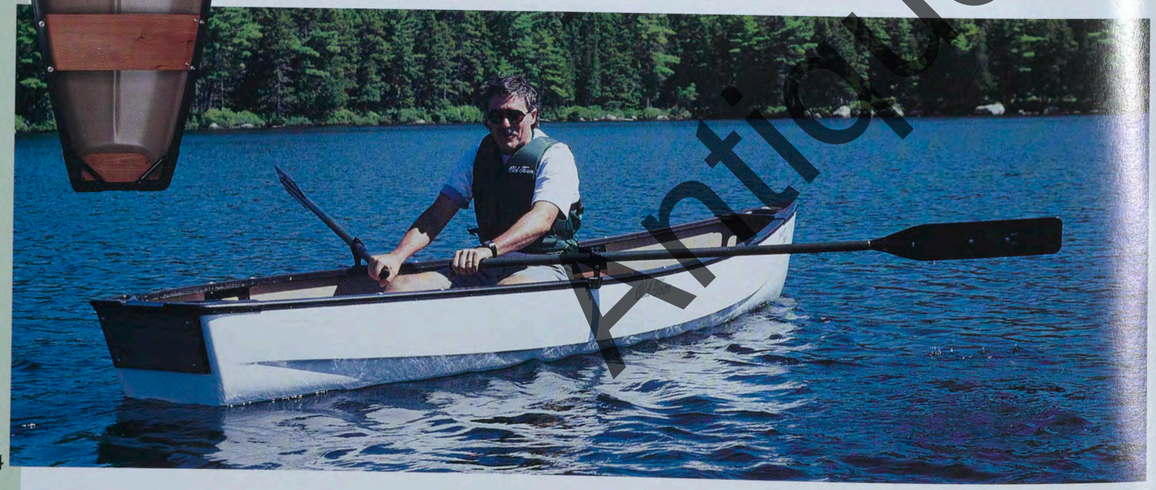
Other standard features include integral molded side stabilizing chines, vinyl gunwales, roto-molded deck and transom cap with grab handles and oar sockets. Rated for outboard motors to 3 h.p.

LENGTH	WIDTH	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
13'	42 1/2"	22 3/4"	15"	92 lbs.	650 lbs.	Red, White, Deep Forest Green

Recommended Oar Length: 7'

11 Years of Customer Satisfaction

Canadian Patent 1,280,572





NEW!

DISCOVERY® SPORT 17

Discover family-sized stability, economy, and durability with our new-for-94 Discovery Sport 17.

The Discovery Sport 17 is deep, wide, and roomy. With full-length stabilizing chines, the Discovery Sport 17 provides a dry and confident ride for up to 850 lbs. of passengers and gear.

Fishermen, will appreciate the boat's spacious interior and impressive hull credentials, including famous Crosslink 3™ quietness, a keel, a square stern that accepts electric motors or outboards up to 5 hp, and a rowing set-up built for versatility and maneuverability.

So load up the kids, camera, dogs, or your fishing or hunting partner. The Discovery Sport 17 is built to carry them securely. With convenient cartoppability, easy handling in and out of the water, toughness, good looks, and reliability – all under the Old Town quality nameplate – it adds up to boating's best all-around recreational value.

Standard features include three fine grain wood bench seats, vinyl gunwales, roto-molded deck with grab handle, roto-molded transom cap with grab handles, and oar sockets.
(Available Spring, 1994)

11 Years of Customer Satisfaction

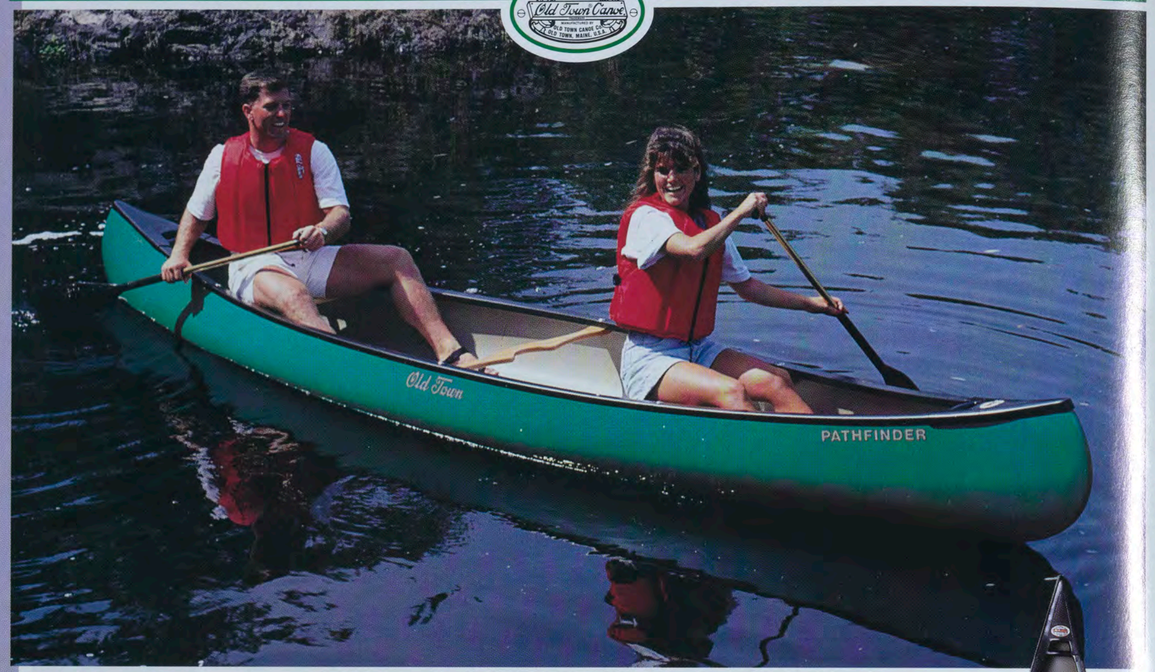
Canadian Patent 1,280,572

LENGTH	WIDTH	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
17'	44"	25 1/2"	15"	119 lbs.	850 lbs.	Red, White, Deep Forest Green

Recommended Oar Length: 7'



Antique Boat Museum

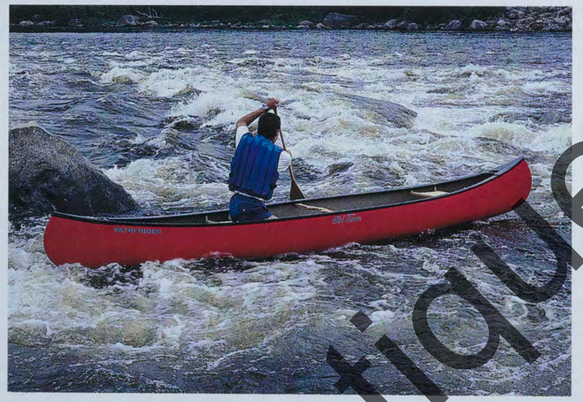


PATHFINDER

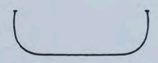
The Pathfinder is a highly responsive design; lightweight, easy to handle and maneuver, and built with added depth for that extra margin of security... perfect for exploring romantic backwaters on quiet weekend getaways.

With its depth and maneuverability, the versatile Pathfinder is also excellent for solo daytripping on local fastwater streams. The Pathfinder... a great canoe that does it all.

Standard features include Old Town's rugged Oltonar/Royalex hull, black vinyl gunwales, roto-molded decks with grab handles, ash carrying yoke and cane seats. Wood trim optionally available.







LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
14'10"	36"	35 3/8"	22"	13 1/2"	57 lbs.	820 lbs.	Red, Teal, Green



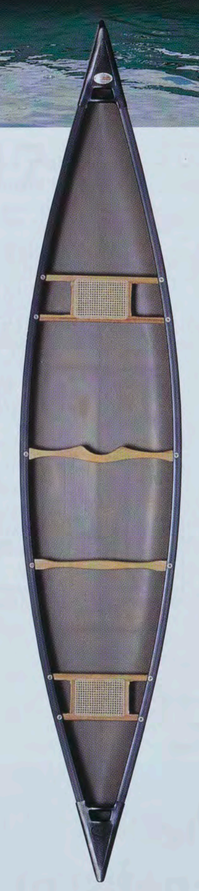
CAMPER

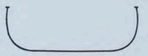
For the family, the Camper may just be the best all-around canoe available. Engineered for the kind of performance that allows the entire family to feel at ease, the Camper is a general purpose canoe that is equally at home on ponds, lakes, and rivers. Surprisingly fast for a 16' canoe, the Camper's on-the-water stability is also a plus when canoeing with younger family members.

Made of Old Town's rugged Oltonar/Royalex, the Camper weighs in at a light-weight 59 lbs. Standard features on the Camper include black vinyl gunwales, ash carrying yoke and thwart, cane seats, and roto-molded decks with grab handles.



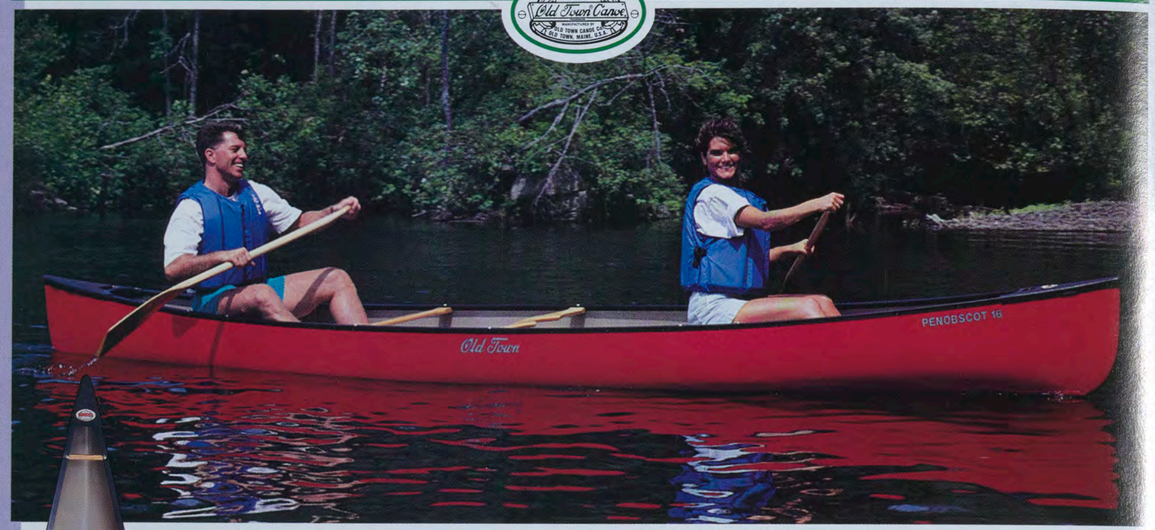
Available in optional ash wood trim with brass end caps. Also available in olive with dark stained cane seats and thwarts. Shown with optional camoflage spray cover.





LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'	36"	35 3/8"	21"	13"	59 lbs.	900 lbs.	Red, Teal, Green, Olive

Antique Boat Museum



PENOBSCOT 16

A straight keel line and the sharpest entry of all Oltonar/Royalex canoes puts the Penobscot 16 in a class by itself for paddling ease.

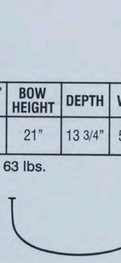
While excellent in flat water, Penobscot's design and Oltonar/Royalex construction makes it very much at home in fast water. A fine tandem daytripping boat, the Penobscot 16 shines as a solo canoe for paddlers with higher skill levels who enjoy downriver whitewater racing or wilderness tripping.

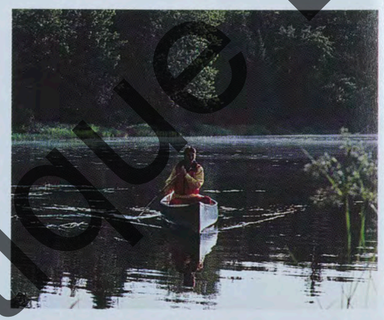
With the optional center seat, pitched and positioned for maximum solo performance, the Penobscot 16 also readily takes on an extra passenger for an afternoon of family paddling. Its straight-on speed, handling ease, and capacity are exactly what an all-around performance canoe should be.

Standard features include black anodized aluminum gunwales, roto-molded decks w/grab handles, ash carrying yoke and thwart, and cane seats. Wood and vinyl trim are optionally available.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'2"	34"	33"	21"	13 3/4"	58 lbs.*	860 lbs.	Red, Teal, Green

*Weight w/Wood or Vinyl trim 63 lbs.



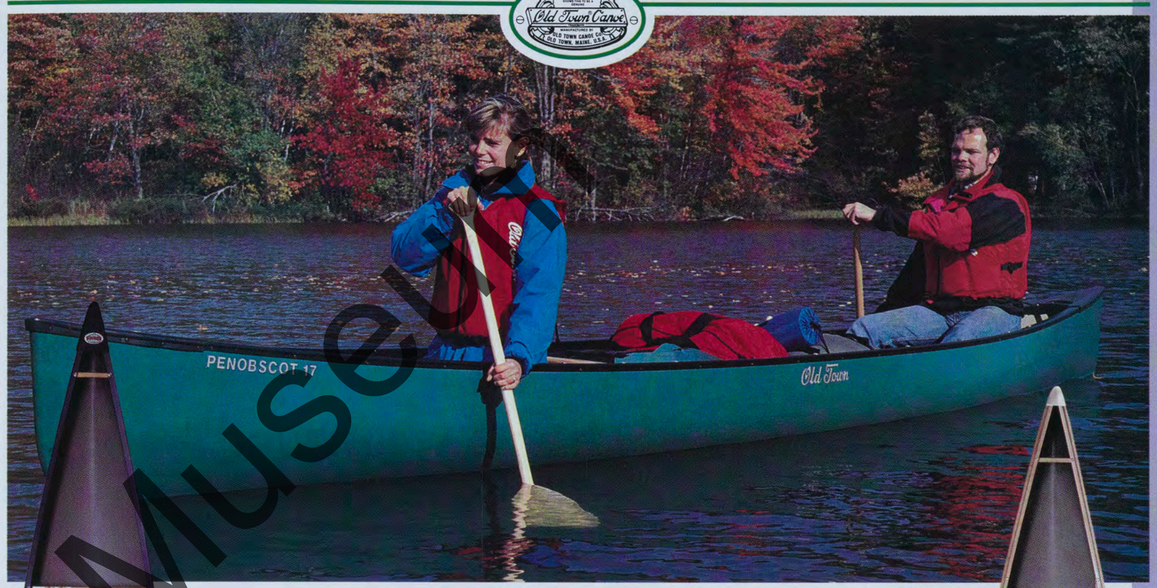


Shown with optional center seat

The Penobscot Series

With three models available to suit practically every individual requirement, from casual solo paddling to racing to extended tandem touring, the Penobscots have a well-deserved reputation for outstanding versatility.

CANOE Magazine, testing a Penobscot 16 among its round-up of seven all-around canoes (August, '91), called it "the consistently fastest Royalex canoe and proved to have the longest glide."



PENOBSCOT 17

The premier Oltonar/Royalex design for paddling ease and quickness; the muscle to handle 1,100 pounds of paddlers and gear. Flat water or fast water, it all adds up to the confident choice for lake touring enthusiasts and downriver racers.

Yet, the Penobscot 17 weighs in at an easily transportable 65 lbs. That's high performance out of the water, and a feature not lost on anyone who's shouldered a canoe over a mangrove thicket in the Everglades or the hilly portages of the Boundary Waters Canoe Area.

A consistently strong performer in the Downriver Whitewater National Championships, the Penobscot's sharp-V entry and fast, rounded bottom attest to Old Town's unique capabilities with Royalex construction.

Standard features include black anodized aluminum rails, roto-molded decks w/grab handles, cane seats, ash thwarts and carrying yoke. Wood or vinyl trim and adjustable bow seat are optionally available.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
17'1"	35"	33 3/4"	21 1/4"	14 1/2"	65 lbs.*	1,100 lbs.	Red, Teal, Green

*Weight w/Wood or Vinyl trim 71 lbs.

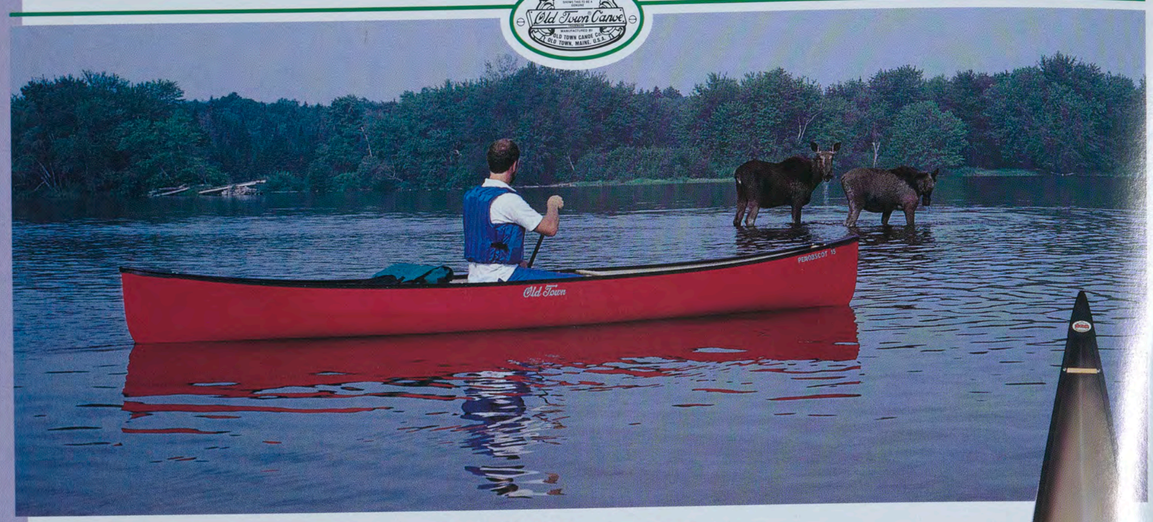


The sharp-V entry, finer lines, and light weight of the Penobscot series are all attributable to Old Town's unique design strengths, molding methods, and Oltonar version of Royalex.

Tough, fast, and ready for just about anything, there's a Penobscot in the Series to suit your idea of performance paddling.

Paddle The Fastest Royalex Canoes In The World!

Antique Boat Museum



PENOBSCOT 15

When you're going it alone and determined to stretch a few limits, the Penobscot 15 is determined to meet the challenge quickly and responsively. No other Royalex canoe has been built with this much dedication to solo paddling performance.

Durable, nimble, and exceptionally fast, the Penobscot 15 is designed with a sharp-V entry for great tracking and efficiency, as well as a comfortable width for sit-n-switch paddling.

Getting the canoe to and from the water has never been easier for the solo paddler.

Weighing less than 50 lbs., the Penobscot 15 features Old Town's unique adjustable center seat/carry system. Simply slide the cane seat back to its paddling position, or to the forward position where it serves as a comfortable carrying yoke.

Other standard features include black anodized aluminum gunwales, ash grab handles and thwarts, and ABS decks.

Wood or vinyl trim are optionally available.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
15'	29 1/2"	29"	18"	13 1/2"	49 lbs.*	625 lbs.	Red, Teal, Green

*Weight w/wood or vinyl trim 53 lbs.





H2Pro

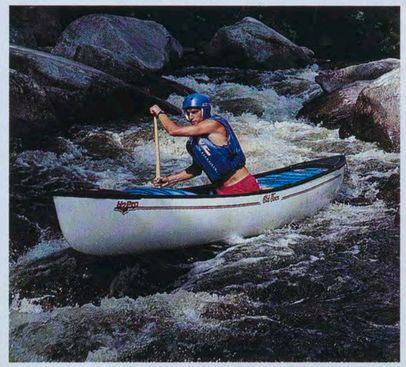
H_2Pro. If you're going to play, might as well start with the name.

Any expert whitewater paddler, however, can instantly tell you that Old Town has taken a very serious approach to fun with this solo playboat. All of the pro-caliber design elements are there to deliver the quickness, toughness and agility you'll need to ferry, spin, surf and roll up to the limits of whitewater open canoeing.

And if you're new to the sport, you can't find a better boat to pace yourself with. The H_2Pro offers excellent secondary stability for confidence in tight turns, blunt ends for high-riding waves, shallow-arch rockered bottom for unobstructed crossover paddling.

The unique design requirements of the H_2Pro have been achieved without compromise to the traditional canoe look, and are perfectly complemented by handsome pinstripe detailing and specially designed graphic logo.

Constructed of rugged Oltonar/Royalex, the H_2Pro features raised-center ABS decks with ash grab handles, black vinyl rails with aluminum inserts and Old Town's exclusive "Easy-Lash" system.

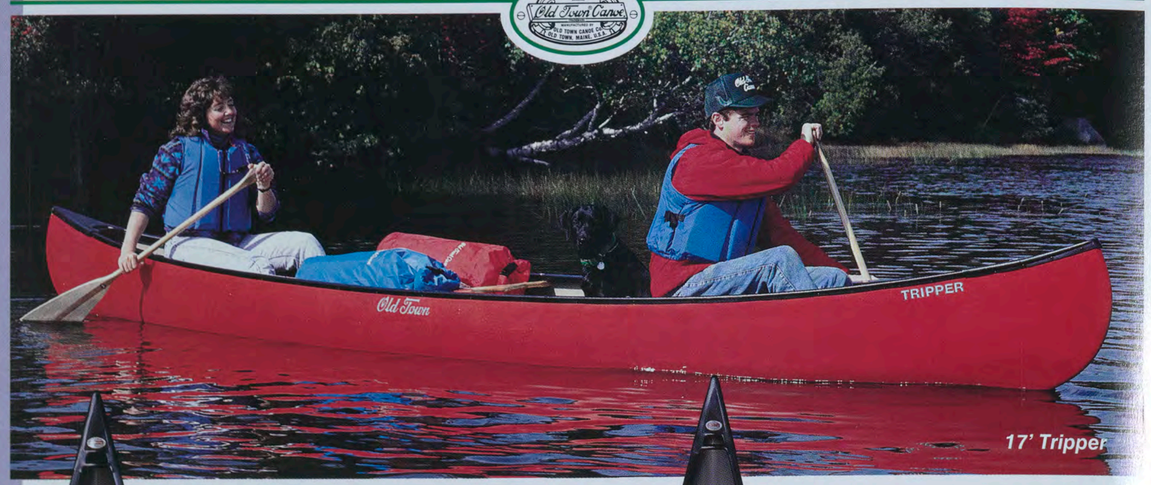


The H_2Pro is available with a professionally coordinated saddle, knee pads, thigh straps, flotation and lashing system.

The H_2Pro was designed by whitewater national champion Scott Phillips.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
13'8"	31"	29"	22"	15"	55 lbs.	820 lbs.	White, Red

Antique Boat Museum



TRIPPER

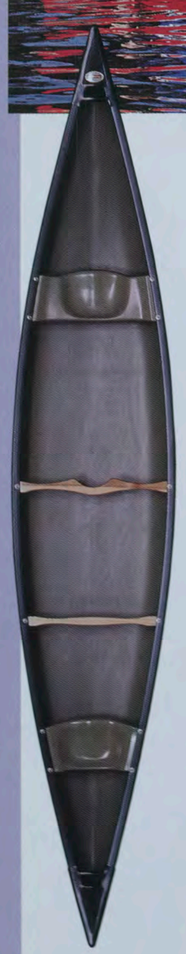
In 1973, the Tripper was a radical design produced by an unconventional thermo-forming process that was tested by repeated tosses from the factory roof, broadside collisions with bridge abutments and in Class IV whitewater.

Over twenty years later, the design is considered standard-setting, our quality checks include a tough regimen of accelerated weathering and automated impact test equipment, and more than ever, the Tripper can be counted on in challenging waters the world over.

The 17-foot Tripper is what wilderness canoeing is all about. A high volume hull with deep-V entry that paddles easily with a heavy load. A shallow arch design with exceptional stability that handles whitewater with ease. A forgiving canoe that makes whitewater an adventure every paddler can enjoy. Regarded by many as the best tandem whitewater canoe available.

The Tripper is trimmed with black vinyl gunwales with aluminum inserts and has roto-molded decks with grab handles, urethane foam filled seats and ash carrying yoke and thwart.

Options: Cane seats or Wood trim. Wood trim includes cane seats, ash gunwales and grab handles, brass end caps and ash carrying yoke and thwart.





LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
17'2"	37"	35 1/2"	25"	15"	80 lbs.	1,100 lbs.	Red, Teal, Green

XL TRIPPER

The difference between canoe tripping and expeditions is summarized by the 20-foot XL Tripper. When you cut the ties to civilization for extended periods, you put new meaning in cargo capacity. In this case, 1,700 lbs.

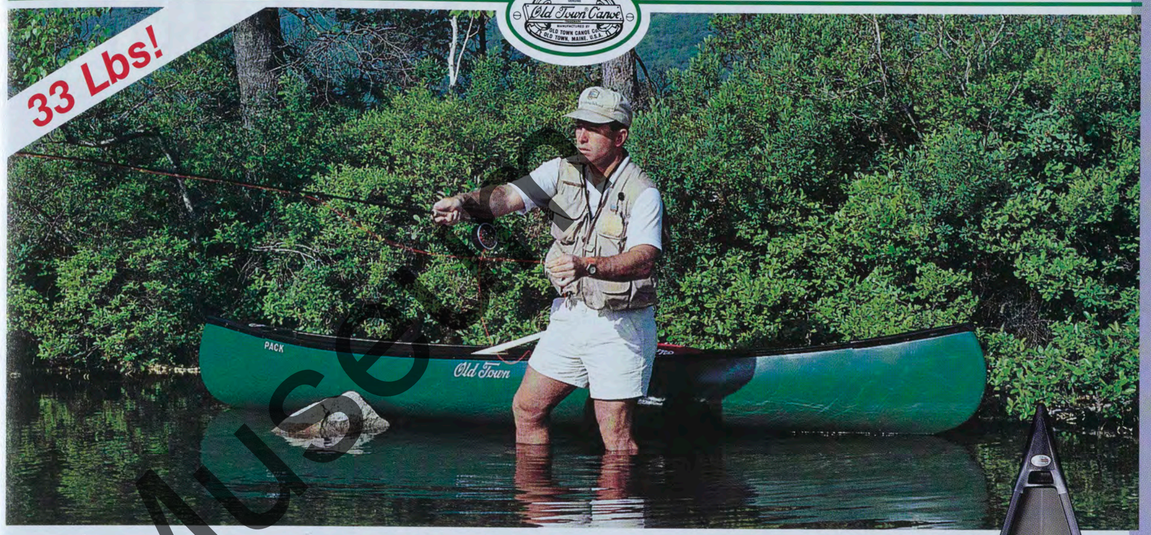
The XL Tripper was designed from keel line up to meet the requirements of lengthy expeditions, outfitters and canoe liveries, and to provide extra people carrying capabilities. Despite the additional length, the XL Tripper always amazed newcomers with its easy paddling and quick turning.

Constructed of Old Town's extremely durable Oltonar/Royalex , the XL Tripper features a slightly rockered, shallow-arch hull with a deep-V entry. With three extra-wide thwarts that can be used as seats, and capable of handling outboards up to 5 h.p., this is the best multi-purpose canoe for big water. XL Tripper features roto-molded decks with grab handles, roto-molded seats and black vinyl gunwales with aluminum inserts.





LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
20'	41"	38 1/4"	26 1/2"	16 1/2"	105 lbs.	1,700 lbs.	Green



PACK

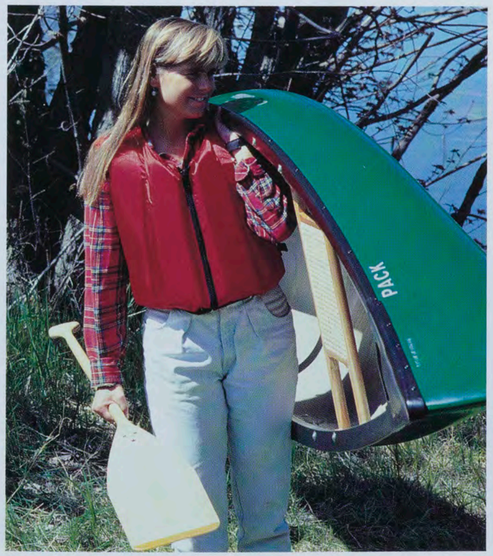
There's enough versatility packed into this 12-foot, 33-pound solo canoe to keep it going from dawn to dusk, with every member of the family taking a turn.

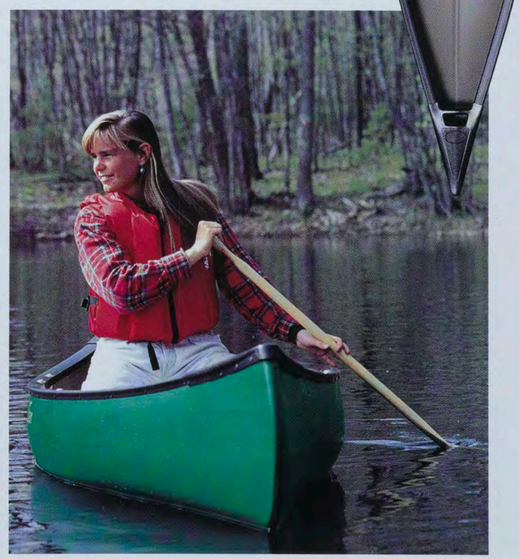
The Old Town Pack is made of lightweight tough Oltonar/Royalex. Its so light that anyone who can paddle solo can carry it; on a portage, to and from the water, on and off the cartop. It's 33 lbs. of freedom... the Pack goes where other canoes can't.

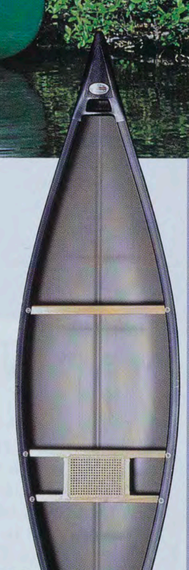
The Pack's V-entry hull with keel is an easy paddling design that even a novice can handle. It's well suited to the use of a double-bladed paddle. Features include black vinyl gunwales, roto-molded decks with grab handles, and a cane seat.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
12'	32"	31 3/4"	16 2/3"	11 1/2"	33 lbs.	400 lbs.	Green









Antique Boat Museum

NORTHERN LIGHT SERIES



NORTHERN LIGHT 168

Step up to a specialty cruiser that provides midsize versatility for one or two paddlers, with the fine lines of performance perfectly executed by hand.

Available in fiberglass or Kevlar, the Northern Light 168 is ideally sized and proportioned for extended wilderness touring. Deep, dry and very fast, the canoe has been influenced by the race-proven Penobscot 16 and features a shallow-arch bottom for excellent secondary stability, as well as a straight keel line that tracks well in all types of conditions.

At only 64 lbs. in fiberglass (55 lbs. in Kevlar), the Northern Light 168 cartops and portages with minimum effort. Standard features include cane stern and adjustable bow seats, black anodized aluminum gunwales, ash grab handles, thwarts, and center carrying yoke. A cane center seat and wood trim are optionally available.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16' 8"	34"	33"	21"	14 1/4"	64 lbs.*	920 lbs.	Red, Blue, Ivory, Green, Maroon, Clear

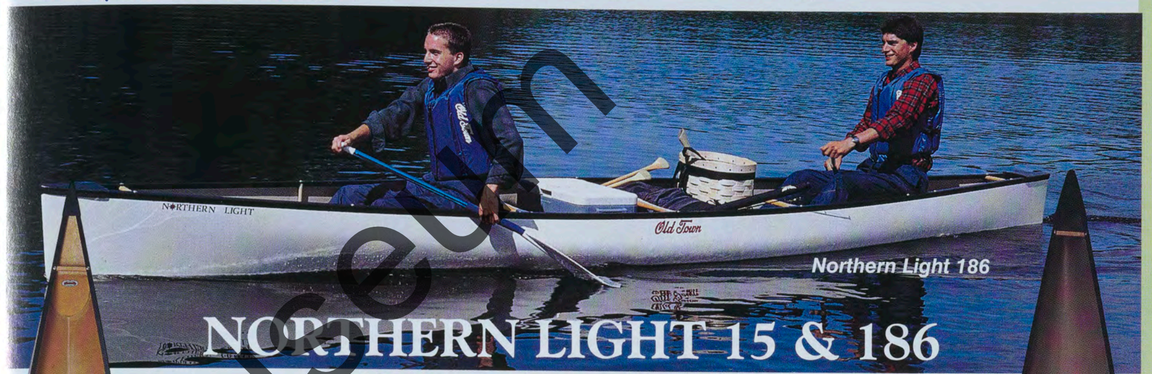
*Weight/Kevlar 55 lbs. **Weight w/wood trim add 7 lbs.

THE NORTHERN LIGHT SERIES

By the time you're ready for one of the outstanding canoes in our Northern Light Series, you've probably checked out some of the priciest high tech designs on the market.

But until you're out on the water in those really challenging conditions, you may not realize how technical innovation and experience translate to the kind of performance you only get from Old Town. It's the fine lines, handcrafted finish, and choice of material; but most of all, it's the fine details.

With three individual models, now there's a Northern Light to suit your style and your standards.



Northern Light 186

NORTHERN LIGHT 15 & 186

Roomy, extremely light, and built to carry a load, the Northern Light 15 features very fine, wave-splitting entry lines sweeping into a rounded bottom for exceptional speed and secondary stability.

Available in your choice of hand-laid fiberglass or Kevlar lay-ups, including a clear gel coat finish on Kevlar, the Northern Light 15 features our unique adjustable center seat/carry system as well as black anodized aluminum gunwales and ash grab handles and thwarts as standard equipment. **Wood trim is an available option.

Developed in cooperation with John McDonald, designer of the legendary White Lightnin', the Northern Light 186 expands on a benchmark for roomy, expedition-caliber design and a very quick disposition. This is a deep, dry canoe meant to carry a lot of gear, yet the Northern Light 186 also turns in an impressive racing performance.

Available in fiberglass or Kevlar, including a clear gel coat finish for Kevlar, the Northern Light 186 features three ash thwarts, cane seats, and black anodized aluminum trim as standard equipment.

**Wood trim is an available option.



LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
15'4"	29 1/2"	29"	18"	131/2"	52/45 lbs.*	625 lbs.	Red, Blue, Ivory, Green, Maroon, Clear

*Weight/Kevlar **Weight w/wood trim add 6 lbs.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
18'6"	36"	32 1/2"	18"/16"§	14 1/4"	72/62 lbs.*	1,050 lbs.	Red, Blue, Ivory, Green, Maroon,Clear

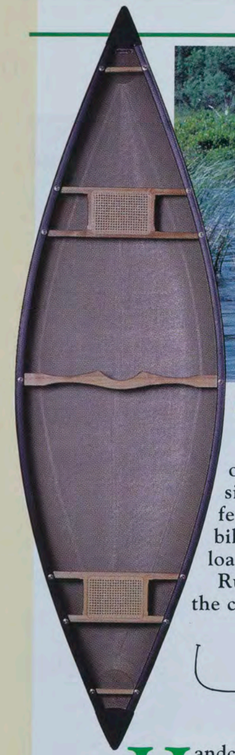
*Weight/Kevlar §Stern Height **Weight w/wood trim add 7 lbs.

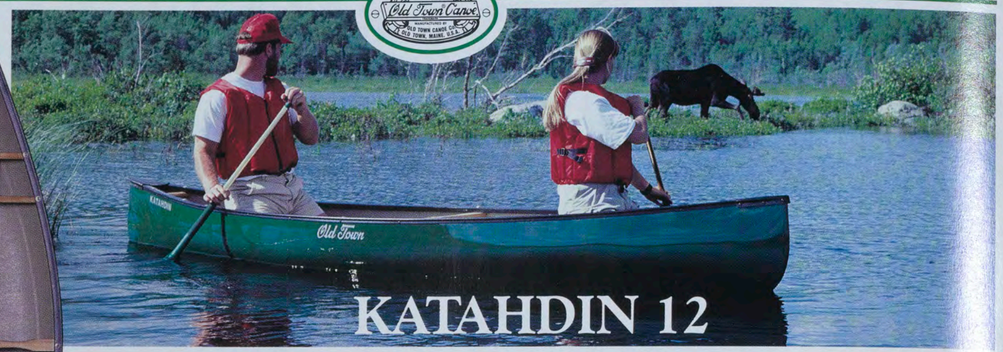


Northern Light 15



Antique Boat Museum



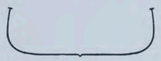


KATAHDIN 12

Two person stability... at 41 in. wide, the 12 ft. Katahdin is big on stability. Exactly what hunters, fishermen and outdoor enthusiasts are looking for. A design you can comfortably stand up in and feel secure. In addition to its excellent stability, the 12 ft. Katahdin has a tremendous load carrying capacity...750 pounds!

Running solo is no problem, either. With the canoe turned around and paddled from the bow seat, the balance and handling remain impressive. Its keeled design tracks well even in challenging crosswinds, and its light weight provides easy c topability.

The Katahdin 12 features the very best fiberglas resin, and core materials available for a canoe that will look as good as it performs for years. Standard features include black vinyl gunwales, ABS decks, ash grab handles, cane seats and ash carrying yoke.



LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
12'	41"	39"	19"	13"	55 lbs*	750 lbs.	Red, Blue, Ivory, Green, Maroon

*Stillwater Lay-up 50 lbs.

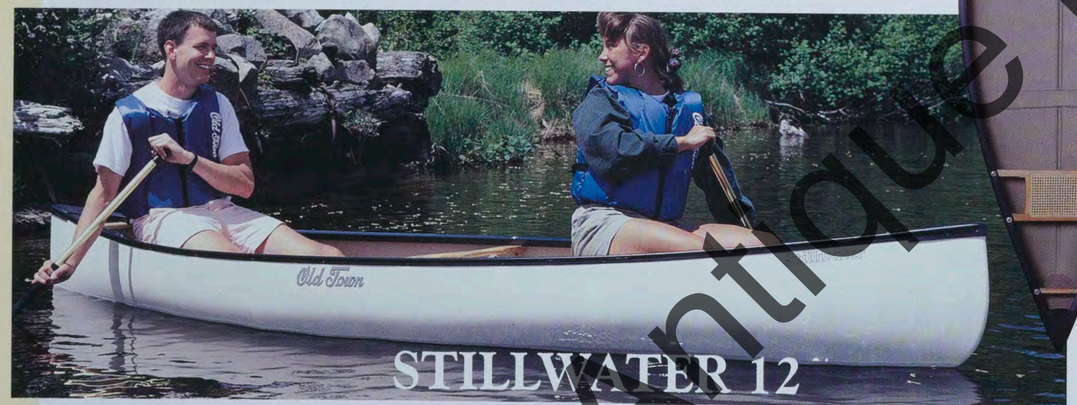


Handcrafted construction and beamy stability in a 50 lb. package. All that, plus the fine lines and detail afforded by a quality fiberglass hull that doesn't cost a fortune. Small wonder that the Stillwater 12 has plenty of fans among all skill levels.

Wide, deep, and easy to manage even by youngsters, the Stillwater 12 is a solid work-horse canoe able to carry 15 times its own weight.

And with the Stillwater 12, the gains made in stability and capacity do not compromise maneuverability. It will still get a couple of fishing partners to their favorite spot with plenty of strength reserved for casting.

The Stillwater 12 features black vinyl gunwales, ash carrying yoke and grab handles, ABS decks, and cane seats as standard equipment.



STILLWATER 12

Katahdin, Kingfisher, or Stillwater?

Our Katahdin and Kingfisher canoes, for practical purposes, can be grouped together as an upgraded complementary series to the Stillwaters when evaluating an individual selection.

For the Katahdin and Kingfisher, Old Town selects the finest glass cloth, resins, and woven roving in conjunction with a contoured sheet of K-mat . Because the keels are filled on these models, the result is a very flat, smooth floor with a naturally textured slip-resistant surface. For the slightly added weight, this method results in superior durability and a beautiful interior appearance.

The Stillwaters take the more economical approach, combining a glass mat floor with three balsa ribs for stiffness. The keels are unfilled, so weight, labor, and material costs are all reduced.

No matter which model you choose, all receive the same handcrafted attention to detail that have built the world class status of our fiberglassing capabilities. Let your personal budget, typical usage, and cosmetic preferences be your guide; if the canoe is right for you and made by Old Town, you're paddling the best at any price.



KINGFISHER

The perfect, somewhat larger complement to the Katahdin 12, the Kingfisher is a beamy 14 ft. fiberglass craft that will be of special interest to canoeing sportsmen and families.

Designed with the best resins and core materials available for added stiffness, the Kingfisher provides a stable shooting or casting platform with no compromise in paddling performance.

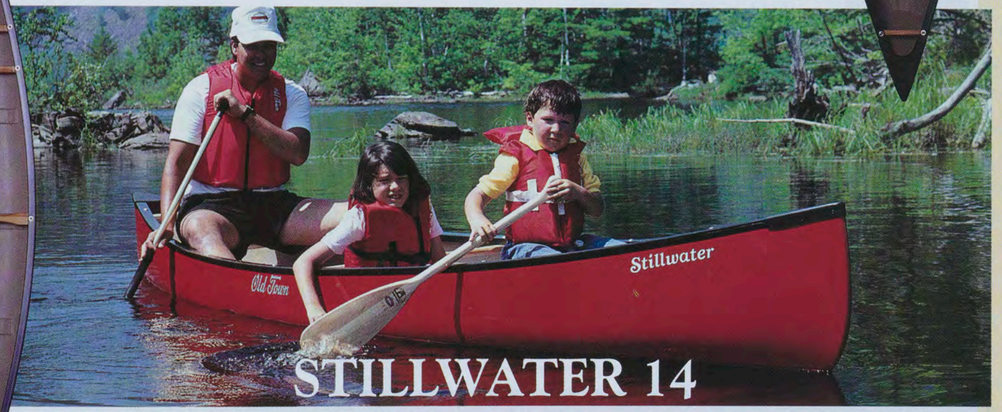
At only 60 lbs., the Kingfisher is ready for a quick solo jaunt after work, yet is large enough to handle two paddlers comfortably on family weekend outings.

Standard features include cane seats, black vinyl gunwales and ABS decks, ash grab handles, and ash carrying yoke.



LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
14'	39"	37"	18"	12"	60 lbs*	650 lbs.	Red, Blue, Ivory, Green, Maroon

*Stillwater Lay-up 55 lbs.



STILLWATER 14

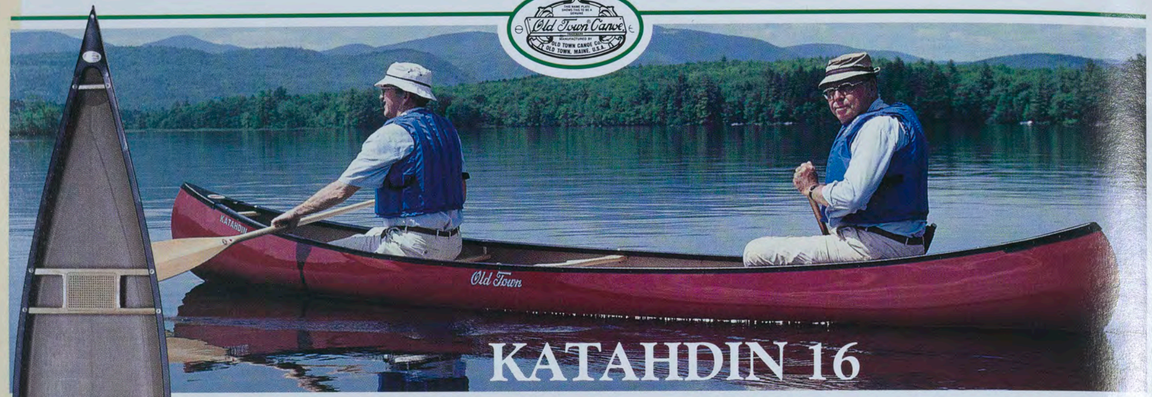
When it really makes sense to conduct business from a steadfast position on the water — fan-casting for bass, following through on a shot, panning the landscape with a video camera — the Stillwater 14 provides a highly stable, yet very responsive, platform.

Paddled solo or tandem, the Stillwater 14 derives much of its speed and excellent handling from the fine lines and consistently smooth finish that are signatures of Old Town's master moldmakers.

That quality translates to very high efficiency with each paddlestroke, and at 39 in. wide, plenty of security to withstand the meanderings of young anglers and anxious bird dogs.

Standard features include black vinyl gunwales, ash carrying yoke and grab handles, ABS decks, and cane seats.

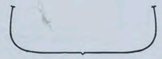
Antique Boat Museum



KATAHDIN 16

KAH-TAH-DIN. Easy to pronounce, if you're familiar with Maine landmarks. Even easier to recognize if you're familiar with Old Town canoes. Because the Katahdin 16 essentially is the classic Old Town wood design updated in economical fiberglass. As such, it is an easy paddling, extremely stable canoe, well suited to outdoor families. Katahdin's flat-bottom hull with full-length keel and inherent stability make it ideal for all levels of paddling skill. Like their wooden counterparts, Katahdins are built by hand, one step at a time. The Katahdin 16 uses a hand-laid construction with the best resins and core materials available for added stiffness and lighter weight.

The Katahdin 16 features black vinyl gunwales, ABS decks, ash grab handles, ash carrying yoke, and cane seats.



LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'	36"	35 3/4"	21"	12"	72 lbs.	740 lbs.	Red, Blue, Ivory, Green, Maroon

STILLWATER 16

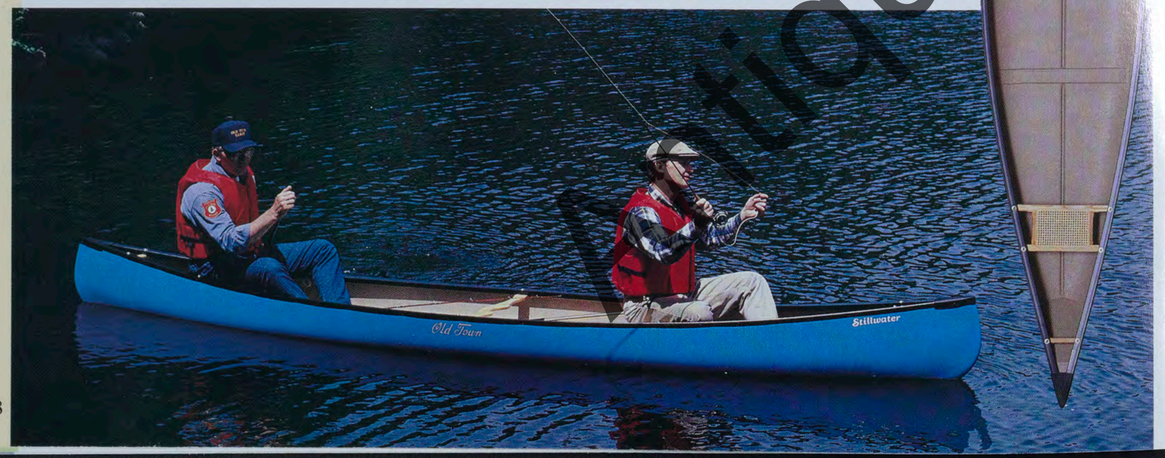
With this much canoe for so little weight (only 60 lbs.!), and a price tag that is very friendly to the household budget, the Stillwater 16 offers its own distinctive brand of affordable performance.

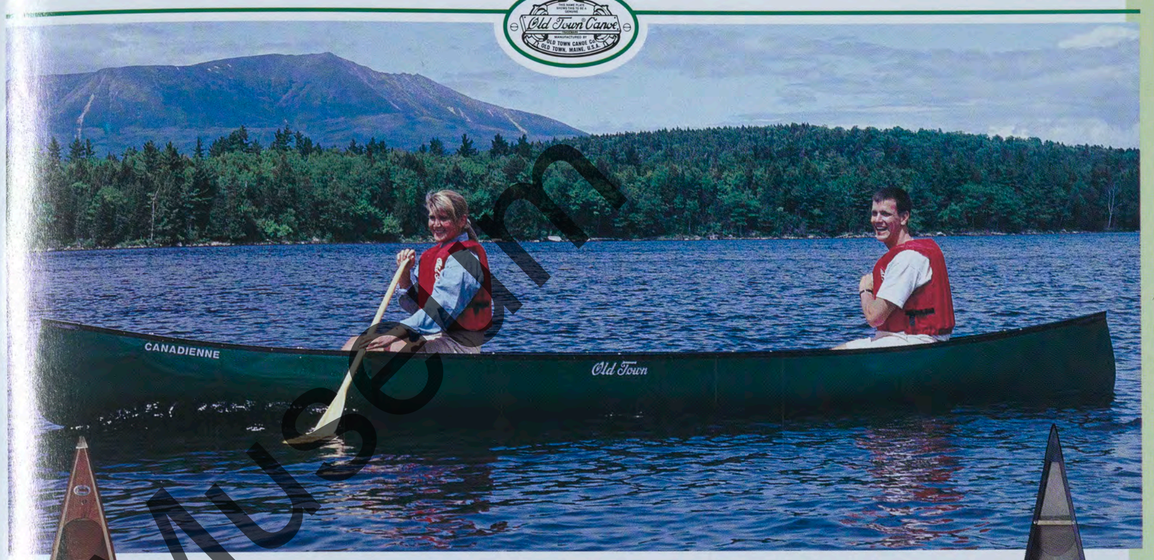
Stable, roomy, and beautifully finished, this canoe is also a fine flatwater cruiser with surefooted tracking ability.

For years a staple in the line-up of the White Canoe Co., the Stillwater 16 has been successfully upgraded by Old Town to provide a canoe that is long on paddling ease and carrying capacity, yet still cartops and portages effortlessly.

Standard features of the Stillwater 16 include black vinyl gunwales, ABS decks, ash carrying yoke and grab handles, and cane seats.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY	COLOR
16'	36"	35"	19"	12"	60 lbs.	740 lbs.	Red, Blue, Ivory, Green, Maroon





CANADIENNE 17

Designed by noted canoe historian and builder Ralph Frese, the Canadienne raises the physics of displacement hulls to a fine art.

For countless paddlers, from the Canadian Shield to the brackish passes of the Gulf Coast, the Canadienne 17 provides maximum straight-line distance from a minimum of effort, and long keel lines to help keep a steady course.

The Canadienne 17 is pure cruiser, engineered with the depth, width, and carrying capacity that make the canoe an excellent all-around recreational choice.

Available with Old Town's hand-laid fiberglass or Kevlar construction, the Canadienne 17 features aluminum gunwales, ABS decks, cane seats with adjustable bow seat, and ash carrying yoke as standard equipment

Wood trim is optionally available, with Honduras mahogany decks and outwales, ash inwales, thwarts, and seats, brass end caps and painter rings.

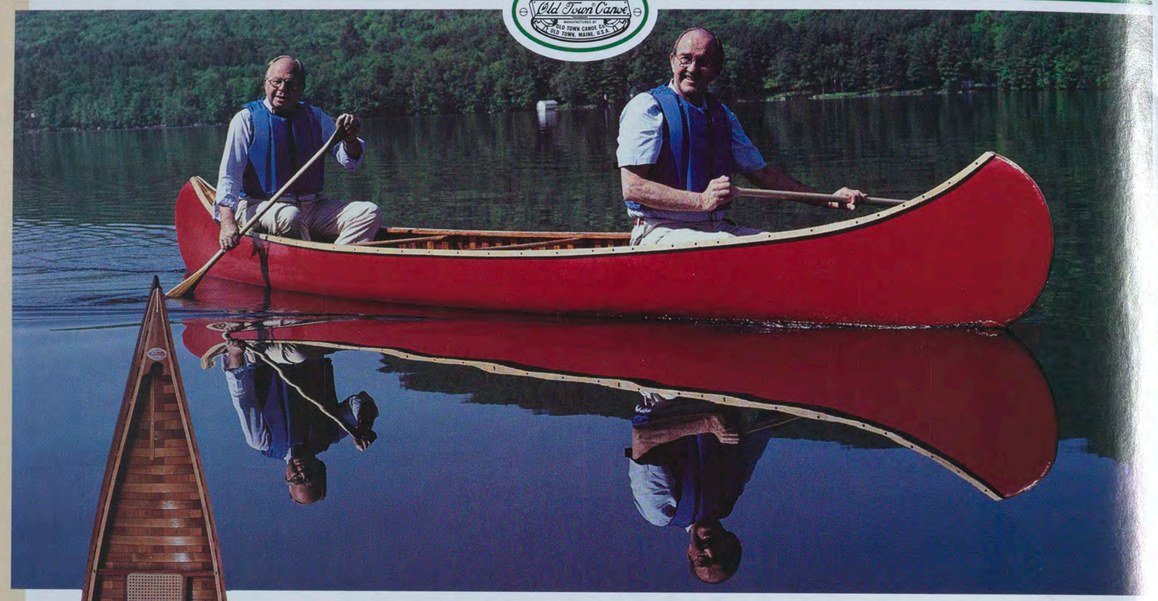
LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGH	DEPTH	WEIGHT	CAPACITY	COLOR
17'2"	35"	31 7/8"	22 1/2"	14 3/4"	69/59* lbs.	964 lbs.	Red, Blue, Ivory, Green, Maroon, Clear

*Weight Kevlar *Weight w/ Wood Trim–Add 7 lbs.





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WOOD CLASSICS



OTCA 16, 17: The classic Old Town, virutally unchanged since the turn of the century.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY
16′	36″	36″	23″	12″	76 lbs.	624 lbs.
17′	35″	35″	25½″	12″	80 lbs.	659 lbs.



MOLITOR: Long decks, outside stems and oval mahogany gunwales create a frame so strong no thwarts are needed.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY
17′	35″	35″	22″	12″	84 lbs.	695 lbs.



GUIDE: The design Maine guides find most useful in the backcountry. Low profile to duck winds. Long, flat floor for shallow draft, big cargo space.

LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY
16′	35″	35″	20½″	12″	76 lbs.	624 lbs.
18′	37″	37″	23″	12″	86 lbs.	736 lbs.
20′	39″	39″	23½″	13¼″	104 lbs.	1,017 lbs.



TRAPPER: A swift, light boat that takes canoeing back to its simplest roots.

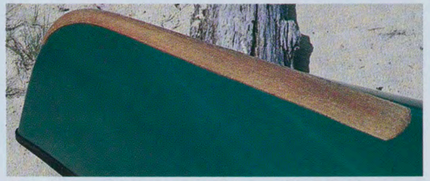
LENGTH	WIDTH	WIDTH AT 4" WATERLINE	BOW HEIGHT	DEPTH	WEIGHT	CAPACITY
15′	35½″	35½″	20″	11½″	68 lbs.	580 lbs.

Exterior color: Dark green, blue, red, white. **Custom finishes:** Natural wood (with clear fiberglass), Indian design, two-tone. **Exterior covering:** Fiberglass. Canvas optional. **Options available:** Half ribs, outside stems, rub-rails, full-length stem band, painter rings. Keel is standard. No-keel available on special order.

ACCESSORIES



Paddles: A. Child's Paddle 36". **B. Child's Paddle** 42". **C. Canadian made for Old Town.** 7" blade, laminated maple and poplar. Available in 54", 57", 60", 63", and 66" lengths. Urethane tip for added durablilty. **D. Our traditional one-piece ash beaver-tail paddles:** Made in Maine. Width: 8". Length: 54", 57", 60", 63", 66". **E. Bent shaft paddles:** Canadian made for Old Town. 8" laminated blade, available in 48", 50", 52" and 54" lengths. Urethane tip for added durablility. **F.** 12° bent shaft and spoon blade add power and efficiency. Available in 48", 50", 52", 54". **G. Old Town "Golden Light" Paddle:** 8" reinforced blade, cushion shaft grip. Available in 54", 57", 60", 63" lengths in four colors: Red, Blue, Green, Black. **H. Old Town Standard Paddle:** Available in 54", 57", 60", 63", 4 colors; black, green, blue, red. Similar to Golden Light series, with the aluminum shaft completely overlaid with polyethylene. T-grip handle. **I. Old Town Economy Paddle:** an outstanding value. Available in 54" and 60" lengths. Shaft is polyethylene for 8 in. at the shaft grip. Black only. *F, G, H, I, Made in USA by Carlisle Paddle for Old Town.*



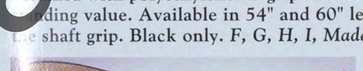
Skid Plates: Protect your Oltonar/Royalex® or Crosslink3™ hulls with Kevlar® skid plates. (2 per kit).



Splash Rails: Gives your canoe that extra dryness in waves and whitewater. Made of closed-cell ethafoam. Sold in pairs, Length: 9 ft.



Easy-Lash System: Unique system for securing flotation bags and/or gear in your canoe. Extruded vinyl with aluminum grommets. Pop-rivets under gunwales. Sold in pairs. Length: 34 inches.



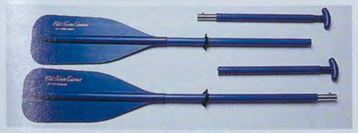
Laminated Beaver-tail Paddle: 8" blade, available in 54", 57", 60", 63", 66" lengths. Urethane tip for added durablility.



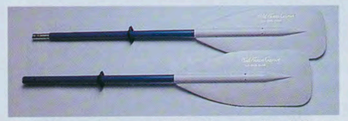
Ash Guide Paddle: One-piece native ash. Traditional Northwoods style grip. Use sitting or standing. Width: 6 1/2" Lengths: 60, 63, 66, 69, 72.



Old Town Economy Boat Oars: Made in USA. Available in 6', 6 1/2', 7' lengths, 5 1/2" grips. Clamp-on oar-locks optionally available.



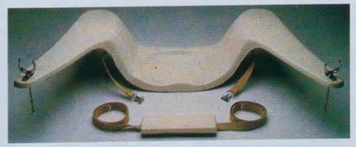
Old Town Canoe/Kayak Paddle: Shown with optional T-grip adapter. 3 sizes; 7', 7 1/2', 8'. Color; Blue or Green. Takedown feature locks blades in line or at 90 degrees. Can be used with conversion T-grips to convert to two canoe paddles. Conversion T-grips optionally available.



Old Town Spoonblade Kayak Paddle: 3 sizes; 7', 71/2', 8'. Color; Blue shaft with White blades. Take down feature is standard and spooned blades increase your power and efficiency. Shaft is fully sheathed in polyethylene and blade features full-length reinforcement. Weight 39 oz.(7 ft.)



Golden Light and Standard Paddles. Available in Blue, Black, Red or Green



Rowing: Quickly and easily convert your Old Town canoe to a fast row boat. Fits any Old Town canoe.



Canoe Buddy Stabilizer: Join two canoes in seconds to create a secure platform for fishing, swimming, sailing or rescue. No tools, assembly or additional framework required. Constructed of high-impact polypropylene foam, it floats and weighs less than 6 pounds.



Spray Cover: Custom fit for all Old Town Canoes. Brown or Camoflage.

Antique Boat Museum

ACCESSORIES



Rowing Conversion Kit: Add rowing capability to canoes with vinyl gunwales and 34-37 inch width. Kit includes oar sockets, mounting hardware, and our ABS snap-in center seat with adjustable footbrace.



Snap-In Center Seat: sturdy ABS bench seat fits all canoes 34" to 37" wide. Carry extra passengers or use as a solo center seat. Will support up to 300 lbs.



Sling Seat: Quickly add a third seat or solo seat to your canoe. Adjustable. Red or green.



A. Cane Seat Back. Made in Maine of ash and cane. Attaches quickly and easily to cane seats and stores under seat when not in use.



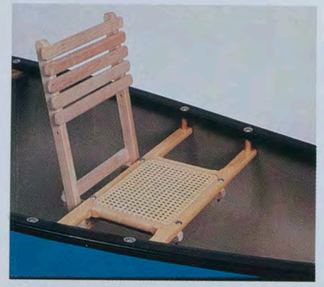
B. Canoe Lounger. Unique dual-purpose design. Works as a seat back in the canoe and converts easily to a comfortable camp chair. Attaches to cane seats. Mounting hardware included.



Foam Block Canoe Carrier: Improved! Foam blocks have "profile cut" to enhance fit on gunwales of canoe. Includes four gutter clamps with rope to pass over the middle, and four S-hooks, with rope, to attach bow and stern to bumpers.



Folding Cane Chair: Made in Maine of ash and cane.



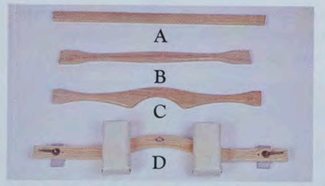
Slat Seat Backs: Constructed of native hardwood. Attaches to cane seats, mounting hardware included.



Folding Slat Chair: Made in Maine of ash.



Roto Seat Back: Specifically designed for Old Town's roto-molded seats. Constructed of native Maine ash, this seat back mounts quickly and easily to the supporting thwart. Mounting hardware and thwart included.



A. Straight Thwart. B. Shaped Thwart. C. Yoke/Thwart. D. Padded ajustable carrying yoke: adjustable for different width canoes. Clamps make for easy installation and removal. Pads for comfortable carrying. Ash yoke. All are native Maine ash.



Motor Mount: adapts to any Old Town double-end canoe for motoring. (Capacity 4 h.p.)



Whitewater Accessories A. Center Flotation Bag **B.** Solo End Bag **C.** Minicell Foam Pedestal **D.** Knee Pads with Ankle Supports. **E.** Thigh Straps. Velcro with D-Rings



Rescue Throw Bag: Contains 65' of high-visibility floating polypropylene rope (1/2" dia). Quick release buckle allows for quick and easy attachment to canoe thwart.



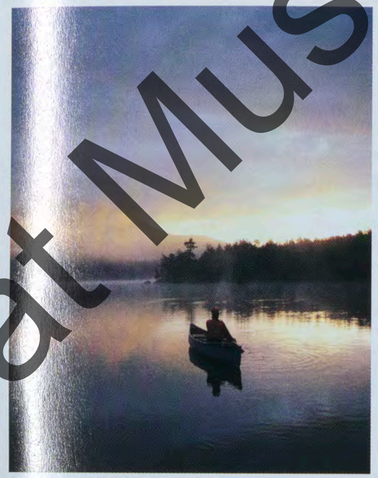
Videos
A. Introduction to Canoeing

B. A Complete Guide to Canoe Trips and Camping





C. Video Factory Tour: includes Old Town history and canoe manufacturing processes.



Old Town Canoe Posters: Horizontal or Vertical.





Paddling Jackets: A. Esprit 200 Denier coated Oxford cloth in Blue/Black color combination. Adjustable neoprene wrist and neck closures. Front pocket. S, M, L, XL. **B. Basic** 70 Denier coated nylon in Royal Blue with adjustable neoprene wrist and neck closures. S,M,L,XL.



Personal Flotation Devices: Custom designed for Old Town by Stearns. Extra comfort and good looks. U.S.C.G. approved. Adult sizes S, M, L, XL.



Child's PFD: Custom designed for Old Town by Stearns. Heads-up design protects your child. Fits child 30-50 pounds. Red only.



Dry Bags: Coated 210 Denier nylon bags with round bottom, roll down closure with side release buckle and top D-ring. Sizes: 9 1/2"x20", 12"x24", 12"x29", 12"x36". Red or Blue.



T-Shirts: 50/50 cotton/polyester; specify size: S, M, L, XL; Patterns: "Deck plate" Logo, (not shown) and, **A. Splash. B. Moose. C. Paddlers. D. Corduroy Cap. E. Mesh Cap.**



Skid Plate Kit



ABS Repair Kit



Wood and Canvas Repair Kit



Gelcoat Repair Kit



Discovery Repair Kit



Repair Putty

Repair Parts: for all canoes available through your local dealer or by calling Old Town direct at (207) 827-5513

Antique Boat Museum

MATERIALS

CROSSLINK3™/DISCOVERY®

Primary features:
•Superior strength and durability •Low to moderate cost •High impact and abrasion resistance •High memory; returns to original shape if dented •Smooth, glide-oriented exterior

The Crosslink3™ hull used on our Discovery canoes is produced by an exclusive, patented rotational molding process developed here by Lew Gilman. The best-selling canoe line in the world, Old Town Discoverys offer exceptional value and advanced designs of superior strength.

Introduced in 1983 after years of research and development, the Discovery hull is scientifically designed structural sandwich that includes a layer of closed-cell foam surrounded by layers of crosslinked and high-density polyethylene. This combination, and the unique process by which it is accomplished, are the principle reasons for the material's strength. The canoe has high inherent buoyancy, as well; filled with water, it will remain afloat.

A Discovery hull starts out as measured amounts of tiny plastic granules, introduced in sequence into a mold for lamination. The mold is held by a mechanical arm and conveyor assembly, which gently rocks the mold while rotating it in a series of pre-set directions and transporting it to and from a large, high-temperature oven. Finally, the hull is removed from the mold, where it is allowed to cool before finishing out with seats, rails, and decking.

Among the critical factors in the process are the frequency and duration of heating and cooling cycles, proper angle and speed of rotation, and the quality of the polyethylene and the mold itself.

This process accounts for one of the reasons that dents pop out so easily. The natural tendency of Crosslink3™ is to return to the original shape in which it was molded; in this case, to the form of a canoe.

Gilman sums up the Discovery as a "composition that features an intertwined chemical bond that greatly out-performs traditional linear polyethylenes. The hull requires no additional reinforcement to maintain its stiffness, and the material's unique molecular structure also results in high ultra-violet light resistance and environmental stress crack resistance."

CLASSIC WOOD

Primary features:
•Exceptionally beautiful and evocative •Excellent handling characteristics •Moderate weight •Most expensive due to labor intensity •Surprisingly durable

Until the late 1940's, the long history of canoes in this country was primarily that of hand-crafted wood/canvas and birch bark canoes. For decades now, wood has represented a heritage of design and construction that stretches back to the practical needs of the Woodland Indian, northern fur trapper, French voyager, and backcountry guide.

Old Town's wood canoes are built on forms that were used at the company's inception, with the same precision craftsmanship as in the past, and a wealth of superior materials afforded by modern technology. Their striking appearance, graceful lines, and inherent sense of history make them rather specialized items, but the Old Town name continues to go on a complete line of wood canoes as long as our customers demand it.

All of the wood used in our canoes comes to the factory in rough planks, and if necessary, it is cured for a period of up to 12 months. The planks are milled, planed, and shaped by Old Town craftsmen to form the variety of components that make up a wood canoe.

Premium grades of mahogany, red cedar, white cedar, and ash are the primary woods used by Old Town, and they are assembled with self-clinching brass tacks specially designed years ago for this purpose.

The exterior of the hull is then covered with fiberglass or traditional canvas, and a tough spar varnish is added to the interior. Additionally, polyurethane varnish is used for a clear wood exterior, or marine enamel for a bright painted finish.

OLTONAR/ROYALEX

Primary features:
•Light weight •Excellent strength and toughness •Moderate cost •High impact and abrasion resistance •High structural memory and resilience

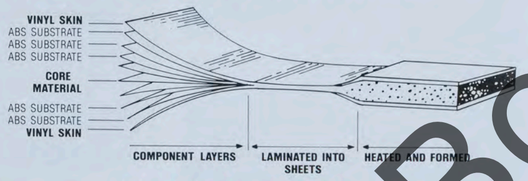
Oltonar is Old Town's exclusive version of Uniroyal's Royalex, a multi-laminate composed of ABS, ABS foam, and crosslinked vinyl. We were one of the first manufacturers to use Royalex in canoes, and our Oltonar laminate has evolved to include extra layers of ABS and ABS foam for added strength in critical stress areas.

Today, Old Town still uses an exclusive vacuum forming method developed by Lew Gilman in the 1970's. The legendary Tripper, marking its 20th Anniversary in 1993, has become the standard by which many manufacturers measure their whitewater and expedition-caliber designs.

Our long experience with Oltonar allows us to incorporate the subtle features that translate to performance, like varying the density of the laminate to save weight here or add strength there. The forming method itself, though difficult to achieve originally, works in conjunction with skillfully designed molds for consistent quality and finer, more subtle design lines.

Oltonar starts out as a flat sheet, which is heated in an oven. During heating the core expands, forming closed-cell flotation within the hull. At the proper temperature, the sheet is removed and placed on a platen, the mold is lowered on top of it, and the sheet is vacuum-drawn into the hull shape.

The original molecular configuration has much to do with resiliency: An Oltonar canoe can be folded in half by a bridge abutment or boulder, and then return to its normal shape with minimum hull distortion. With its light weight, it is often the choice of recreational and whitewater enthusiasts.



FIBERGLASS/KEVLAR

Primary features:
•Can be formed to very fine design lines •High strength-to-weight ratio •Extremely light to light weight •Moderate to moderately high cost

Canoe production in fiber-reinforced plastic dates back to the 1950s. Specialty fibers such as DuPont's Kevlar, used in such diverse applications as aerospace and bullet-proof vests, are a more recent development.

In and of themselves, both materials will always do the job. Both feature the extraordinary ability to be formed to very fine lines, literally down to a knife-sharp entry if desired. The weight of the cloth, the viscous nature of the resin, and the layer-by-layer construction method all point to the same result: sophisticated contours and configurations are unlimited.

All of our Kevlar and fiberglass hulls are meticulously handmade, each with its own lay-up for structural integrity, and each featuring DuPont Kevlar 49 Aramid or premium glass cloth, mat and woven roving, and the highest grade resins and core materials we can find.

Depending on the application, we'll use balsa wood, or K-Mat, or to add stiffness to a fiberglass or Kevlar floor.

Old Town generally opts for stronger lay-ups than the norm, while still maintaining comparable weight. This ability, like overall care and quality, is directly related to craftsmanship.

CANOE DESIGN

The canoe is a Native American craft and its basic shape has remained unchanged since the time of its creation. Canoes are still lightweight, slender boats, pointed at both ends and propelled by paddles. However, even the basic birchbark canoes of the past had specific design elements built in for different water conditions or uses.

With today's modern materials and molding processes, designs of canoes have changed dramatically and have led to a wide variety of models. With so many models and designs to choose from, we hope this general guide to basic design elements will be helpful in deciding which canoe will best fit your needs.

LENGTH

Longer canoes will have greater hull speed, will track better, and will have greater potential for carrying capacity. Shorter canoes will be more maneuverable and lighter in weight.

WIDTH

Widths, or beams as they are called, are given in two measurements; the beam at the gunwale and the beam at the 4" waterline. The 4" waterline beam has the greatest influence on performance. Wide beamed canoes offer great stability but may be somewhat slow. Narrow canoes may be less stable but afford better efficiency and hull speed.

DEPTH

Greater depth allows for increased carrying capacity and better water shedding ability. However, deep canoes can be harder to handle in windy conditions and will be heavier.

CROSS SECTION

The shape of the bottom of the canoe and how it blends with the sides will influence its performance. Stability of a canoe is affected greatly by its cross section.

Flat bottom



Flat bottom canoes offer great initial stability. That is, they feel very secure on calm water. Flat bottom canoes are great for the sportsmen and general recreationalists looking for steadiness.

Shallow arch bottom



Shallow arch bottom canoes have less initial stability but good secondary stability. As the canoe is leaned, it will balance on its side and resist further tipping. Shallow arch canoes work well in waves and whitewater. Shallow arch bottom canoes offer the best all-around performance.

Round bottom



Round bottom canoes have great secondary stability but very little initial stability. The are designed for speed and efficiency. Round bottom canoes are usually fast, specialized canoes.

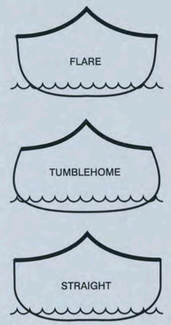
Keels

A keel will help tracking in short canoes and will help the canoe's resistance to crosswinds. Keels also work well on canoes used with outboard or electric motors, as they decrease sideslipping.

A keel would not be preferred on a canoe used in whitewater or situations where quick maneuvers are essential.

Flare/Tumblehome/Straight-sided

The sides of the canoe can have flare, tumblehome or be straight-sided. Flare will shed water well and increase stability. Tumblehome gives a narrower beam at the gunwales and allows for easier paddling, however stability will be decreased. Straight-sided canoes are a compromise of the two.



Keep in mind that many canoes will incorporate one, two, or all three of these in different areas of the hull.

ENTRY LINES

The shape of the bow where it cuts the water will have an effect on the canoe's performance. A very sharp, knife-like entry will cut through the water easily and provide efficiency. A blunt bow will add fullness and give buoyancy in waves, thus a drier ride.

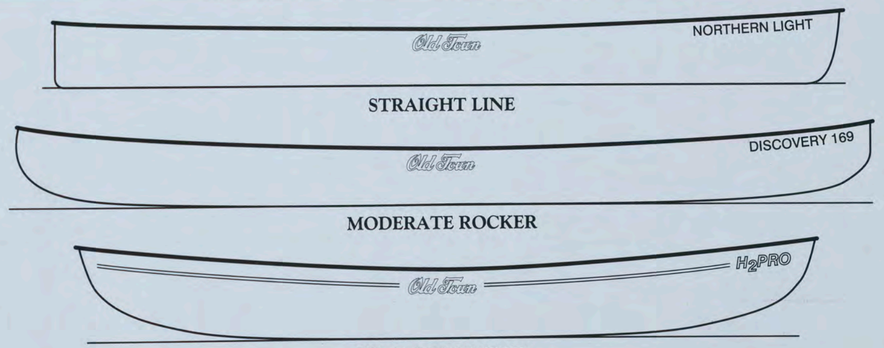
SYMMETRY

Symmetrical canoes have identical ends, bow and stern. Symmetrical canoes offer a more versatile designs and convert more readily from tandem to solo.

Asymmetrical canoes are usually designed for a particular specialty.

ROCKER

The curve of the keel line from bow to stern is called rocker. A straight keel line has no rocker, which allows for exceptional tracking ability but lacks maneuverability. An extremely rockered keel line offers exceptional maneuverability but will not track well. Moderately rockered canoes are usually straight with a rise toward the ends. Most general recreation canoes have a moderate rocker.



At Old Town Canoe we offer a wide variety of canoe models and designs, each of which has varying degrees of the above design elements. In choosing your Old Town canoe, keep in mind that no canoe can do everything well. Specialized canoes are designed to do one thing very well. General recreation canoes will do most things moderately well.

To choose the proper canoe, you must make an honest evaluation of your intended needs and uses. What types of canoeing activities will you participate in most of the time? Will you paddle mostly on calm lakes and ponds or in waves and whitewater? Will you seek lazy days fishing, to explore wilderness rivers, or the thrill of competition? Will you paddle alone or with family and friends? Choose the canoe that will fit these needs most of the time.

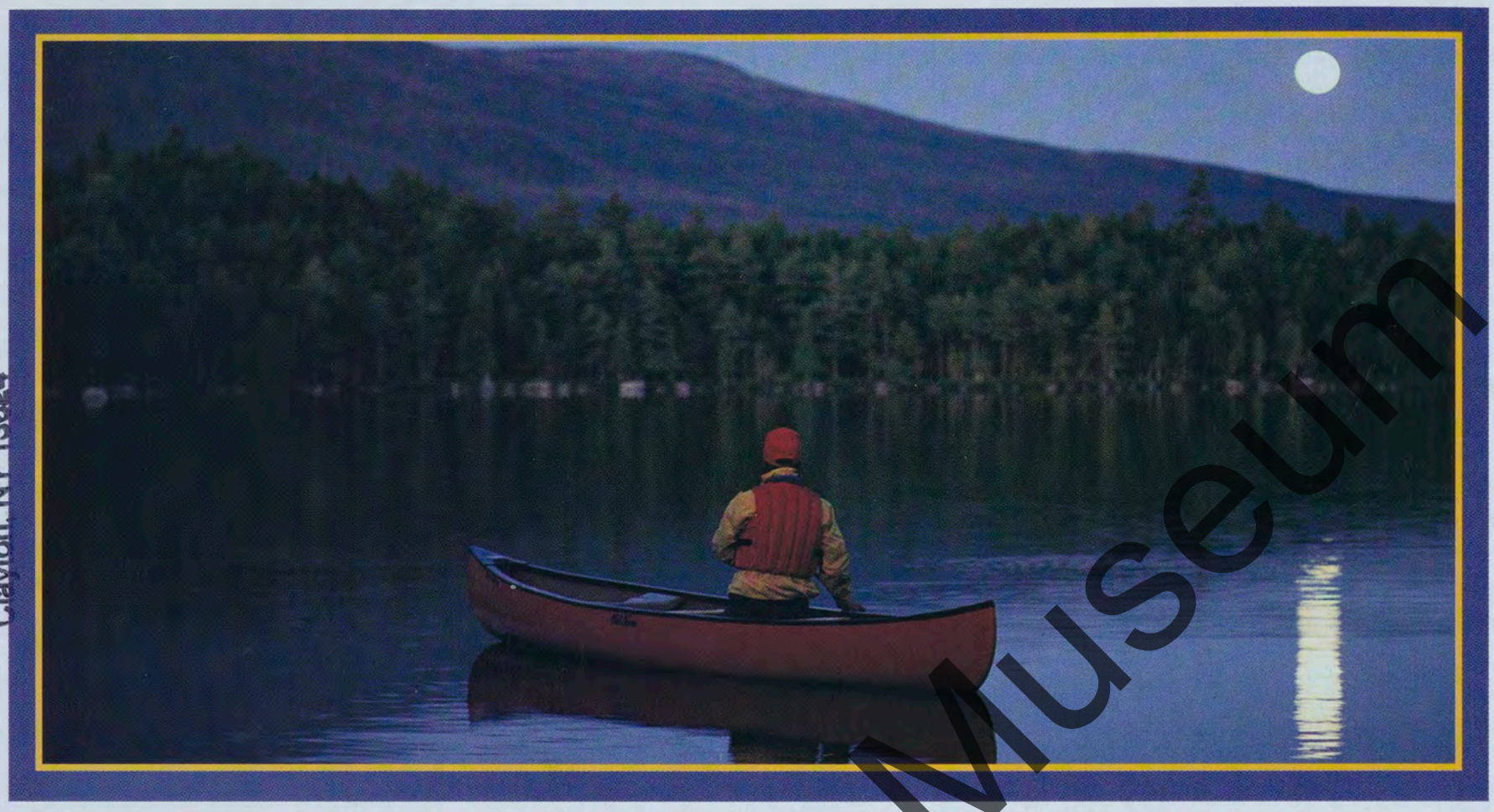
One final thought: Canoeing is meant to be a pleasurable and exciting sport. Having the right canoe to meet your needs will greatly enhance your enjoyment on the water. As time goes on, you may seek new canoeing activities and wish to move to other designs. At Old Town Canoe we are confident, no matter what your canoeing needs, we have a quality canoe for you.

HAPPY PADDLING!

Canoe Museum
Artifact Boo

Old Town Canoe Co.

58 Middle Street, Old Town, ME USA 04468 • (207) 827-5514



The Antique Boat Museum
750 Mary Street
Clayton, NY 13624

Old Town Canoes 1994

MODEL	MATERIAL	LENGTH	WIDTH	DEPTH	WEIGHT	CAPACITY	PAGE
DISCOVERY 119K	CROSSLINK 3	11' 9"	32 1/2"	13 1/2"	43 lbs.	475 lbs.	6
DISCOVERY 133K	CROSSLINK 3	13' 3"	40 1/2"	14"	75 lbs.	800 lbs.	12
DISCOVERY 146K	CROSSLINK 3	14' 6"	36 3/4"	14"	72 lbs.	700 lbs.	7
DISCOVERY 158	CROSSLINK 3	15' 8"	35 1/2"	13 1/2"	80 lbs.	980 lbs.	8
DISCOVERY 160K	CROSSLINK 3	16'	40 1/2"	15 1/2"	84 lbs.	1100 lbs.	13
DISCOVERY 164	CROSSLINK 3	16' 4"	34"	14 1/2"	74 lbs.	1050 lbs.	9
DISCOVERY 169	CROSSLINK 3	16' 9"	37"	15"	85 lbs.	1100 lbs.	10
DISCOVERY 174	CROSSLINK 3	17' 4"	36"	14"	83 lbs.	1080 lbs.	11
DISCOVERY SPORT 13	CROSSLINK 3	13' 0"	42 1/2"	15"	92 lbs.	650 lbs.	14
DISCOVERY SPORT 17	CROSSLINK 3	17'	44"	15"	119 lbs.	850 lbs.	15
PENOBSCOT 15	OLTONAR/ROYALEX	15' 0"	29 1/2"	13 1/2"	49 lbs.	625 lbs.	20
PENOBSCOT 16	OLTONAR/ROYALEX	16' 2"	34"	13 3/4"	58 lbs.	860 lbs.	18
PENOBSCOT 17	OLTONAR/ROYALEX	17' 1"	35"	14 1/2"	65 lbs.	1100 lbs.	19
H2PRO	OLTONAR/ROYALEX	13' 8"	31"	15"	55 lbs.	820 lbs.	21
PACK	OLTONAR/ROYALEX	12' 0"	32"	11 1/2"	33 lbs.	400 lbs.	23
PATHFINDER	OLTONAR/ROYALEX	14' 10"	36"	13 1/2"	57 lbs.	820 lbs.	16
CAMPER	OLTONAR/ROYALEX	16' 0"	36"	13"	59 lbs.	900 lbs.	17
TRIPPER	OLTONAR/ROYALEX	17' 2"	37"	15"	80 lbs.	1100 lbs.	22
XL TRIPPER	OLTONAR/ROYALEX	20' 0"	41"	16 1/2"	105 lbs.	1700 lbs.	22
TRAPPER	WOOD	15' 0"	35 1/2"	11 1/2"	68 lbs.	580 lbs.	30
OTCA 16	WOOD	16' 0"	36"	12"	76 lbs.	624 lbs.	30
OTCA 17	WOOD	17' 0"	35"	12"	80 lbs.	659 lbs.	30
MOLITOR	WOOD	17' 0"	35"	12"	84 lbs.	695 lbs.	30
GUIDE 16	WOOD	16' 0"	35"	12"	76 lbs.	624 lbs.	30
GUIDE 18	WOOD	18' 0"	37"	12"	86 lbs.	736 lbs.	30
GUIDE 20	WOOD	20' 0"	39"	13 1/4"	104 lbs.	1017 lbs.	30
CANADIENNE 17	FIBERGLASS/KEVLAR	17' 2"	35"	14 3/4"	69/59 lbs.*	964 lbs.	29
NORTHERN LIGHT 15	FIBERGLASS/KEVLAR	15' 4"	29 1/2"	13 1/2"	52/45 lbs.*	625 lbs.	25
NORTHERN LIGHT 168	FIBERGLASS/KEVLAR	16' 8"	34"	14 1/4"	64/55 lbs.*	920 lbs.	24
NORTHERN LIGHT 186	FIBERGLASS/KEVLAR	18' 6"	36"	14 1/4"	72/62 lbs.*	1050 lbs.	25
KATAHDIN 12	FIBERGLASS	12' 0"	41"	13"	55 lbs.	750 lbs.	26
STILLWATER 12	FIBERGLASS	12' 0"	41"	13"	50 lbs.	750 lbs.	26
KINGFISHER	FIBERGLASS	14' 0"	39"	12"	60 lbs.	650 lbs.	27
STILLWATER 14	FIBERGLASS	14' 0"	39"	12"	55 lbs.	650 lbs.	27
KATAHDIN 16	FIBERGLASS	16' 0"	36"	12"	72 lbs.	740 lbs.	28
STILLWATER 16	FIBERGLASS	16' 0"	36"	12"	60 lbs.	740 lbs.	28

*weight/KEVLAR

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