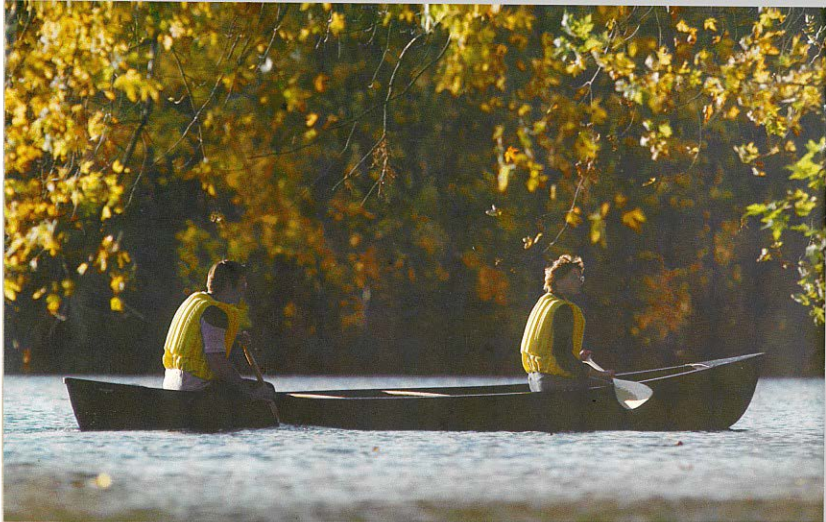


Old Town Canoe Company



Old Town Canoe Company





Introducing the Carleton, a new economy-priced canoe of exceptional quality, durability and good looks. For all-around use in any water.

The price tag will surprise you. Because the new Old Town Carleton is in the same ballpark as any economy-priced canoe. But dollar for dollar and feature for feature,

this rugged, versatile 17-footer is in a league all its own.

In its performance trials, the Carleton proved itself one of the best handling, best paddling canoes Old Town has ever

made. In its stress trials, it achieved exceptionally high scores for hull and gunwale strength. And, from the very moment we first showed the canoe in public, people have



Carleton: Versatile general recreation canoe of rugged Oltonar Royalite. Stable, easy paddling, tracks well. Length 16'10", depth 13", width 37", bow height 20", weight 83 lbs., capacity 710 lbs.

commented on the Carleton's classic good looks—its forest green hull, warm brown interior and sleek black decks, gunwales, bulkheads and keelson.

Thanks to new production technologies, we're able to offer this outstanding new Old Town for hundreds of dollars less than canoes of comparable quality. The savings is in the assembly process. The canoe comes to you in knockdown form, as the simplest of kits. You perform a fast, easy final assembly. And you paddle away with practically enough money saved to buy another canoe.

You'll find that your Carleton, at just under 17 feet, is the ideal size for general recreation, family camping, even wilderness tripping. The canoe weighs in at just over 80 pounds,

its beam is a stable 37 inches, and its capacity exceeds 700 pounds. The hull, decks, seats, and bulkheads are built of a new exclusive Old Town ABS vinyl laminate called Oltonar Royalite,[®] developed jointly by our engineers and researchers at Uniroyal. A close cousin of Oltonar Royale[®], the laminate we've used for years in our most popular canoes, Royalite has

remarkable flex or "memory." Testing the Carleton in white water, our engineers literally wrapped the canoe around a bridge abutment. Then they pried off the twisted hull, and popped it back to perfect shape with a few well-placed kicks. The same torture test would have cracked a fiberglass canoe, and permanently crippled an aluminum canoe.

Every feature of the Carleton is engineered to give years of service. The gunwales are made of the same heavy-duty extruded vinyl used in our famous Old Town Tripper model. The keelson is expedition-caliber aluminum, with a tough baked urethane finish. And we've added ample flotation in both ends of the boat.

The Carleton is such a rugged canoe you could probably throw it off a roof (as we sometimes do to test hull strength), although we certainly don't recommend this. Instead, we suggest you throw the Carleton on a car and take it camping, fishing, hunting, river-running or lake touring. When you feel how easy it paddles, you'll see why there's miles of difference between any old canoe and an Old Town canoe.



Introducing the Carleton.



Schlitz

To Take Out

The Penobscot. Our new 16-ft. all-around canoe built of expedition caliber Oltonar Royalex.™ With flotation seats, heavy duty roto-molded decks and Tripper gunwales.

We built the Penobscot for everyone who's ever rented an aluminum canoe and found that it clanked like a toolbox, had cold seats and paddled like a Mack truck.

We built it for every canoe fisherman who prefers to fight stubborn fish, not stubborn hulls.

We built it for every camper, sportsman and hunter who has a tent to pitch, wood to chop, —and doesn't want his canoe-paddling to be one more chore.

And if you and your family want a canoe that will sit easily and comfortably on a car roof, go anywhere any time, and handle any kind of water, we built it for you.

Last spring, we tested this new design in the Penobscot River, just down the road from the factory. Even the oldest of us can't recall a hull that showed such versatility in its trial runs.

In the flat, open stretches of the river, the Penobscot hit a cruising speed that seemed to indicate a third paddle was invisibly at work. It drove ahead without laboring. It nimbly turned and changed course. It sliced waves, ducked winds. In calm waters, its resilient Oltonar Royalex hull was so quiet it reminded us of wood.



Penobscot: The ultimate all-around canoe for performance and recreation, cruising and whitewater. Fine lines, V-entry, rounded bottom, rockered ends. Length 16'2", depth 13½", width 35", bow height 21". Weight 77 lbs., capacity 860 lbs.

It did its job under bruising conditions as well as cruising conditions. The hull surged triumphantly through whitewater. It sneaked in and out of eddies like a trout. It was bumped and scraped. It took hooks, jabs and uppercuts, and was no worse for wear.

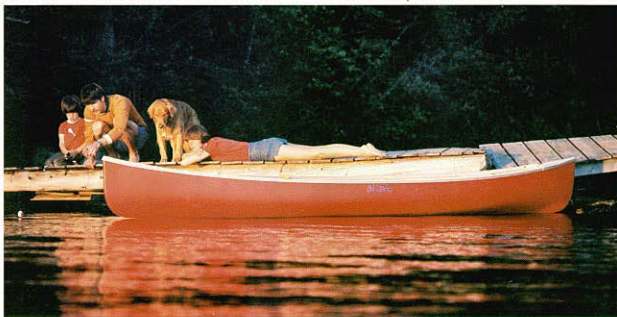
We paddled the Penobscot tandem, we paddled it solo.

It never let us down.

Ask your Old Town dealer to turn the canoe over and show you the working parts. The efficient bottom, carefully rounded to minimize the volume of water that the canoe—and the paddlers—have to push aside. And the V-entry line, finest of any Royalex hull on the market. And the rockered ends, for

whitewater mobility.

The vital statistics are as follows: length 16'2", depth 13½", width 35", bow height 21", weight 77 pounds. But the vital fact is that this canoe did so well on our hometown river, we decided to christen it with the river's name. At Old Town, you do that only if you're sure.



The Penobscot.

Customers don't just write us about how rugged Oltonar canoes are in the water. One man had a good occasion to tell us how tough his was on land.

A highway overpass, he wrote, inadvertently collided with his canoe. He explained that the mishap occurred because the roof of his motor home (stacked with the Oltonar canoe plus other expedition gear) was just a mite higher than the underbelly of the overpass.

But the overpass is still in service today, and so is the canoe. And although we're the first to say that nothing is indestructible, including Oltonar, our boats have taken

poundings that surely were never meant for canoes. They've fallen out of airplanes. They've been bent like hairpins around bridge abutments. We've even dropped them off the factory roof.

Their survival secret is more than brute strength. Oltonar is a Royalex® ABS plastic laminate, extremely high in resiliency, or memory. Memory lets

you pry an Oltonar canoe loose from snags where aluminum wouldn't budge. Memory actually lets you snap the hull back to canoe shape and paddle off again. In calmer waters, memory gives our Oltonar models the quiet performance, the pliant grace you thought possible only in a wood hull.

And although other canoe manufacturers also work with

Royalex, no one else follows the rugged Royalex layups we insist on for our whitewater and all-around canoes. Oltonar is expedition caliber Royalex, reinforced at every stress point by engineers regularly called on to outfit this hemisphere's most perilous whitewater explorations.

Old Town engineers design every component in an Oltonar

canoe with the stress of whitewater in mind. Our gunwales, for example, are a unique construction of extruded vinyl reinforced with an inner aluminum belt. And these aluminum-belted gunwales are superior in canoes for the same reason steel-belted tires are superior in automobiles. The



Oltonar.

Whitewater and all-around canoes.

vinyl shell has give (resiliency) while the aluminum has take (tensile strength). We torture-test all brands of gunwales

regularly, pitting ours against other manufacturers'. And we haven't lost the sledgehammer

competition yet.

Decks and seats come under the same rigid scrutiny. Our newest improvement is a roto-molding process using an armor-tough substance called cross-linked high-density polyethylene.

Every deck is contoured for easy carrying. The new seats have flotation – and they have mercy on your backside. They're comfort-contoured, resilient, encapsulated and insulated.

If you're accustomed to sitting on a cold slab of canoe aluminum, you'll appreciate them.

And even if we never advertised our Oltonar canoes, you would continue to see great



things said about them in print, the written accounts of explorers who make annual odysseys, under paddle, to the far ends of the continent.

Time and again, the boat they depend on is our 17-foot Oltonar Tripper: deep-hulled, fully rockered and bred for troubled waters.

Writing in CANOE magazine, author-explorers John Ruggie and James West Davidson (*The*

Complete Wilderness Paddler) say our Tripper's "high depth and big volume design make it the expedition boat... It's big enough to carry two people and a month's gear into white-water with less chance of swamping than any other boat we've tested."

A talk with your Old Town dealer will help you decide whether the Tripper is the right craft for you, or whether another Oltonar design is even more suitable.

Oltonar Canoes.



Tripper: Strong, big-volume design with long-distance storage. High freeboard, high-performance rocker, V-entry. The choice of leading whitewater explorers. Length 17'2", width 37", bow height 25", depth 15", weight 79 lbs., capacity 1,105 lbs.



Ranger: Special edition forest green Tripper hull with classic louches. Mahogany gunwales, brass fittings, personalized nameplate. Same dimensions as Tripper. Weight 81 lbs.



Kennebec: Dry, stable whitewater design. Length 16'4", width 35", bow height 21 1/2", depth 13 1/2", weight 72 lbs., capacity 900 lbs.



The Pack: Feather-light, versatile canoe. Easy to portage and car-top. Length 12", width 32", bow height 16 3/4", depth 12 1/2", weight 30 lbs., capacity 410 lbs. Dark green.

Colors: Exterior: dark green, red, yellow.

But, about the entire Oltonar line, one thing is certain. You may explore remote Hudson

Bay or you may paddle a few weeks of the year off the Hudson River. Either way, there's no

better hull to put between the water and you.



The Canadienne, a high-performance long-distance touring canoe. Designed by Ralph Frese. Classically detailed in fine woods and brass. Fiberglass or Kevlar layup.

In the world of serious canoeing, good news travels fast.

So does our Canadienne, Old Town's classic all-around canoe. Expect to hear more news about it than any canoe we've built since the Tripper.

Because no other production canoe in the world does so much, and does it all so well.

The Canadienne has a list of credentials as long as the Allagash. They began six decades ago with the old

Canadian Canoe Company of Peterborough, Ontario, whose brilliant work Ralph Frese drew upon to create the boat's classic lines and timeless look.

Proving why he's the country's pre-eminent canoe historian, connoisseur and designer, Frese put as much skill and taste into the Canadienne as into the film "Centennial", the definitive cinema

piece on the role of canoeing in U.S. history.

His challenge from Old Town: How to build an all-around canoe when there's no such thing as all-around water.

This is how.

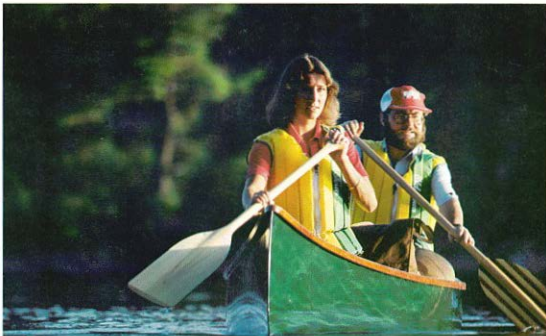
The big (17 ft., 920 lbs. capacity) Canadienne has all the moves of a high-performance cruising boat.

Entry is quick, sure and

quiet as a scalpel, and no wonder. The nose is so sharp (under a quarter inch), you might want to shave with it. And although the canoe is without keel, the bottom gathers into a neat V at both ends. Any weight that goes inside is transmitted to the ends, which plant themselves beneath the wind and chop and take you, sure-footed,

across the kind of lake that makes even an accomplished paddler hanker for a motorboat.

Yet the Canadienne is as much at home in rapids as a salmon in the Rogue River. It has a take-charge round-bottom hull for swerving and darting out of harm's way. And there's a slight (under two



Fiberglass/Kevlar®

Performance touring and lake canoes.



inches), but perfectly proportioned rocker to intensify this kayak-like nimbleness.

The appointments, in every way, complement the performance. Gunwales, decks and coaming are hand-rubbed mahogany. Inwales are Sitka spruce. Seats are cane-filled ash. Bow and stern caps and painter rings are brass. The contoured carrying yoke is ash, and it's standard with the canoe. In addition, Old Town will be happy to make a personalized nameplate for your Canadienne, at no extra cost.

And whether the canoe you choose is the Canadienne or one of our other fiberglass

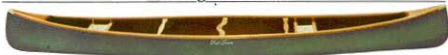
models, you can be confident that the hull is as sound internally as it is smooth and shiny outside.

We don't do things second-rate at Old Town, and we're innately suspicious of shortcuts. Particularly when we're doing something as important as laying up fiberglass. So you won't find us popping fiber-



glass canoes out of a mold like cookies, with a resulting product that's about as seaworthy as a cookie jar. You won't find us shooting shredded fiber out of a chopper gun. Our people

Fiberglass Canoes.



Canadienne: High-performance, long-distance touring canoe by Ralph Frese. Mahogany and brass details. Length 17'2", bow height 23½", depth 14¼", weight 79 lbs., capacity 920 lbs. Optional version with vinyl gunwales and roto-molded decks, weight 77 lbs. Also available in 16' model.



Laker 16: Top quality, economical family lake and fishing canoe. Easy padding, stable hull with flotation. Length 16', width 36", bow height 21", depth 12", weight 72 lbs., capacity 651 lbs. Dark green.



CJ Solo: High performance solo boat designed by Cliff Jacobson. Fiberglass or Kevlar with wood or vinyl trim. Length 15'6", width 31", bow height 17¼", depth 11", Kevlar weight 45 lbs. Dark green, red, yellow.

work entirely by hand, bonding layer upon layer of the finest woven cloth, mat and roving into durable, safe, superbly constructed hulls.

Even more than our unique nameplate, this level of workmanship identifies every Old Town product. From the high-performance Canadienne to our 16 ft. and 14 ft. Lakers for general flatwater recreation.

Fiberglass-hulled Lakers are designed for the wide and universal canoeing public. For vacationers who own a cottage on a lake, and keep a canoe

around for fun. For anglers who shun speedboats and prefer the fish-lulling simplicity of rod, reel and canoe. For tent campers with two days off and three kids begging to explore that inlet out in the pond.

Laker meets their needs with flotation ends and a stable, flat-bottom hull. With low freeboard and keel for easy lake paddling. And with a price that puts first class canoeing in everyone's reach.

Kevlar. ABS Royale. Roto-molded cross-linked high-density polyethylene. Extruded vinyl.

The list of materials used by contemporary canoe designers, including our own, reads like something out of a NASA lab.

But in one corner of our Old Town factory the space age metals and the machines that mold them are conspicuously absent. Instead, there are wood shavings wherever you walk, and the air smells like a country sawmill. The men wear overalls, talk with brass tacks in their

mouths, and tell you straight-out that Kevlar is what you use for rocket ships but wood is what you use for canoes. Past, present and future.

So our woodsmiths continue to work in the time-honored fashion, shaping canoes by hand on wooden canoe forms that date back a century.

Small wonder our four wood designs are prized by

investment-minded canoeists as works of art. Yet the fact is, our cedar-planked Old Town classics still outperform almost any other type of canoe afloat. And to the men in our wood shop, *that's* what makes them works of art.

To build a 20 ft. Guide model, for example, a man has to begin by cutting the canoe ribs out of white cedar, about

fifty of them. Then he steams each rib so it bends easily over the form. And after that, he planks long strips of straight-grained Western red cedar neatly over the ribs. He works carefully from the inside out, assembling the skeleton first, then adding the outer parts: mahogany gun-wales, ash decks, ash thwarts, and cane-filled seats, framed in ash.

As a sure, steady tracker, the Guide lives up to its name; the long flat floor, shallow draft, and knife-like water entry are what the Maine fishing guide needs for his work.

Another model,



Wood.

Classic canoes.



Molitor, features wood treatments that are lavish even by Old Town standards. Long decks, outside stems, and oval mahogany gunwales create a frame so strong no



thwarts are needed. While the sickle curve of bow and stern suggests an Indian birch bark in a Remington or Homer painting.

Old Town catalogs, written as early as 1901, feature the

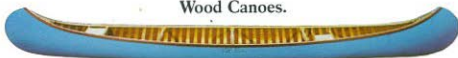
OTCA series of wood canoes. Seventy-nine years later, we proudly feature them in this catalog, virtually unchanged in design. And for the solo canoeist we offer the Trapper, a canoe so sleek it seems to swim.

More than any other company, Old Town has come to stand for the beauty of canoeing. Because more than any



other company, we stand for the beauty of the canoe.

Wood Canoes.



OTCA 16, 17: The classic Old Town, virtually unchanged in design since the turn of the century
OTCA 16: length 16', width 36", bow height 23", depth 12", weight 76 lbs., capacity 624 lbs.
OTCA 17: length 17', width 35", bow height 25½", depth 12", weight 80 lbs., capacity 659 lbs.



Molitor: Long decks, outside stems and oval mahogany gunwales create a frame so strong no thwarts are needed. Traditional Indian crescent in bow and stern. Length 17', width 35", bow height 22", depth 12", weight 84 lbs., capacity 659 lbs.



Guide 16, 18, 20: The design Maine guides find most useful for backcountry work. Low profile to duck winds. Long, flat floor for shallow draft. Big cargo space.
Guide 16: Length 16', width 35", bow height 20½", depth 12", weight 76 lbs., capacity 624 lbs.
Guide 18: Length 18', width 37", bow height 23", depth 12", weight 86 lbs., capacity 736 lbs.
Guide 20: Length 20', width 39", bow height 23½", depth 13½", weight 104 lbs., capacity 1,017 lbs.



Trapper: The swift, light boat that takes canoeing back to its simplest roots: one man portaging and paddling a craft as unsynthetic as the water itself. Length 15', width 35½", bow height 20", depth 11½", weight 68 lbs., capacity 580 lbs.

Colors and options:

Exterior color: dark green. Custom exterior colors: blue, red, yellow, white, natural finish, Indian design, two-tone (allow four weeks extra).
 Exterior covering: fiberglass cloth. Extras: half ribs, outside stems, rub rails, full-length stem band, painter rings, floor rack. (Keel is standard on all wood models. No-keel available on special orders.)

The Old Town Canoe Kit.



Complete kit of materials and instructions for assembly of a 17 ft. cedar strip canoe. Western red cedar strips, Sitka spruce inwales, mahogany outwales. Decks, thwarts, seats, glass-cloth are all included. Basic tools, frame and form (cut from our pattern) are all you need.

Old Town[®]



Old Town Canoe Co., Old Town, ME 04468 (207) 827-5513

