

Old Town. The Old Masters.

THIS NAME PLATE
SHOWS THIS TO BE A
GENUINE

Old Town[®] Canoe

TRADE MARK

SERIAL NUMBER

1979

MANUFACTURED BY
OLD TOWN CANOE CO. - OLD TOWN, MAINE, U.S.A.

Your guide to choosing

Oltonar whitewater and all-around canoes.

Nothing is indestructible, but the ability of our Oltonar canoes to survive torture tests is almost legendary. We've dropped them off the factory roof, sent them hurtling downstream into bridge abutments and bent them like hairpins. Oltonar canoes have fallen out of airplanes. They've been trapped in vise-like whitewater crags and crevices that would baffle Houdini and twist an aluminum canoe into a permanent pretzel.

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 heavy duty 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 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 rotomolding 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.

Fiberglass lake canoes.

From a designer's viewpoint, lake canoeing presents very different problems than whitewater. The high freeboard and bow of a whitewater canoe will keep you from being swamped in the rapids. Yet in lake water, high freeboard can act like a sail, catching the winds so you blow off course.

Our Laker and Carleton fiberglass canoes have low freeboard and a low center of gravity so the lake wind can't throw you a broadside.



g an Old Town Canoe.

You also won't find the famous Tripper white-water rocker that pivots on a dime, because the flatwater canoeist is better served by a stable flat bottom and a track-hugging keel. The bows of our fiberglass canoes are honed tomahawk-sharp, so cutting a track takes less paddle power.

Even sophisticated canoeists mistakenly believe that we pop fiberglass canoes out of a mold like cookies. You *may* buy such canoes, but they are about as seaworthy as cookies.

The real meaning of fiberglass is fiber-reinforced plastic. And at Old Town we take the meaning seriously. We know you can't reinforce anything with a chopper gun that sprays shredded fiber into resin. So we totally avoid this common mass production shortcut. We work entirely by hand, bonding layer upon layer of the finest woven cloth, mat and roving into durable, safe, superbly balanced hulls. In the Carleton models, we even sandwich in a floor layer of end grain balsa. It's a painstaking process — rarely found in fiberglass canoe building. But the stiffness and impact resistance of the Carleton hull are rarely found in fiberglass canoeing.

Wood classic canoes.

The Civil War produced a second Industrial Revolution in much of New England. But up in Maine, around Bangor, the men who built canoes still worked in the time-honored fashion. They shaped canoes by hand on wooden canoe forms. First the builder would cut the

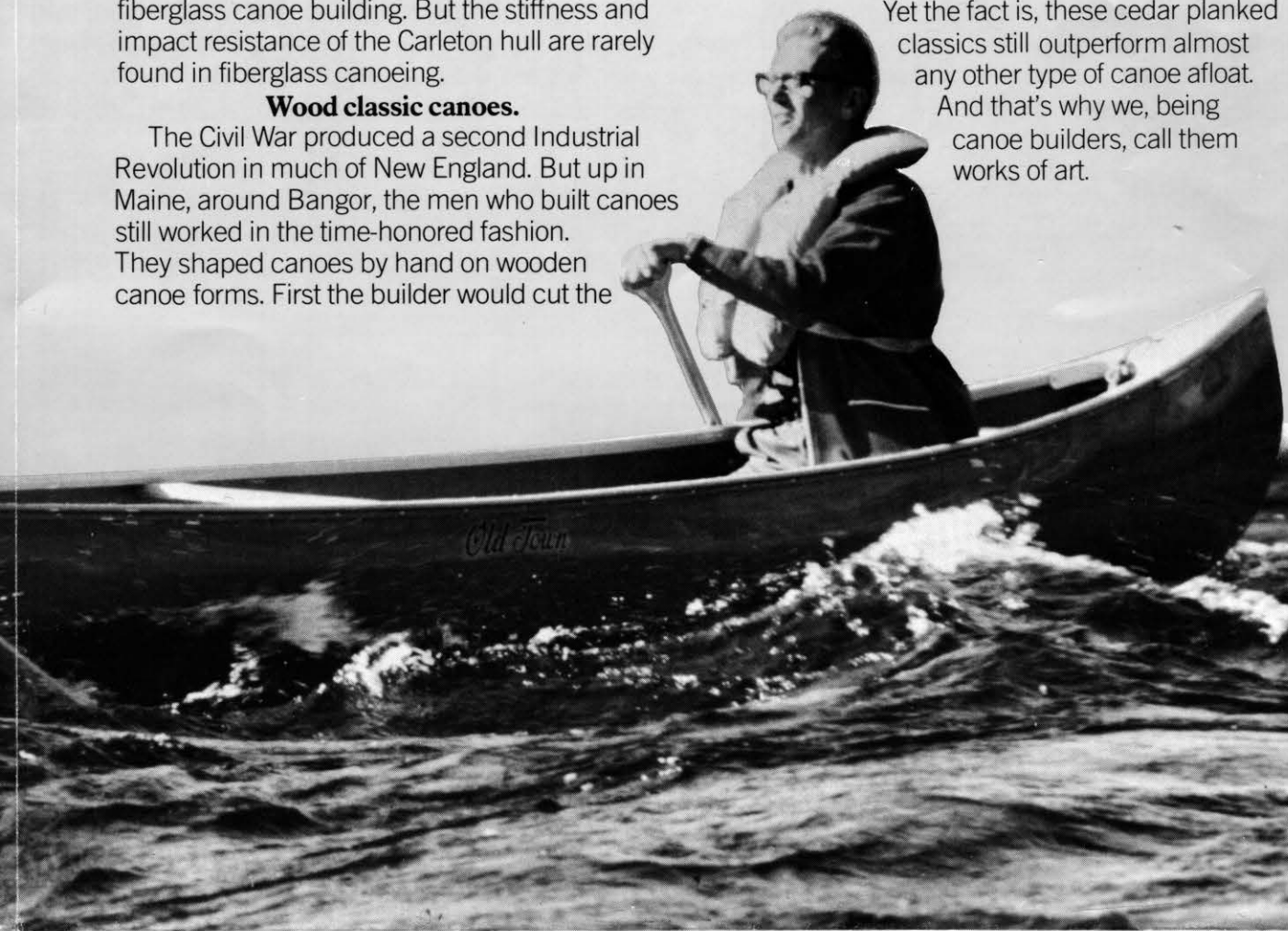
canoe ribs out of white cedar, about fifty of them. Then he'd steam each rib so it would bend easily over the form, and then he'd plank long strips of straight-grained red cedar neatly over the ribs. He worked carefully from the inside out, assembling the skeleton first, then adding the canvas skin and outer parts: gunwales, decks, thwarts and seats. The finished product had a graceful arc from bilge to gunwales, which the old craftsmen called "tumblehome."

In those days, you couldn't rush a good canoe. The labor notwithstanding, just letting the boat sit and cure was a six-week affair.

That was exactly how they made canoes up in Old Town, Maine, a century ago. And it's exactly how we make them today. On the same wooden forms, creating an absolutely unsynthetic product. Red cedar planking. Mahogany gunwales. Ash decks. Ash thwarts. Even the seats are cane filled and framed in ash.

Small wonder our wood designs are prized by investment-minded canoeists as works of art.

Yet the fact is, these cedar planked classics still outperform almost any other type of canoe afloat. And that's why we, being canoe builders, call them works of art.

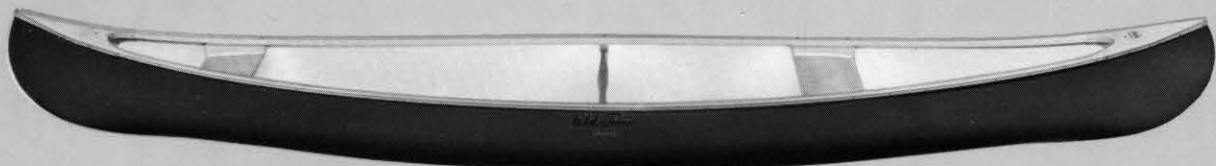


Oltonar™

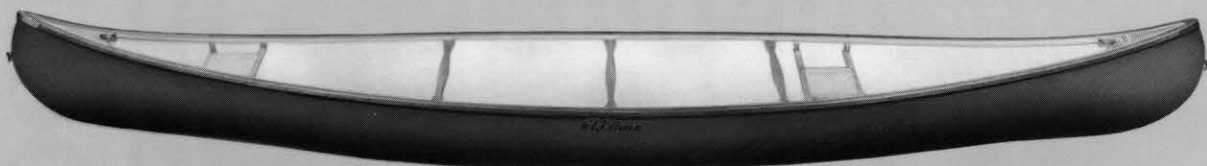
Whitewater and all-around canoes.



Voyageur: Two types of people prefer Voyageur. Professional explorers who trek to the Arctic. And large families who trek anywhere. Voyageur has the heavy duty carrying capacity both need. And its speed and tracking ability put it in the same league with the Tripper as an expedition workhorse. Length 18', width 37½", bow height 22½", depth 13½", weight 79 lbs.



Tripper: This is the canoe serious explorers swear by. When long distance calls, the Tripper has all the answers; high performance rocker, 15-in. hull depth and caravan-like load capacity. The Tripper in whitewater is like the young Muhammad Ali in the ring. It takes terrific punishment when hit, and floats like a butterfly out of perilous straits. Cited repeatedly in books and articles as the finest expedition canoe on the market – as the canoe least likely to swamp when saddled down with gear. Length 17'2", width 37", bow height 25", depth 15", weight 77 lbs.



Ranger: Take the Tripper's performance hull and add the classic touches, hand workmanship and high gloss finish you only find on our all-wood canoes. The result is Ranger, a special edition canoe made in limited quantities, with a personalized nameplate for every owner. The Oltonar hull is deep forest green. The outer gunwales are handfitted mahogany. Inner gunwales are Sitka spruce; decks, thwarts and seats are ash; endcaps and painter rings are brass. Length 17'2", width 37", bow height 25", depth 15", weight 79 lbs.



Camper: To some families, canoe camping means finding a tent site on the rim of a whitewater cauldron. To others, it's nestling in where the lapping lake water lulls you to sleep. But most prefer to mix up their canoeing in both whitewater and flatwater – and we designed this most versatile of Old Towns for them. The Oltonar hull shrugs off rocks and branches like an armored car. Yet in open water, the low freeboard sneaks under the gusting winds. At 16 feet and 69 pounds, Camper is no harder to haul than a cabin tent. Length 16', width 36", bow height 21", depth 12", weight 69 lbs.



Pathfinder: If you plan to venture in harm's way single-handed, Pathfinder is your canoe. It's a first-rate solo expedition boat, durable, resilient, maneuverable, and easy to store, with surprising load capacity for its size. In whitewater, Pathfinder's flexible, rhino-tough Oltonar hull shimmies through the meanest rock gardens. And on land, Pathfinder's manageable weight (64 lbs.) gives the solo carrier a merciful breather. Length 14'10", width 36", bow height 21½", depth 13½", weight 64 lbs.

Colors: Exterior: dark green, red, yellow. Interior: seafoam green.

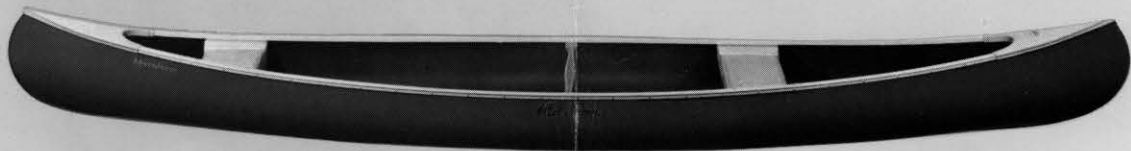


Fiberglass.

Lake canoes.



Carleton Explorer: As aficionados know, the bigger the canoe the easier the canoeing. Explorer's blade-nosed balsa — stiffened hull carves through big lakes with confidence. Becalmed, it's a rock stable as a canoe can be. Under paddle, a sudden wind won't scare it off the track. The Explorer is two feet more of everything that makes the Carleton Adventurer a terrific lifetime investment. Length 18', width 37½", bow height 23", depth 12", weight 93 lbs.



Carleton Adventurer: No other 16-footer made today will take two fishermen or hunters across a lake as swiftly and effortlessly. The Adventurer shrugs off rocks and slices waves like an alligator. And when you're battling a bass, Adventurer's wide beam, keel and stiff warp-free hull are a sturdy underpinning. A floor layer of end grain balsa, exclusive on Old Town Carletons, adds stiffness and impact resistance. Length 16', width 36", bow height 21", depth 12", weight 81 lbs.



Laker 18: The sturdy station wagon of family flatwater canoes, Laker 18 has extra passenger room and a big canoe ride. The ample beam, low center of gravity and flatwater keel holds you in a straight track on big lakes. The freeboard height is enough to turn back waves, but not enough to catch wind. Length 18', width 37½", bow height 23", depth 12", weight 82 lbs.



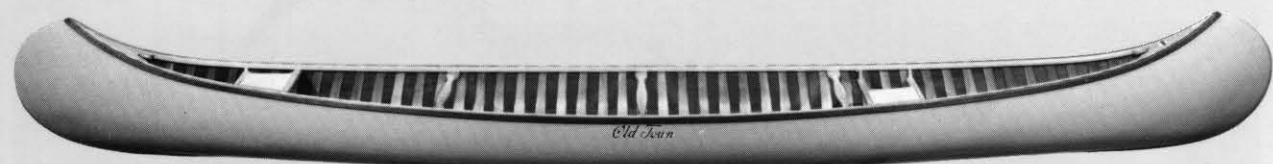
Laker 16: Old Town makes canoes for all kinds of expeditions. The Laker 16 kind begins with two people, a sunny day and a picnic lunch. Laker 16 sneaks through quiet waters like a rainbow trout. The flatwater keel gives it a nimbleness packhorse canoes just don't have. The hand-laminated, warp-free hull has a low center of gravity to keep your ride steady and safe. Length 16', width 36", bow height 21", depth 12", weight 72 lbs.



Laker 14: If you're looking for kayak-like responsiveness in a flatwater situation, take a Laker 14. It's for the solo adult canoeist (or two kids) who frequents lakes and ponds and wants the sheer fun of canoeing with none of the rigors. In its own flatwater element, the keel and hand-laminated hull will have you paddling circles around a comparably sized whitewater canoe. Length 14', width 36½", bow height 20", depth 12", weight 67 lbs.

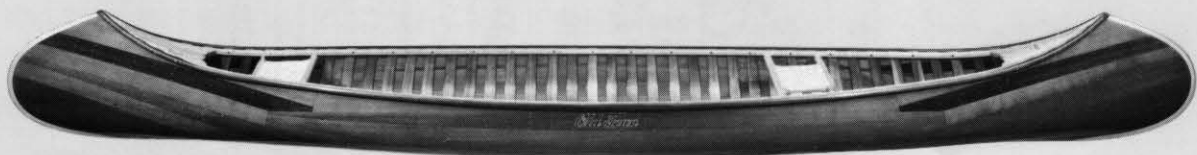
Colors: Carleton: dark green, yellow. Laker: desert white.



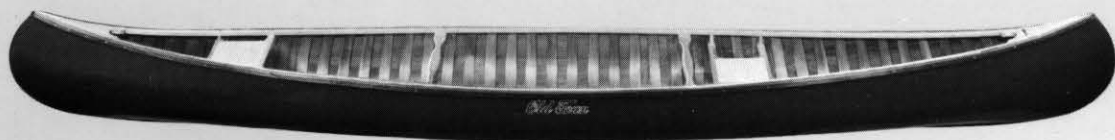


OTCA 16, 17, 18: To slip away from the shore in OTCA is to steal back to an era when Indian designs still held sway over the canoe builder's craft. The Indian ancestry is plain in the crescent nose and high half-moon arcs of bow and stern. On a stream track, OTCA is surefooted and quiet as a moccasin. And in open water, the light hull is quick as a deer. Of all our wood canoes, it's the most responsive under sail.

OTCA 16: Length 16', width 36", bow height 23", depth 12", weight 67 lbs. *OTCA 17:* Length 17', width 35", bow height 25½", depth 12", weight 72 lbs. *OTCA 18:* Length 18', width 37", bow height 25½", depth 12", weight 77 lbs.

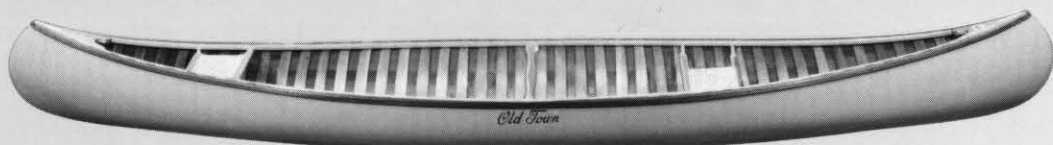


Molitor: Of all Old Town Canoes, the 17 ft. Molitor is the most faithful to its pureblooded Indian heritage. The nose has the commanding air of a birch bark in a Remington or Homer painting. The bow and stern have a sickle-curving sweep that's at once savage and noble. Even by our standards, the woodworking is lavish. Long decks, outside stems and oval mahogany gunwales create a frame so strong no thwarts are needed. And storage space is totally unobstructed. Length 17', width 35", bow height 22", depth 12", weight 79 lbs.



Guide 16, 18, 20: We've had coffee with a couple of old guides who can call every big fish around here on a first-name basis. They tell us there's more than one way to skin a deer, but no more than one way to make a canoe. Cedar-planked construction with a knife-sharp nose and narrow wedge to cut waves, and a low profile to duck winds. Plus a long, flat floor for shallow draft, cat-like maneuverability and big cargo space. We call these three wood canoes our Guide series because we hand-build them exactly the guide's way.

Guide 16: Length 16', width 35", bow height 20½", depth 12", weight 68 lbs. *Guide 18:* Length 18', width 37", bow height 23", depth 12", weight 83 lbs. *Guide 20:* Length 20', width 39", bow height 23½", depth 13¼", weight 97 lbs.



Trapper: At 55 pounds, the 15 ft. Trapper is the lightest canoe Old Town makes. It brings canoeing back to its simplest elements: one man paddling and portaging a craft whose form and shape are as natural in the wilderness as the trees overhead. But there's more than poetry. Trapper's so godawful quiet you'd swear the fish can't hear it. And in a flatwater race, it will go like a water snake. Length 15', width 35½", bow height 20", depth 11½", weight 55 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. Custom exterior coverings: canvas (allow eight weeks extra). 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.)



Old Town®

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