

1922 85-

SKANEATELES BOATS

"The Standard by Which Others Are Judged"



PAWNEE MODEL

BUILT BY

SKANEATELES BOAT AND CANOE COMPANY

SKANEATELES, NEW YORK, U. S. A.

Builders of the Finest Row Boats
in the World

1922

In the Heart of the Finger Lakes
Region

INTRODUCTORY



HEREWITH are given a few prices on the models that have proved the most popular with our customers. We do not build to these models only; but are ready to build and equip boats to meet your requirements. Hundreds of satisfied customers have given us duplicate orders and have recommended our work to their friends.

In our twenty-nine years of dealing with the public, we are yet to have our first dissatisfied customer. Your order will have our prompt and careful attention for we are always glad to be of service to you.

Our present prices are lower than they were before the war and lower than they have been in many years. If it was not for the fact that we build several hundred of a model at one run, our boats would cost over twice our sales price.

Our boats are in a class by themselves and must not be compared with any other make. We cater to the discriminating person, to the man who buys a boat as an investment and not for a few weeks. With ordinary care our boats will last from twenty to twenty-five years. We specialize in the building of boats of the better class, the same as many automobile manufacturers build automobiles to suit the various tastes of different people. Our boats are absolutely the best that money can buy.

WHERE TO FIND US

We are located in the Village of Skaneateles, New York, in the finger lake district. Skaneateles is situated at the northern extremity of Skaneateles Lake, the most beautiful lake in New York State. It is fittingly called the "Lucerne" of America. Skaneateles is eighteen miles from Syracuse and seven miles from Auburn; and is reached from Syracuse by the New York Central Railroad connecting with the Skaneateles Railroad at Skaneateles Junction and by the Auburn and Syracuse Electric Railroad. State roads lead to Skaneateles from all directions. Our shops are located in the heart of the village; and are not one minutes walk from either depot.

MATERIAL

Only the finest and best materials that the market affords are used in the construction of our boats. Quality has always been considered first, not prices. Our products are the standard by which others are judged. Thousands of satisfied customers throughout the world are our best recommendation.

WORKMEN

Only the most skillful boat builders are employed in our shops, and some of our workmen have been with us since the starting of our company. To be employed in our shops as a workman is a mark of distinction. The fact that we have never had any labor troubles shows the feeling that prevails.

TERMS

Net Cash, 25% with order, balance when ready for shipment, sight draft with bill of lading attached.

Orders accepted by us cannot be countermanded except with our consent and upon terms that will indemnify us against loss.

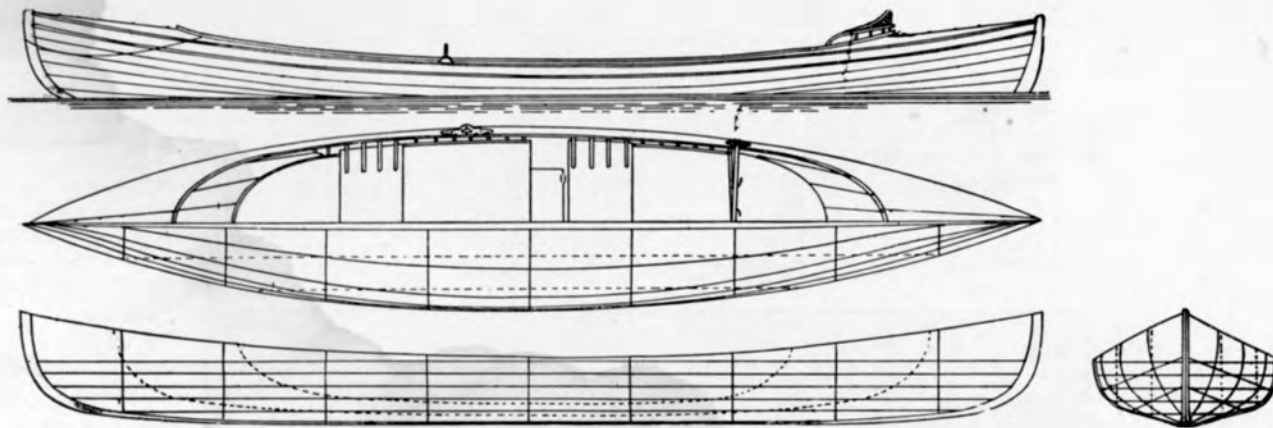
All goods are sold F. O. B. cars Skaneateles, N. Y. Prices quoted are for boats as specified and include War Tax and crating charges.

"THE SKANEATELES GUARANTEE"

In our twenty nine years of business we have never had a dissatisfied customer. We guarantee our work unconditionally as the best in the world for the money. The buyer to be the judge in every instance.

OUR REFERENCES

Any person who has ever owned one of our boats. Any person living in the Town of Skaneateles. The First Trust & Deposit Co., of Syracuse, N. Y., or the National Bank of Skaneateles, Skaneateles, N. Y.



ST. LAWRENCE SKIFFS

Model No. 1

Oak keel; stems, oak or hackmatack; ribs, red elm; planking, $\frac{1}{8}$ selected white cedar, copper riveted and burred throughout; sheer stroke, gunwales and decks, mahogany, black walnut finish; mahogany rowing seats edged with black walnut; fancy circle seats in bow and stern, made of mahogany and black walnut; rug over floor; two pair spoon oars, leathered and copper tipped; two pair swivel car locks; mahogany or black walnut rudder; fancy wicker boat seat; nicked plated or polished brass fittings; all woodwork finished with best spar varnish.

SPECIFICATIONS

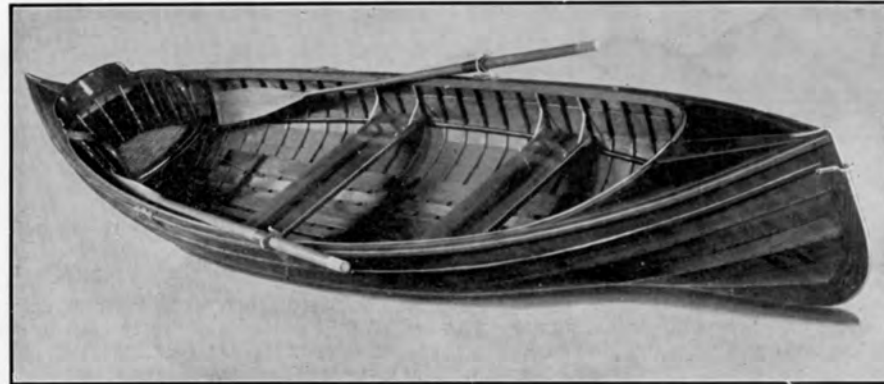
Length	Beam	Depth amidships	Weight	Price
18	42	15	125	\$235.00
17	42	15	108	215.00
16	42	15	100	190.00

Model No. 2

Oak keel; stems, oak or hackmatack; ribs, red elm; planking, $\frac{1}{8}$ selected white cedar; copper fastened and copper riveted; gunwales, oak or cherry; decks, cherry or butternut; two rowing seats, cherry edged; fancy circle seats in bow and stern; two pair straight-blade selected spruce oars, leathered and coppered; two pair swivel oar locks; cherry or butternut rudder; nickel plated brass or polished brass fittings throughout; woodwork finished with best spar varnish.

SPECIFICATIONS

Length	Beam	Depth	Weight	Price
16	42	15	105	\$135.00

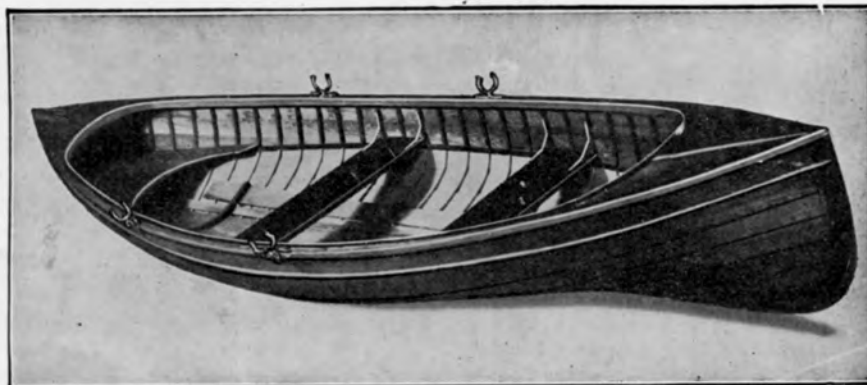


Model No. 3

Oak keel; stems, oak, planking, $\frac{1}{8}$ white cedar; gunwales, oak; decks, butternut or cherry, cherry or oak finish; two rowing seats; two pair straight blade spruce oars, leathered and coppered; two pair oar locks; nickeled plated brass or polished brass fittings; finished with best spar varnish. This model is a very superior boat for private use.

SPECIFICATIONS

Length	Beam	Depth	Weight	Price
16	42	15	108	\$115.00



Model No. 4

Keel, stem gunwale, oak; planking $\frac{1}{8}$ white cedar; deck, butternut; two rowing seats; fancy circle seat in stern; galvanized iron fittings; one pair straight blade spruce oars; one pair swivel oar locks; finished in best spar varnish.

SPECIFICATIONS

Length	Beam	Depth amidships	Weight	Price
16	42	15	112	\$98.00

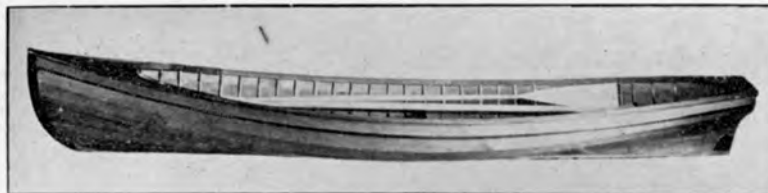


Model No. 5

Keel, stem and gunwales, oak; planking $\frac{1}{8}$ cedar; copper nailed; cherry or oak breast hooks; two rowing seats. fancy circle seat in transom; one pair straight blade oars; one pair swivel oar locks; galvanized fittings throughout.

SPECIFICATIONS

Length	Beam	Depth	Price
15	42	15	\$80.00
14	42	15	\$75.00



SQUARE STERN OR TRANSOM BOAT

Model No. 6

Keel, stem, stern post, gunwales and transom, oak; planking $\frac{1}{8}$ white cedar; copper fastened; oak breast hooks; two pair rowing seats; fancy circle seat in stern; one pair straight blade spruce oars; one pair swivel oar locks; galvanized fittings throughout.

SPECIFICATIONS

Length	Beam	Depth	Price
15	42	15	\$87.50
14	42	15	85.00

Model No. 7

Built from same model as No. 6. Keel, stem and stern post of oak; ribs, oak or elm; $\frac{3}{8}$ Cedar or Cypress planking smooth (carvel) built, copper fastened; decks, cherry or butternut; hull painted any desirable color, decks and seats varnished, one pair spruce oars, one pair row locks, galvanized fittings. Length 15 feet 6 inches. Beam 42 inches. Price \$98.50.

These are especially roomy, strong and well built, making an excellent family or livery boat.

I. X. L. MODEL

Stem, keel, transom, gunwales and combing selected oak; ribs, red elm; planking, $\frac{1}{8}$ selected white cedar; all fastenings copper and copper riveted at the ribs; the seats are of cypress; the decks of butternut or cherry.

This boat is 16 feet long with a 48 inch beam and has a depth amidships of 15 $\frac{1}{2}$ inches. This is our regular ocean surf boat model and was especially designed for a roomy, safe and easy rowing family or livery boat. It also makes an ideal Yacht tender. It can be equipped with a small engine if so desired; the trimmings are of polished brass or nickel plated brass and one pair selected spruce oars; it weighs approximately 150 pounds; the finish is in best spar varnish; Price, \$135.



Model No. 17

Stem, keel, transom and gunwales, oak; planking $\frac{1}{8}$ cedar; copper fastened; decks, butternut or cherry; two rowing seats; fancy circle seat in stern; one pair spruce oars; trimmings polished brass or nickel plated brass.

This boat has a good sheer; is very steady; easy to row, and is a handsome model; can be fitted with sail if desired. This is an ideal family boat.

SPECIFICATIONS

Length	Beam	Bow	Stern	Amidships	Price in Varnish
16	44	24	20	14½	\$98.50 118.00



“THE LADIES FAVORITE”

OUR IMPROVED MODEL

No. 29

This model is very popular with those who want an extra light, easy rowing craft. It was designed especially for women who want a boat for pleasure purposes only, and one that is very easily handled putting in and out of the water. It is 15 feet long and has a beam of 38 inches, the keel and stems are made from selected white oak, the ribs red elm and the planking of selected white cedar. The gunwales, breast hooks and seats are mahogany. The boat is all copper fastened and copper riveted and burred at the ribs. The trimmings are of nicked brass and one pair of spruce feathering oars are included in the outfit. The finish is in natural wood with best spar varnish. This boat is the fastest rowing row boat built in the world today and a great many are used by college students preparing for crew work. Price complete \$125.



OUTBOARD MOTOR BOATS

Our Outboard Motor Boats are absolutely the best outboard motor boats made in the world today. They are 16 feet long and have a beam of 4 feet. They are planked with selected white cedar. The stem, keel and transom are of selected oak. The decks are of mahogany. Seats are of cypress. All fastenings are of copper and they are copper riveted and burred at the ribs in the lap-strake model; and the smooth skin are riveted and burred at the bilge. The trimmings are of nicked brass or polished brass; and one pair of selected spruce oars, 8 feet long, is included in the outfit. The finish is in the natural wood, with best spar coating. The boat weighs approximately 150 pounds. Price \$145.



Price with 2 H. P. Evinrude Built in Magneto automatic reverse motor \$240. With Caille 5 speed motor or Elto 2 cylinder motor \$260.



COMBINATION CAMP BOAT

Our one design Row, Sail and Outboard Motor Boat is specially designed to meet the demand for a boat to be used for any of the three named uses. To do this, our designer combined the best lines in several of our old and time-tried models.

This boat is 16 feet long by 4 feet wide and is exactly the same as our Outboard Motor Boat with the exception of its having a little bit wider deck running the entire length of the boat. The sail is approximately 70 square feet. It is furnished in this size owing to the fact that such a large number of boys and girls desire to learn to sail and it may be done with this amount of sail without making the boat unsafe.

This combination has given us a boat that has proven most satisfactory. A boat not cumbersome under the oar, stable as a motor boat and a wonderful sailer. The price complete is \$275.

Price includes 2 H. P. Evinrude automatic reverse Motor, Sails, and Spars.

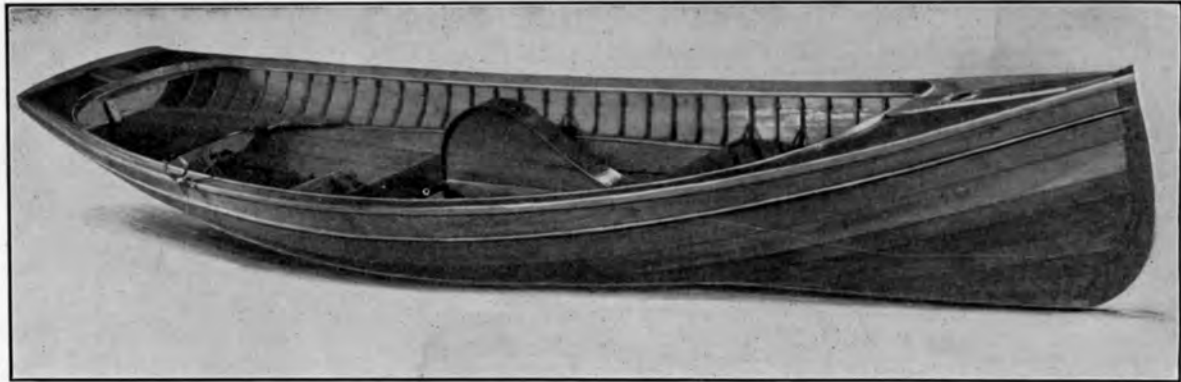
OUTBOARD ENGINES

At all times we endeavor to carry a large stock of Evinrude 2 H. P. automatic reverse engines, Caille 5 speed Motors and Elto Motors on hand. The price of these motors are: Evinrude \$110., Caille \$130., and Elto \$130.

"SPECIALS"

Nickeled brass or polished brass trimmings can be fitted to any boat regularly trimmed with galvanized malleable fittings if so desired at an additional cost of \$7.00.

We can make any changes desired by our customers, in any of our boats.



ROW AND SAIL BOAT, "LEISURE HOUR"

Our row and sail boat, Leisure Hour, is absolutely the best row and sail boat on the market today. It is 16 feet long by 4 feet wide and carries approximately 100 square feet of sail, boom and gaff rig; the stem, keel and gunwales, transom and combing are of selected oak; the decks are of cherry or butternut; the finish is in best spar varnish; the planking is of selected white cedar; Lapstrake construction; all fastenings are of copper and it is copper riveted at the ribs. Besides being a very easy rower, it is absolutely the fastest and most comfortable sailer of its kind in the world today. The trimmings are of polished brass; the mast and spars are made of fir or spruce; the sail is of light racing sail material.

For twenty-five years we have built this boat; and it has never yet failed to show its heels to other boats in a race. It rides the water "like a nut shell." The price of this boat fully equipped is \$198.

ADIRONDACK HUNTING CANOE

Length 14 feet, beam 30 inches, depth at ends 18 inches, depth amidships 12 inches. Bent stems seven plank on sides, two seats. Weight 35 to 40 pounds. For a hunting canoe this has no superior. Built to order only. Price \$110.



DINGIES OR YACHT TENDERS

Our stock models of Dingies are from eight to sixteen feet. They are of the best construction, finest materials, and the best models in use. These can be constructed for the use of either the inboard or outboard motor.

GENERAL SPECIFICATIONS

Oak keel, stem, frames, gunwales and transom. Planking, $\frac{1}{8}$ inch white cedar, copper riveted and burred at ribs (laps copper nailed and well clinched), oak breast hook, two rowing thwarts and stern seat, cypress, two pair row locks, one pair spruce oars varnished, hoisting rings fore and aft, polished brass or nickel plated brass fittings. Outside planking, and inside above seats and decks, best spar varnish, floors painted and covered with varnished grating. Beam forty-two to fifty inches.

The 8 and 10 foot Dingies have mahogany transom and all Dingies are copper riveted at the ribs.

SPECIFICATIONS

Eight Foot

Beam	43½	inches
Height—bow	23	inches
Height—stern	19	inches
Weight, approximate	65	pounds
Weight crated	125	pounds

Ten Foot

Beam	46	inches
Height—bow	24½	inches
Height—stern	22	inches
Weight	110	pounds
Weight crated	150	pounds

Twelve Foot

Beam	48	inches
Height—bow	25	inches
Height—stern	22	inches
Weight	120	pounds
Weight crated, approximate	160	pounds

Sixteen Foot

Beam	49	inches
Height—bow	25	inches
Height—stern	22	inches
Weight, approximate	160	pounds
Weight crated, approximate	210	pounds

Price Any Size \$135 each

When ordering a 16 foot Dingy be sure and specify whether it is to be used with an Outboard Motor on it, as we make two Dingies in this type, one having a large wide transom built especially for an Outboard Motor and the other with a decked stern 16 foot Dingy for Outboard Motor is \$10 extra.

RACING CANOES

Built to specifications or order only. Estimates upon application.

SAILING CANOES

Sailing canoes are built in one grade only, as follows: Keel of best white oak, stem and stern pieces of best hackmatack, "natural crooks," ribs of best red elm or oak; planking of perfect white cedar; decks and dry storage door of mahogany; gunwales, coamings, beads and deck battens of selected quartered oak or cherry; floor boards and bulkheads of best pine; taper mast-tubes of copper; stem-ring and band, dry stowage fastenings and mast deck-plates of brass, polished or nickel-plated; deck frame of cedar and elm or ash. Fastenings are copper nails and brass screws; finish, best oil and varnish throughout, except inside of dry stowage compartment which is painted. If possible each streak of planking is one whole piece from stem to stern. Dry stowage compartment forward (reached through deck or bulkhead); two mast-tubes and deck plates, and stem-ring. There are no other fittings included in the price of canoes. We will put copper air tanks in canoes built to order if desired.

SPECIFICATIONS

Length	Beam	Depth	Displacement	Price
16	39	14½	770	\$300.00
16	30	10½	370	290.00
15	31	10½	370	285.00

CEDAR OPEN PADDLING CANOES



Cedar and basswood canoes cannot be classed with the heavy logy canvas canoes. These canoes have over twice the buoyancy of the canvas canoe and unless a person has ever used one of them, they cannot appreciate the ease and comfort with which they can be handled.

As far as we know, we are the only concern in the United States today building the genuine Canadian paddling canoe. This canoe is patterned after the old Northern Canadian Indian models. For durability they have no equal and with fair care will last a life time. Every canoe championship and record is held by a wood canoe.

We guarantee unconditionally that our canoes are the best in the world for the money, and we have never been able to come anywhere near supplying the demand for them. Our entire output of canoes for the season of 1921 was sold out over one year in advance.

We have a very large number of canoe orders ahead for next season and the number of canoes available is very small. We advise persons wishing canoes for 1922 use to place their orders with us now.

These canoes are built of selected white cedar, each plank one whole streak one-fourth inch thick, nailed to moulded rib $\frac{5}{8}$ x $\frac{3}{8}$ in. apart, smooth inside and out, copper nails and brass screws.

Decks, cherry or butternut; thwarts, ash or cherry; basswood floor boards; maple paddles (2), finish, best varnish.

	Length	Beam	Depth	Weight	Price
No. 80	13	28	10½	40	\$100.00
No. 81	13.6	29	11	45	102.50
No. 82	15	28	11	50	105.00
No. 83	15.6	30	11½	55	107.50
No. 84	16	31	12	60	110.00

We are prepared to build any size or style of racing, cruising or general purpose canoe from our own designs or from those of intending purchasers.

CANADIAN CANOES

We build the genuine Canadian open Paddling Canoe, constructed by the rib and batten system, which is in general use in Canada. These canoes are well built, of good materials and are very serviceable.

The frames of those we keep in stock are of oak and red elm; planking of white basswood; decks and thwarts ash, butternut or oak; coamings of oak or cherry; gunwales of oak or maple; bottom boards of basswood; finished in oil and spar composition varnish, or painted; fastenings, copper nails and brass screws; stems faced with brass.

These canoes can be built with white cedar or Spanish cedar planking, and cherry or mahogany decks, to order.

	Length	Beam	Depth	Weight	Price
No. 60	13	28	10½	35	\$ 94.00
No. 61	13.6	29	11	38	95.00
No. 62	15	28	11	40	96.00
No. 63	15.6	35	11½	42	97.00
No. 64	16	31	12	45	98.00

SPARS, OARS, PADDLES, SWEEPS

Prices upon application.



THE SKANEATELES "AMP" SAIL BOATS

These are the fastest little stock catboats of their size that ever sailed under 115 square feet of canvas. A real seaworthy sailboat, suitable for any waters. The lines of this boat are beautiful and as perfect as years of designing and skill can make them. It is fifteen feet long and has a beam of fifty-eight inches. The planking is of $\frac{1}{2}$ inch white cedar, carvel built, and the trim is natural oak. All fittings are galvanized iron and fastenings are for salt water. The decks are canvas covered and painted in buff color. The body of the boat is finished in best white enamel. We can make prompt shipment. These boats in the right hands always bring home the cups. Price fully rigged \$280.



“CAMPER'S DELIGHT”

Length 16 feet; Beam 4 feet 2 in.; Depth 21 in.; Height at bow 28 in.; Length of bow deck 30 in.; Length of stern deck 15 in.; Width of side deck 3 in.; Frame selected oak and red elm; Planking selected white cedar—copper fastened; Decks of selected butternut; Gunwales, rub strakes and combing of oak; Finish, planking, decks, seats and above seats inside finished in best spar varnish; Equipment 4 H. P. Michigan motor installed near amidship—copper gas tank under bow deck; Trimmings, polished brass—stem band, chocks, cleats and rub strake protector.

We supply this beautiful boat as specified and shown. Price \$375.

GUIDE'S FISHING BOAT

Our Guide's Fishing boat is especially built for fishing purposes for the guide who makes a business during the summer season of taking fishing parties out for a day's trip on our larger lakes and rivers. This boat is built along the lines of our St. Lawrence Skiff's but of course is much stronger and heavier constructed. It is equipped with a Cady Ford, four cylinder four cycle engine and makes a speed of about eighteen miles an hour. It has a tank under the guide's seat in which minnows can be kept fresh all day without changing the water, the water coming in and going out of the boat through a pet-cock which runs through the keel. It has a fish box and boxes to carry all necessary fishing equipment and supplies. It has boat chairs on the amidship and stern seat for the comfort of fishermen. There is also a folding table and two folding camp stools stored under the amidship seat.

This boat is a very easy rower and with its anchor guide, the position of the boat can very easily be changed without the necessity of starting the engine. The boat is 24 feet long and has a beam of 50 inches and is 2 feet deep amidships.

This is the most popular guide boat in use and its equipment is such that guides using it are always well supplied with parties. A great many cottagers use it for a camp fishing boat, as its speed makes it a very handy addition to any summer camp. Three to four week's time is required in the building of one of these boats, as they are only built on special order. The finish is in best spar varnish. Price \$950.



CRUISERS

Stock models—18 feet, 28 feet, 32 feet, 36 feet, 40 feet.

Lines from designs of customers or their naval architect if desired. Prices from \$585 up.

LAUNCHES

We are prepared to build any design of launch, from the speedy little sixteen footer to the ocean-going yacht. Owing to the transportation problems involved, we do not solicit orders for boats above fifty feet in length. All our launches are from lines that have been tried and that have proven satisfactory under all conditions. These lines are from those made by our own designer and also the best naval architects in this country.

General Specifications and Construction of Launches.

Keel, stem and stern posts, best selected oak; ribs, selected oak or red elm, steam-bent to shape and securely fastened to keel; planking, cedar, cypress or mahogany, laid smooth, all seams properly fitted and caulked; decks, mahogany, oak, cypress, cherry or butternut. Blind fastened king plank of selected oak; coaming best selected oak; rub strake, heavy round top and bottom of sheer strake; seats, cypress, ash, cherry, butternut, chestnut, mahogany or black walnut. Placed to suit ideas of purchaser. Finished, to water line with best copper paint. From water line to sheer strake, best marine white. Sheer strake, decks, coaming and interior, best spar varnish. Floors painted. Engine bed, oak of proper size, securely fastened to keel with frame timbers; trimmings, chocks, cleats, flag pole, sockets and steering wheel in either polished brass or nickeled plated brass.

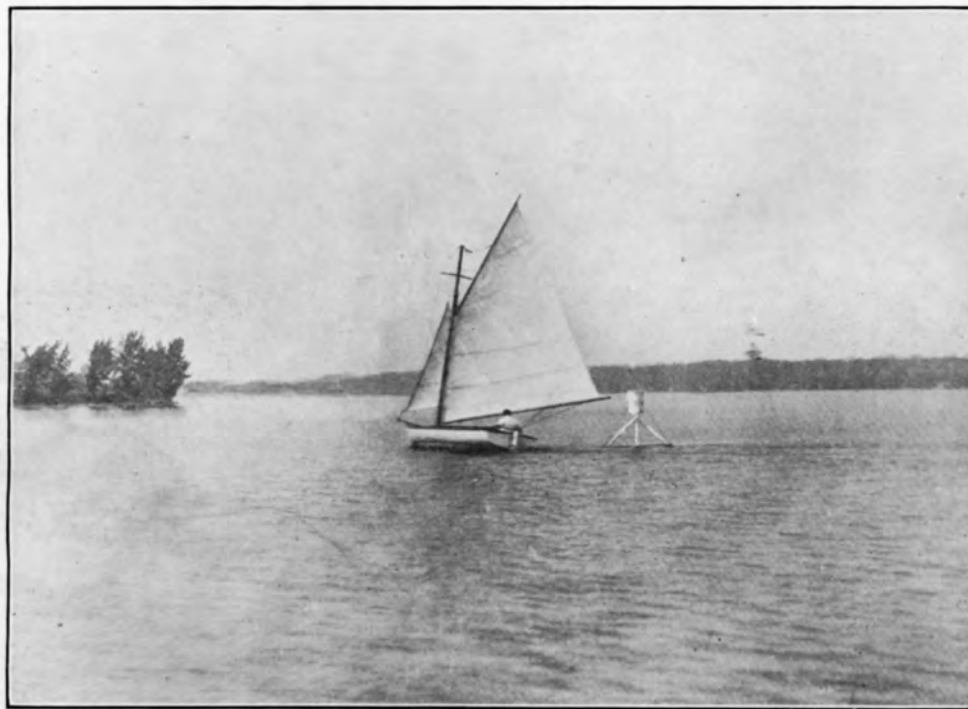


OUR 50 FOOT ENCLOSED CABIN CRUISER.



ONE OF OUR 35 FOOT SPEED LAUNCHES.

Press of Cayuga County News, Auburn, N. Y.

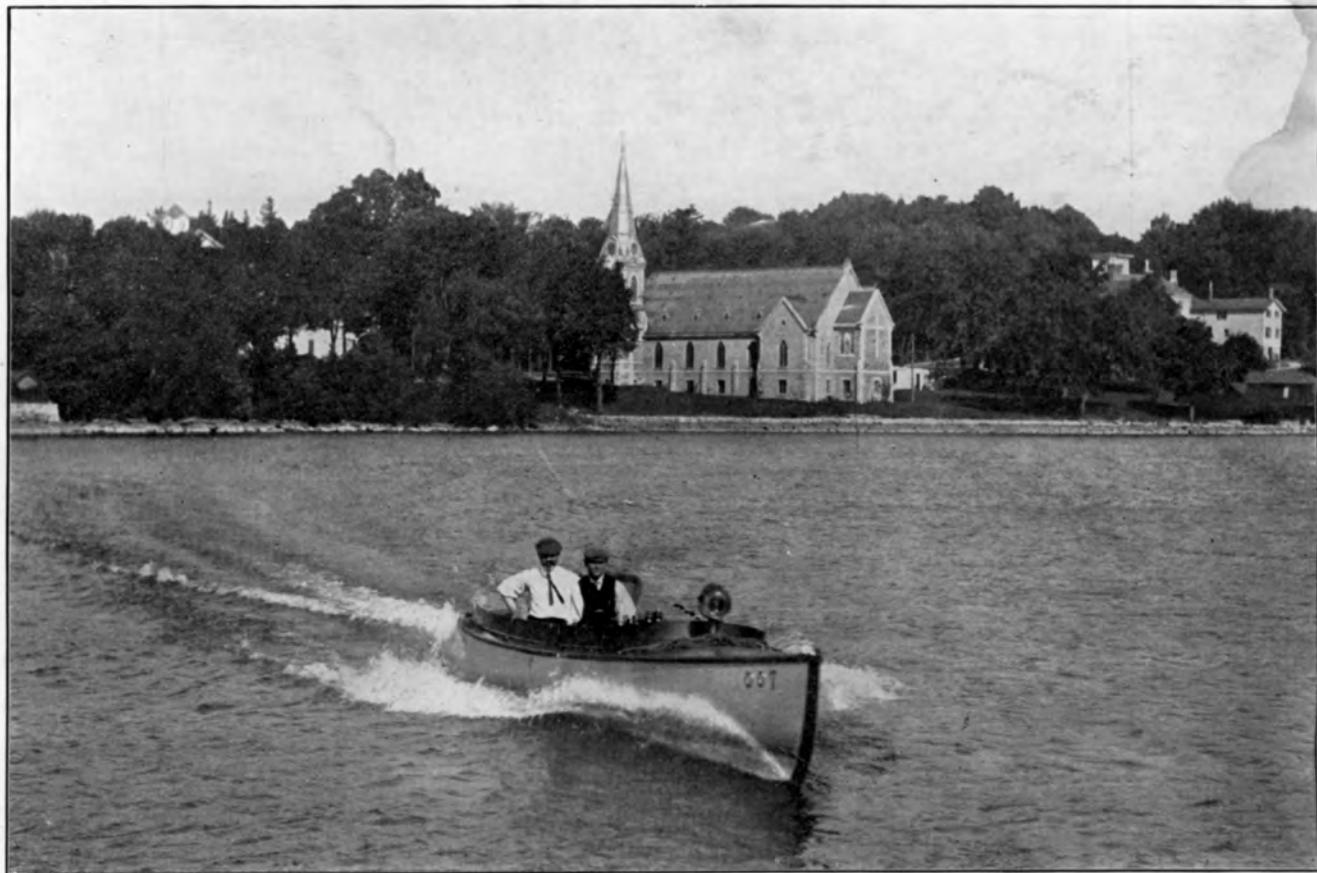


"CLUB SLOOP."

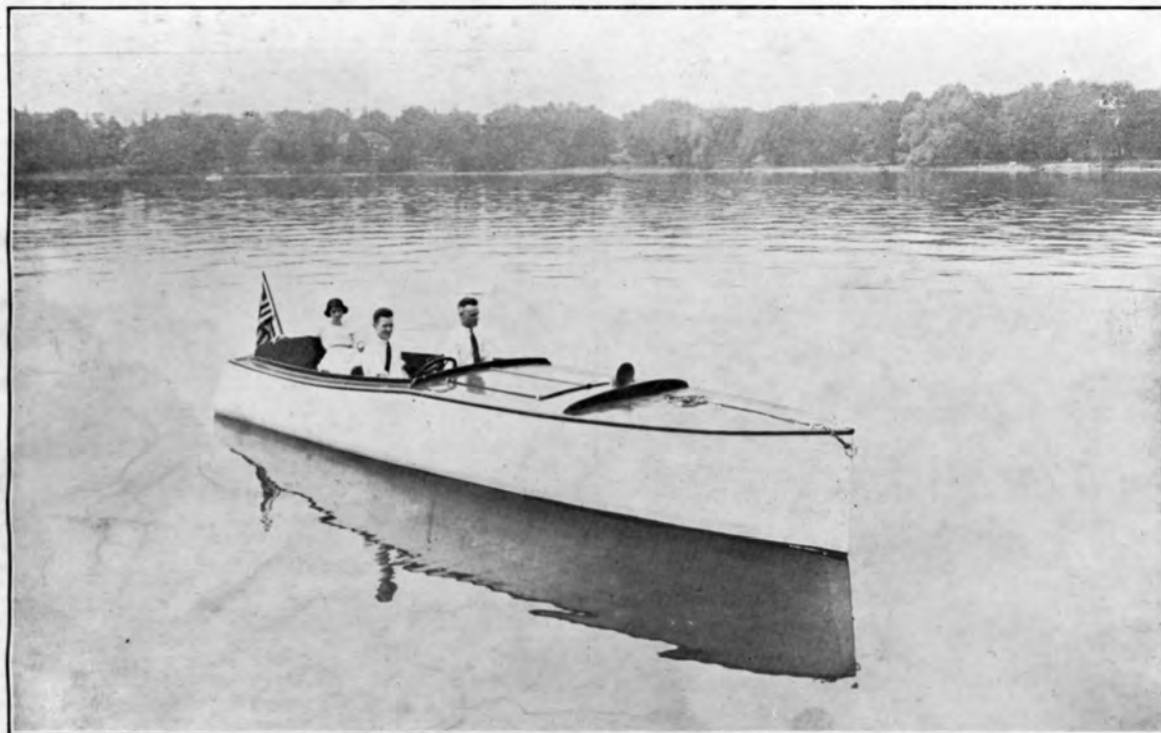
Length over all 18 feet; Length water line 14 feet 3 in.; Beam 6 ft. 9 in.; Beam Draft 3 ft. 6 in.; Bow deck 5 ft. 6 in.; Stern deck 2½ ft.; Side 12 in.

Construction—Frame—selected oak with red elm ribs. Planking —Selected white cedar or cypress. (Galvanized fastenings). Deck of cedar—Canvas covered. Gunwales—coaming—selected oak. Centerboard Trunk—selected white oak base, with cypress topsides. Steel centerboard with suitable lift. Steel rudder. Sails, No. 1, Sail Cloth McClellan make. Main Sail of 120 square feet, and jib of 30 square feet. Spars—Selected spruce or fir. Fittings—wood, and galvanized blocks and fittings.

This boat is substantially built and equipped as specified. Price \$445.



'007 —One of our 30 foot runabouts built for Mr. H. M. Specht, President of the Glenside Woolen Mills.



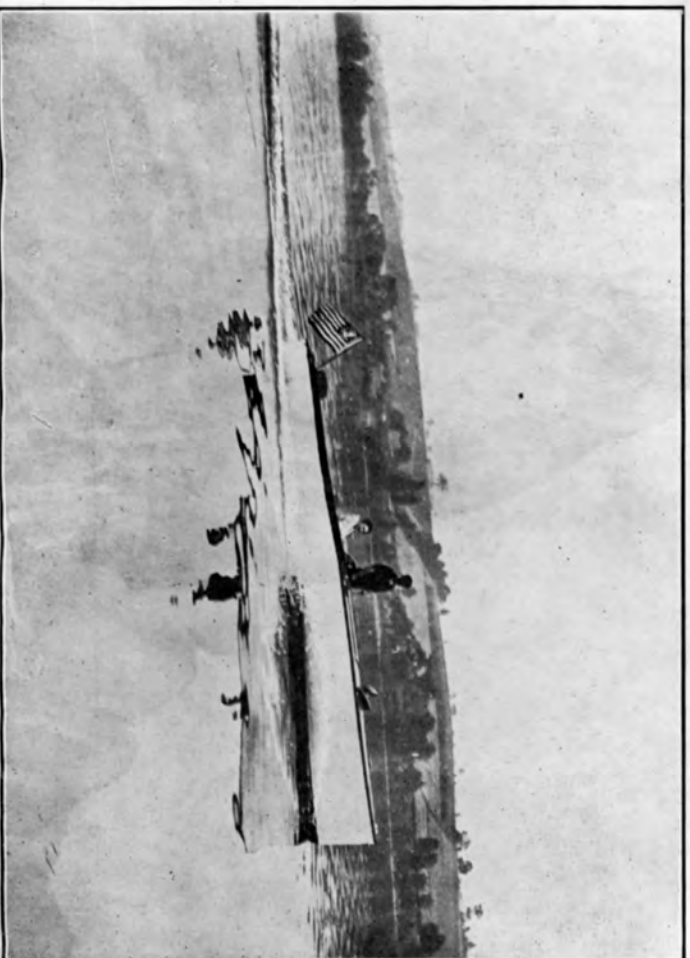
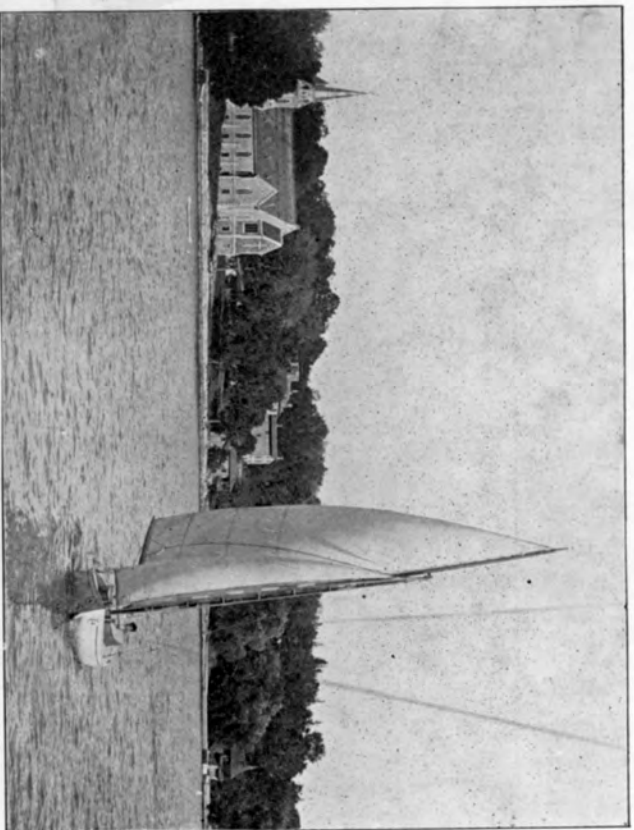
OUR PAWNEE MODEL

Morris Whittaker designed. Length 25 ft.; Beam 5 ft., Mahogany trimmed throughout. Planking selected white cedar. Frames selected white oak. Ribs red elm. Divided seats. Full automobile control. Power 32—40 H. P. Red Wing Thoroughbred Motor. Motor has aluminum base and self starting system.

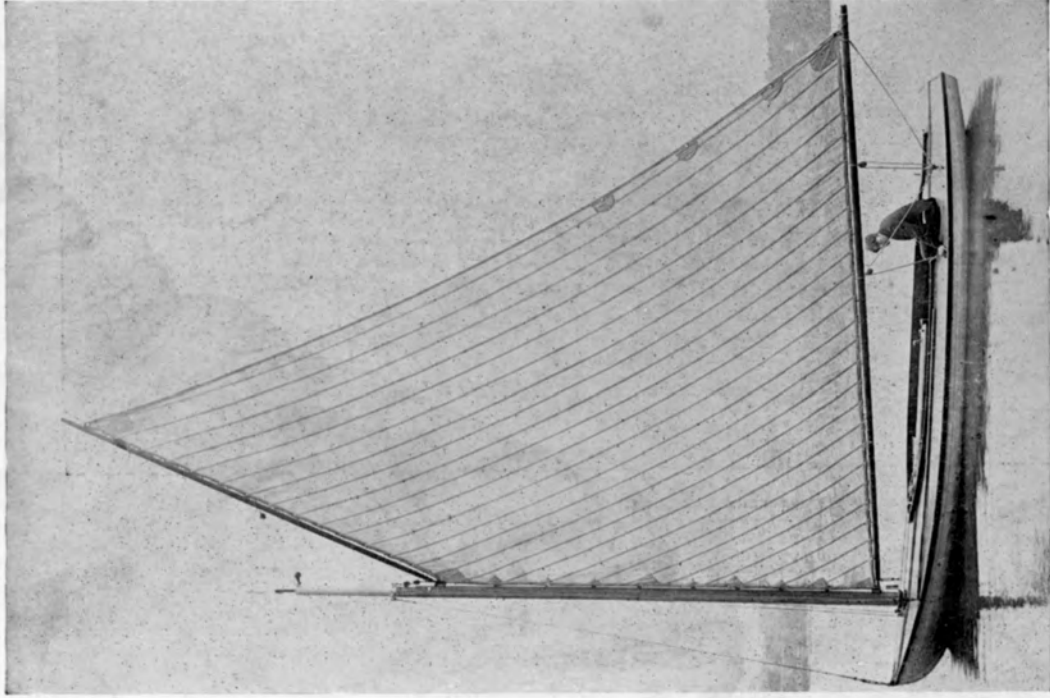
This is one of the finest family Runabouts on the market today and has a speed in excess of twenty miles per hour. Price complete with power f. o. b. cars Skaneateles \$1950.

ENGINES

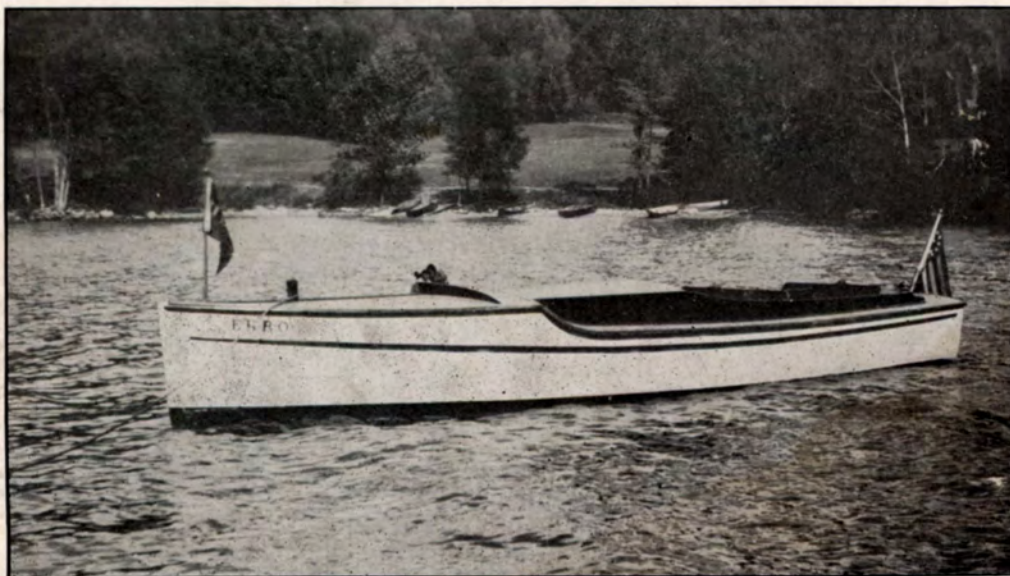
We are in a position to furnish any marine engine on the market with our boats or to furnish the engines alone.



PAWNEE MODEL



OUR 22 FOOT CAT BOAT.



24 FOOT V TYPE, HAND DESIGN.

SEDGWICK SMITH,
President

J. CHARLES KEEGAN,
Sec'y and Treas.

GEORGE SMITH,
Supt. of Construction.

SKANEATELES BOAT AND CANOE COMPANY

SKANEATELES, N. Y., U. S. A.